Representations to Regulation 18 (Stage 2) Consultation:

Test Valley Borough Council

Land South of Coldharbour Lane, Nursling

Prepared for: Crest Nicholson Partnerships and Strategic Land

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5. Commercial Site Access Note (i-Transport, March 2024)
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1. Introduction and Background

Purpose

1.1. This document provides representations on behalf of Crest Nicholson Partnerships and Strategic Land ('Crest') to Test Valley Borough Council (TVBC) on the Draft Local Plan in relation to Land South of Coldharbour Lane, in the southern part of the Borough. The Local Plan ('LP') is at Regulation 18 ('R18') Stage 2 public consultation stage and is due for adoption in Quarter 2 2026. This R18 provides a whole draft plan with strategic policies, the proposed settlement hierarchy, new development management policies and draft allocations for meeting the District's needs for housing, employment, retail and other uses.

1.2. To date, Crest has been promoting Land South of Coldharbour Lane, identifying this site as being well-placed within the District for making a significant contribution towards local and strategic employment and infrastructure needs as well as other key objectives in the emerging Local Plan. The site has been promoted through the previous stages of the LP initially as part of the wider Grove promotion and then as an individual site (full submissions listed below) and has been submitted in the Strategic Housing and Economic Land Availability Assessment ('SHELAA') and provided the following references:

- '424' – Land South of Coldharbour Lane, Nursling

1.3. The site has been promoted as a logical and suitable strategic employment site, and confirmed to be available, achievable and deliverable. The development can commence in the first five years of the Plan.

1.4. Crest object to the omission of Land South of Coldharbour Lane, Nursling in the Test Valley Borough Local Plan Regulation 18 Stage 2 Public Consultation (the draft plan) for strategic employment and infrastructure use for the reasons set out is this representation

Local Plan representations submitted to TVBC to date

- **Issues and Options Consultation (September 2018)**

  Submission Pack:

  Main Representations Document September 2018, supported by the following appendices:

No.	Title	Site	Author
1	Acoustic Note	Grove	WSP
2	Ecology Note	Grove	Aspect Ecology
3	Flood Risk and Drainage Note	Grove	WSP
4	Landscape and Visual Appraisal	Grove	Aspect Landscape
5	Transport Technical Note	Grove	WSP

- **Refined Issues and Options Consultation (August 2020)**

  Submission Pack:

  Main Representations Document August 2020

- **Regulation 18 Stage 1 consultation of the Draft Local Plan (April 2022)**

  Submission Pack:

  Main Representations Document (8 April 2022).

Representations Structure

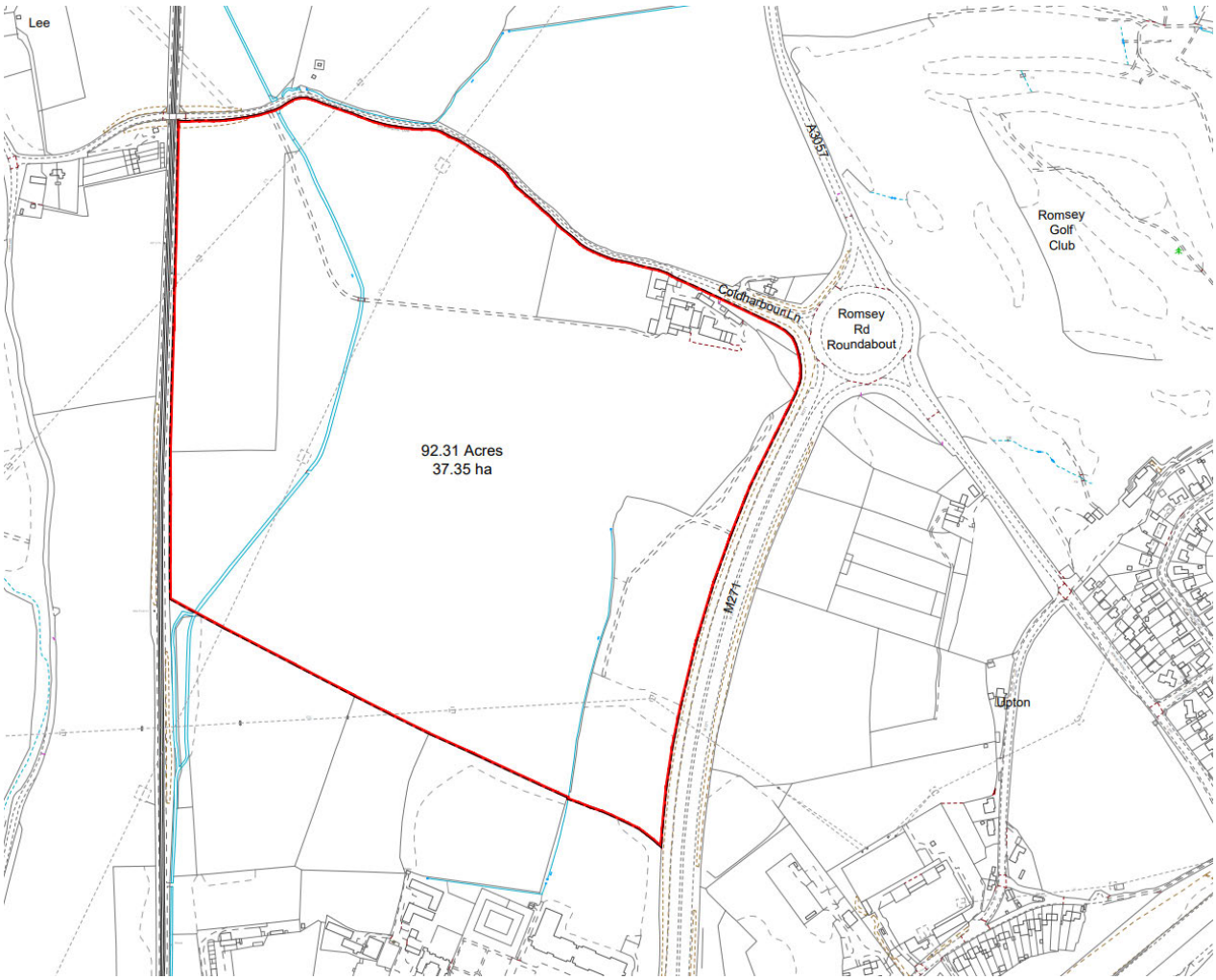
1.5. This representation document is structured as follows:

- Chapter 2 provides an overview of the site and the concept proposals
- Chapter 3 includes Crest's responses to the R18 Stage 2 consultation
- Chapter 4 provides a review and critique of the R18 evidence base in relation to employment land and infrastructure
- Chapter 5 sets out why the site can help to deliver much-needed Industrial and Logistics employment land and infrastructure for Test Valley and the sub-region.
- Chapter 6 concludes this report.

2. Overview of the site and concept

2.1. The Coldharbour Lane site comprises 37.35 ha of land west of the A3057 roundabout and the M271 [see figure 1]. The site is located in the countryside close to the Nursling and Rownhams settlement approximately 3 miles south of Romsey a Tier 1 settlement and 5 miles north west of Southampton City Centre.

Figure 1: Site location



2.2. The Site predominantly comprises a large arable field with several smaller areas of arable, pasture and unmanaged grassland characterising its northern and western extents. A watercourse bisects the Site towards its western extents and flows north – south. Fir Copse forms an established woodland area along the eastern Site boundary and the Site is further enclosed by established native hedgerows and occasional hedgerow tree planting along its northern, western and southern boundaries. A series of overhead power lines and pylons traverse the Site in its south-eastern extents and more notably in its western extents,

running north-east – south-west. The outbuildings associated with Grove Farm are located in the north-eastern extents of the Site off Coldharbour Lane.

2.3. The site is largely unconstrained as set out below:

- The site is not subject nor located adjacent to any statutory environmental designations. The nearest statutory designation is the River Test SSSI, located approximately 900m to the west of the site.
- The site is largely free of areas of priority habitat with the exception of the wooded area named Fir Copse to the eastern edge of the site which is broadleaved woodland owned or leased to the Forestry Commission. Fir Copse is designated as a Site of Importance of Nature Conservation (SINC) meaning it is deemed to be of local importance.
- The site contains no Public Rights of Way (PRoW) when viewed against the Hampshire County Council PRoW map.
- The site is highly enclosed to the eastern boundary and thus the villages of Upton and Nursling by the established tree belt.
- The site and surroundings are primarily located in Flood Zone 1. There is a strip of Flood Zone 2 and 3 which bisects the site running north to south, along the western boundary.

Transport and Access

2.4. The site is well located adjacent to the Strategic Road Network (SRN) with the M271 to the east and the M27 to the south connected via Junction 3. The site boundary is contiguous with the adopted highway of Coldharbour Lane, that connects with Romsey Roundabout, including approaches with the M271 and A3057. The site is therefore ideally located for employment/commercial, assuming a Industrial and Logistics use.

2.5. The low traffic volume along Coldharbour Lane at present in combination with the proximity to the Romsey Roundabout and M271 to the east suggest this is an ideal location for site access.

2.6. Crest has designed different access options for the site and there are a number of technically suitable options available (see **Appendix 5**). A priority junction with the main traffic movement directed into the site is the preferred approach with the least visual impact. This would be deliverable within the site boundary and adopted highway. This has been informed with vehicle swept path analysis of articulated vehicles accessing and existing the site simultaneously.

2.7. The intention would be include some local widening along the eastern part of Coldharbour Lane to 7.3m, the ideal width for Heavy Goods Vehicles to pass one another. The intention would be to change the speed limit from 60mph to 30mph to make the route safer for all users.

Ecology

2.8. As set out in **Appendix 2**, the site is not considered to be subject to any overriding ecological constraints, and the proposed development of the site is considered to be deliverable in ecological terms.

2.9. No statutory designations are located within or immediately adjacent to the site. The nearest statutory designation to the site is River Test Site of Special Scientific Interest (SSSI) located approximately 0.76km to the west of the site.

2.10. The site is in close proximity of a number of European designations, such that development of the site could result in adverse effects as a result of increased nitrogen enrichment, air quality and contaminated surface runoff. However through the implementation of best practice mitigation in respect of these impacts, adverse effects on European designations can be avoided.

2.11. A number of non-statutory designations are present in the site surrounds, including Fir Copse SINC within the site itself. Fir Copse SINC comprises an area of woodland within the eastern part of the site, which is designated for displaying ancient woodland characteristics (albeit is not formally identified as comprising ancient woodland). A road verge of ecological importance (RVEI) also bounds the site to the north-east, namely A3057 Romsey Road, Nursling RVEI.

2.12. The site is dominated by arable and grassland, likely of low ecological value. Habitats of elevated ecological value in the context of the site include Priority Habitat Lowland Mixed Deciduous Woodland and Hedgerows, along with a watercourse.

2.13. The site has the potential to support a number of protected species. Further faunal surveys will be undertaken to identify the interest present and inform any development proposals. With the use of sensitive design and construction safeguards, it is likely that mitigation solutions would be available to manage any identified interest and ensure the species future is safeguarded through the use of development enabled conservation management prescriptions.

2.14. It is concluded that the site is not considered to be subject to any overriding ecological constraints, and the proposed development of the site is considered to be deliverable in ecological terms.

Landscape and Visual

2.15. A Landscape and Visual Technical Note is provided in **Appendix 4**.

2.16. The Site is not located within any of the Strategic or Local Gaps identified within the adopted Local Plan or the emerging Test Valley Local Plan 2040.

2.17. It is considered that the Site and its immediate setting is of Medium / Low landscape value. The Site and its immediate setting do not represent a “valued landscape” with reference to paragraph 180 of the NPPF.

2.18. It is acknowledged that much of the Site is currently undeveloped and that land to the north and west displays a strong rural character. The Site does share some of these characteristics and the open character of the Site and the land use reflects that of the wider Test Valley. However, the adjacent road and rail transport corridors and the presence of overhead power lines and pylons on-Site and in its setting reduce the susceptibility of the Site to carefully and sensitively designed development, as do the proximity of the Site to urban areas to the south and the M27 major road corridor. It is therefore considered that the landscape susceptibility of the Site is Medium.

2.19. The presence of established woodland and field boundaries creates a compartmentalised character to the localised landscape setting, which contains middle and longer distance views towards the Site.

2.20. As a result of the lack of Public Rights of Way (PRoW) routes in the localised setting, there are no recorded views of the Site from any PRoW due to the intervening vegetation structure, including from along the Test Way long-distance route to the west.

2.21. From the rural lanes in the localised setting, the Site is not typically perceived as a result of the roadside and intervening vegetation structure.

2.22. Aside from several locations along Coldharbour Lane where the roadside vegetation has gaps, the boundary vegetation that lines this rural lane is generally considered to be well established and robust.

2.23. Overall, the Site is considered to be visually well enclosed from publicly accessible locations as a result of the surrounding woodland and vegetation cover, aided by the existing vegetation along the boundaries of the Site itself. It is acknowledged that there are some limited views of the Site from the local road network and that the Site is likely to be perceived from several residential properties in the localised setting, including filtered views from Grove Place Retirement Village. However, there are clear opportunities to retain and enhance the existing vegetation cover on the Site and provide new landscape buffers to reinforce the degree of enclosure as part of landscape enhancements to the Site.

2.24. Landscape enhancement measures would include:

- Creation of a new and robust landscape buffer along the northern Site boundary by Coldharbour Lane to enhance the degree of separation between the Site and the wider landscape to the north including 'Broadlands' Registered Park and Garden and to contain future development from fleeting views along the identified section of the A3057.

- Reinstatement of the hedgerow network with local, mixed native species along the western Site boundary to filter passing views by rail passengers on train services between Romsey and Southampton.

- Introduction of additional new woodland planting and hedgerow trees to reinforce and strengthen existing woodland cover, along with a new landscape buffer along the southern extents of the Site to further filter views to and from the listed buildings associated with Grove Place Retirement Village and to highly contain any future development on-Site.

2.25. It is considered that the Site has the capacity to accommodate a sensitively designed development comprising employment land use, which would not give rise to significant landscape or visual effects and would be in line with adopted and emerging planning policy and the Test Valley Landscape Character Assessment (2018). Development of the type proposed would not be out of context given the presence of the adjacent road and rail transport corridors and overhead power lines and pylons, and would present opportunities to improve the management of existing vegetation on-Site and enhance the local and wider landscape characteristics through habitat creation.

Flood Risk and Drainage

2.26. The supporting Flood Risk and Drainage technical note states that the assessed risk posed to, and/or from, the proposed development in exacerbating flood risks within the catchment to neighbouring property, from tidal / coastal, fluvial, sewer and drainage infrastructure and artificial sources is assessed to be **negligible to low**. The site is considered suitable for development in terms of flood risk and drainage, subject to the usual mitigation strategies, as detailed in **Appendix 3**.

Masterplan Strategy

2.27. **Appendix 6** is a Concept Plan for Land South of Coldharbour Lane. The concept plan shows how circa 13 hectares of employment land can be delivered on the site, and this is a conservative estimate, based on the existing site constraints.

2.28. The Concept Plan allows for a 15 metre buffer from the SINC to the east and includes green buffers to the South and West, with existing vegetation retained (unless to allow for access), along the Coldharbour Lane boundary. The green buffer to the West creates a significant gap between the developable area and the areas of Flood Zone 2 and 3, with no development proposed in that western part of the site.

2.29. Vehicular access is proposed from Coldharbour Lane, within a short distance of Romsey Road roundabout and the M271.

3. Representations on the Draft Test Valley Local Plan

Overall response to Test Valley Regulation 18 Stage 2 Local Plan

3.1. This section sets out Crest's principal comments on the Draft Test Valley Local Plan (hereafter referred at as 'LP').

Comments on Chapter 1: Introduction

Four-Year Corporate Plan

3.2. Crest is supportive of TVBC's strategic priorities and particularly highlight the importance of 'Prosperity' and the need to demonstrate economic growth, with positive outcomes for the local communities. TVBC acknowledges the need for employment growth and the lack of supply. TVBC should use the LP to target growth in the Industrial and Logistics (I&L) sector within the District to help boost economic growth, and to tackle unemployment within the local communities.

3.3. The number of people still claiming benefits within Test Valley is still 38% higher respectively than the Count as of March 2020 before the onset of the Covid-19 Pandemic[1]. The I&L sector has become far more diverse in the last decade in terms of the different types of occupations it supports. This is allowing it to be a key re-employer of people who have lost jobs in other sectors of the economy.

3.4. The logistics sector is also particularly good at providing employment opportunities to those that may not otherwise be in work.

3.5. Based on a recent independent survey undertaken by YouGov, Fronter-Economics found that 20% of people currently in logistics were previously unemployed, and that one in four within this group were long-term unemployed[2]. These statistics clearly show that the I&L sector is benefiting deprived communities, and is the result of innovative skills programmes.

Emerging Plan Period

3.6. TVBC adopted its Revised Local Plan DPD on 27 January 2016. The Revised Local Plan DPD sets out the long-term strategic plan for development within Test Valley Borough, and includes the strategic vision, objectives and the key policies needed to achieve sustainable development in Test Valley to 2029. The emerging Local Plan, is due to be adopted in Quarter 2 (April – June) 2026 (in accordance with the currently approved Local Development Scheme (LDS)). **Paragraph 1.40** of the Reg 18 Stage 2 Draft Local Plan states that TVBC is committed to adopt the Plan earlier than that set out in the LDS. The new Local Plan will set out policies and guidance for development of the Borough over the next 15 years to 2040, and

[1] ONS Claimant Count by Sex and Age (2024)

[2] Frontier Economics (2022) The Impact of Logistics Sites in the UK. Available at https://logistics.org.uk/CMSPages/GetFile.aspx?guid=d3e3d23c-2dca-4b0a-8406-0d126c71eb4d&lang=en-GB

states in line with the minimum requirements set out in the National Planning Policy Framework ('NPPF') 2023.

3.7. Crest considers that the plan period should be extended to 2042 to provide a more realistic adoption timescale and allow for any unexpected delays to adoption and sustain the policy requirement for a 15-year plan period as required by the NPPF.

3.8. If the Emerging Plan is adopted in late 2026, as projected by TVBC in its LDS, there will only be 14 years (April 2026 to 31 March 2040) following adoption. If, as seems more likely, the emerging Plan is not adopted until later in 2026 or even 2027, there will be potentially only 13 years of the plan period remaining. As such, Crest considers that the plan period should be extended to at least 2042.

Comments on Chapter 2: 'Vision, Key Challenges and Objectives'

3.9. **Paragraph 2.10:** It is critical that the TVBC's timescales are met, with adoption of the new plan not further delayed beyond Q2 2026. By then, 10 years will have elapsed since the adoption of the extant plan in 2016, and there would only be 3 years remaining on the current plan (which expires in 2029). Although TVBC undertook an interim review in 2021, that has produced no significant change, despite the context for planning having evolved significantly over the recent period.

Vision

3.10. Overall, Crest is supportive of the vision in the LP40 in terms of recognising the key issues facing the District and its prioritisation of providing access to good quality homes for all, delivering employment and supporting infrastructure, encouraging inclusive communities in sustainable locations, developing thriving town centres, and safeguarding the diverse natural built and cultural resources, whilst tackling climate change. The site can help to achieve TVBC's aspirations by delivering a highly sustainable employment-led mixed-use development, that will meet a range of needs and aspirations.

Duty to Cooperate

3.11. **Paragraphs 2.18 – 2.23** state that TVBC is engaging with all neighbouring authorities, including in relation to employment need. Paragraph 2.21 confirms the Duty to Cooperate Topic Paper summarises the engagement TVBC has undertaken and sets out the strategic cross boundary matters which have been worked on including helping to meet employment needs across North and South Hampshire.

3.12. The Duty to Cooperate Topic Paper states that *'there is no unmet need from neighbouring authorities in South Hampshire that requires consideration. Although meeting the need for B8 warehousing across Southern Test Valley and South Hampshire will be a challenge due to availability of sites'* and that a further 'call for sites' is being undertaken alongside the LP consultation. TVBC has stated in the Duty to Cooperate Topic Paper that TVBC will not be meeting West Berkshire Council's employment needs due to the fact that the two authorities are in different Functional Economic Market Areas (FEMA) and that there is a *'low level of economic interaction between the two authorities'*.

3.13. This is clearly not the case with South Hampshire. Partnership for South Hampshire (PfSH) has commissioned and published the Economic, Employment and Commercial Needs (including logistics)

Study (March 2021) which establishes the need for employment development in South Hampshire. PfSH stated that it should be noted that need identified for each Local Authority area could be met across South Hampshire, given the interconnected nature of the South Hampshire Functional Economic Market Area (FEMA).

3.14. The Study (paragraphs 11.33 – 11.36) identified a sub-regional need for logistics floorspace, making a recommendation that the PfSH should find up to five sites in highly accessible locations (to the motorway network) to meet the need for strategic warehousing, but concluded there were no readily available sites. PfSH stated in the Spatial Position Statement (December 2023) that the sites would need to be:

- At least 8-10 hectares in size
- Are on flat land
- With easy access to the Strategic Road Network

3.15. As detailed in Sections 6 and 7 of these representations, the Land South of Coldharbour Lane is suitable, available and can contribute a significant proportion of Test Valley's need for employment land early on in the Plan period, as well as a contribution to the sub-regional need for logistics floorspace. Fundamentally, the site meets all the criteria listed in the Spatial Position Statement.

Vision

3.16. Overall, Crest is supportive of the vision in the LP in terms of recognising the key issues facing the District and its prioritisation of providing access to good quality homes for all, delivering employment and supporting infrastructure, encouraging inclusive communities in sustainable locations, developing thriving town centres, and safeguarding the diverse natural built and cultural resources, whilst tackling climate change. We believe that our approach at Land South of Coldharbour Lane is fully compatible with TVBC's vision.

Climate change

3.17. **Paragraph 2.27** states that the LP will contribute to reduced emissions, by both minimising the impact development has on emissions, and adapting to manage impacts. Crest fully supports this approach.

3.18. Crest is in complete support of TVBC's climate change objective and recognise their responsibility to adapt operations and the developments they build to help tackle climate change. Crest is fully committed to responding to the sustainability agenda and driving down carbon emissions in our developments, reducing carbon emissions and waste in their business activities and have established new carbon and waste reduction and renewable energy targets. It is important to reduce Crest's developments have on the environment, create developments that are future proofed for a changing climate and deliver social value for customers and communities.

Ecology and Biodiversity

3.19. TVBC note in the LP that they are committed to conserving and enhancing biodiversity through enhancing the connectivity, quantity and quality of ecological and green infrastructure networks.

3.20. As set out in Section 2, development on the site is considered to be deliverable in ecological terms. There is opportunity to deliver strategic habitat creation and enhancements which will contribute to local action targets and to bring the site into active management to benefit biodiversity.

Economy, Prosperity and Skills

3.21. The LP states on page 25 that one of the key objectives of the LP is to promote a vibrant and resilient local economy, providing a range of job opportunities and support a skilled and diverse workforce, so that local people can access learning opportunities and jobs and benefit from greater prosperity.

3.22. The Government's Coronavirus Job Retention Scheme (CJRS) has helped cushion the impact of economic contraction on the job market. However, despite this effort, Claimant Counts remain high in many areas across the country. The number of people still claiming benefits within Test Valley, Partnership for South Hampshire, and the Enterprise M3 LEP as of December 2023 is still 38%, 34% and 71% higher respectively than the Count as of March 2020 before the onset of the Covid-19 Pandemic[3].

3.23. The I&L sector has become far more diverse in the last decade in terms of the different types of occupations it supports. This is allowing it to be a key re-employer of people who have lost jobs in other sectors of the economy.

3.24. For instance, a person that may have lost their job as an engineer or IT consultant within an office-based firm can now find similar roles in I&L. This is linked to the sector becoming more automated as well as the complexity and reach of I&L supply chains. Many companies now seek to co-locate their office, R&D and administrative functions with their production, manufacturing and distribution operations, therefore bringing different occupations and specialisms together under one roof.

3.25. The delivery of I&L at the site can therefore help in delivering greater prosperity for the residents in the Borough, through the creation of a diverse range of jobs, and training and learning opportunities, all within a short commute.

3.26. In terms of self-containment (i.e. the proportion who live and work in the same local authority area), Test Valley (50%) performs consistent with the PfSH average (50%), slightly better than Enterprise M3 LEP average (42%), and slightly worse than the average for the South East of England region (52%).[4]

3.27. This means that in Test Valley, half of its in-work residents travel outside of the District for work, resulting in less GVA and day time expenditure for Test Valley's local economy.

3.28. There is also a negative sustainability angle related to such a high level of worker outflow related to an increased carbon footprint associated with travelling longer distances to work. This is especially true of car based journeys to work, which according to the latest Census (2021), account for 48% of all travel modes in the case of Test Valley's in-work residents[5].

[3] ONS Claimant Count by Sex and Age (2024)

[4] ONS Census 2011. Location of Usual Residence and Place of Work

[5] ONS Census 2021. Method Used to Travel to Work

3.29. The delivery of I&L at the site would generate more quality jobs in Test Valley to the benefit of the local job market, and subsequently help to improve self-containment levels.

Comments on Chapter 3: 'Spatial Strategy'

3.30. Whilst Crest broadly supports the proposed overarching spatial strategy and settlement hierarchy set out on page 32 and in Spatial Strategy Policy 1 (SS1), the Spatial Strategy needs to take account of guidance in NPPF and policies elsewhere in the plan; acknowledging that for certain types of development, locations will not always follow the settlement hierarchy. For logistics development in particular, a sustainable location requires good access to the strategic road network. Access to a workforce is also important which encourages locations close to centres of population in sustainable locations. Spatial Strategy Policy 1 (SS1) needs to consider locations outside or beyond settlement boundaries where sustainable development is possible.

3.31. There are residual benefits that flow from getting development in the right place from the outset and directing growth to locations that benefit from existing infrastructure. Such locations that do not require significant investment in transport infrastructure are better able to deliver employment growth.

Future Employment Needs

3.32. Spatial Strategy Policy 7 (SS7) sets out the employment land requirement for the Borough to be a minimum of 71.7 hectares to be delivered over the plan period to 2040, with the minimum requirement for STV as 40.4 hectares.

3.33. The employment land requirement set out in SS7 has been informed by the Test Valley Employment Needs Further Analysis Study (FAS) (DLP Planning Ltd, 2023), which we have reviewed and critiqued in Section 4 of these representations and in Appendix 1.

3.34. Paragraph 3.111 states that the FAS takes forward the 2021 Stantec Employment, Economic and Commercial Needs Study (Stantec, 2021), but considers other factors such 'market attractiveness'. However, the approach taken in the FAS underestimates 'true' market demand. Paragraph 3.112 states that TVBC is proposing to take forward the figures in FAS for TVBC's employment land requirements, however the approach taken in the FAS to calculate the figures is flawed.

3.35. Savills' estimate of I&L demand in Test Valley (detailed in Section 8 of Appendix 1) over the 20 year period (2020-2040) is 115 ha when a market demand assessment is undertaken. In Southern Test Valley specifically, Savills estimate of I&L demand is 66 ha over the same time period.

3.36. This is significantly higher than the 56.8 ha of I&L land in Test Valley, and 32.4 ha of I&L land in Southern Test Valley over a 20 year period stated in the FAS (2023).

3.37. Spatial Strategy Policy 7 (SS7) should therefore set out the employment land requirement for the Borough to be a minimum of 129.9 hectares, to be delivered over the plan period to 2040, with the minimum requirement for STV as 74 hectares.

Employment Land Supply

3.38. Table 3.5 sets out the employment supply estimated by TVBC for Southern and northern Test Valley for the period 2020 – 2040.

3.39. Savills has reviewed the supply of land and buildings within Test Valley Borough, including:

- Supply of buildings - new and second-hand units of 100,000 sq.ft and above, as well as speculative units under construction;
- Land supply - sites of 2.5 ha or more with planning permission for B2 or B8 development; and
- Pipeline supply - sites of 2.5 ha or more which benefit from an allocation for B2 or B8 development.

3.40. **Table 1** presents the total available supply position within Test Valley:

Table 1: Total Available Supply Position within Test Valley

Site/Building	Planning Status	Sq.m	Ha	Location
Orbit 121, Walworth Industrial Estate, Andover	Building	11,249	2.81	Northern Test Valley
Plot 31/32, North Way, Andover	Building	12,243	2.88	Northern Test Valley
Extension to Walworth Business Park (Logistics City, Andover)	Planning Permission	45,300	11.07	Northern Test Valley
Nursling 135 (Nursling Ind Estate)	Allocation	12,568	2.52	Southern Test Valley
Total Buildings		**23,492**	**5.69**	
Total Planning Permission		**45,300**	**11.07**	
Total Allocations		**12,568**	**2.52**	

3.41. Overall, there is a very limited supply of land and premises within the Borough that are of 2.5 ha or more and capable of accommodating a B2/B8 unit of 100,000 sq.ft plus. This is particularly true in STV, where Nursling 135 (Nursling Industrial Estate) is the only site coming forward of that scale.

3.42. Of the sites identified under Spatial Strategy Policy 8 (SS8) as employment site allocations, only Land adjacent to Abbey Park, Romsey (5.9 hectares) and Land at Upton Lane (8.5 hectares) could meet part of this requirement.

Table 2: I&L Supply and Demand Balance

	Savills Demand (ha)	Savills Supply (ha)	Shortfall (i.e. demand minus supply) (ha)
Test Valley	115	19.28 to 52.43	62.6 to 95.7
Southern Test Valley	66	2.52 to 16.92	48.7 to 63.1

Source: Savills 2024

3.43. Within Test Valley, Savills' view of realistic supply is approximately 19.28 ha, meaning that there is a shortfall of 95.7 ha against Savills' demand figures. Even if we were to include the draft allocations which increases Test Valley's supply to 52.43 ha, there is still a shortfall of 62.6 ha.

3.44. Within Southern Test Valley specifically, Savills' view of realistic supply is approximately 2.52 ha, meaning that there is a shortfall of 63.1 ha against Savills' demand figures. Even if we were to include the Draft Allocations which increases Southern Test Valley's supply to 16.92 ha, there is still a shortfall of 48.7 ha.

Comments on Chapter 4: 'Test Valley Communities'

Proposed Employment Sites

3.45. Paragraph 4.208 states that the proposed strategic employment site allocations in STV are focussed mainly on expanding existing sites, with Land at Upton Lane (the site) the only new employment site being put forward in the draft Plan. Based on the real estimated demand for employment land in STV of a minimum of 74 hectares, TVBC must allocate additional sites in the LP to meet this demand, with particular focus on land (meeting the requirements set out in paragraph 3.7 and the criteria set out in Section 5 of these representations) that can deliver significant quantums of I&L.

Comments on Chapter 5: 'Theme Based Policies'

Climate Change

Delivering a Net Zero Carbon Future

3.46. Crest supports the wording of the draft **Policy CL1**. Sustainability is a core foundation of Crest Nicholson's business strategy, with responsible practices integrated into operations and development designs. The

company is dedicated to reducing its climate impact, preserving biodiversity, minimising waste and conserving natural resources.

3.47. In January 2023, Crest Nicholson became the first UK housebuilder to have its science-based net-zero target approved by the Science Based Targets initiative (SBTi). The commitment extends to achieving net-zero greenhouse gas (GHG) emissions across the entire value chain by 2045, with interim targets to significantly reduce emissions by 2030.

3.48. Crest Nicholson's commitment to positive placemaking and sustainability has resulted in the following recognition and achievements:

- Maintained a position on the FTSE4Good Index in 2023.
- Awarded a B Score in the CDP Climate Change submission.
- Named as one of the Financial Times' European Climate Leaders in 2023.
- A proud signatory of the Business Ambition to limit global temperature rise to 1.5°C.
- The first UK housebuilder to have its science-based net-zero target approved by the Science Based Targets initiative in 2023

Flood Risk

3.49. **Paragraph 5.32** states that it is essential to ensure that inappropriate development is **avoided** in areas at risk of flooding.

3.50. Crest support this approach. The concept plan (Appendix 6) shows how a significant quantum of employment land and infrastructure can be delivered on the site, wholly within Flood Zone 1. The Flood Risk Technical Note (Appendix 3) confirms that the development surface runoff can be attenuated to greenfield runoff rates and that there are no issues in terms of safe and dry access from and to the development.

Ecology and Biodiversity

3.51. As set out at paragraphs 3.15 and 3.16 of these representations, Crest are supportive of the Biodiversity Net Gain (BNG) requirement and have several examples of successful implementation, delivered prior to the mandatory BNG requirement came into force in early 2024. Crest would employ these established methods of delivery BNG on site (i.e., habitats and faunal enhancement work) which would result in a beneficial ecological effect.

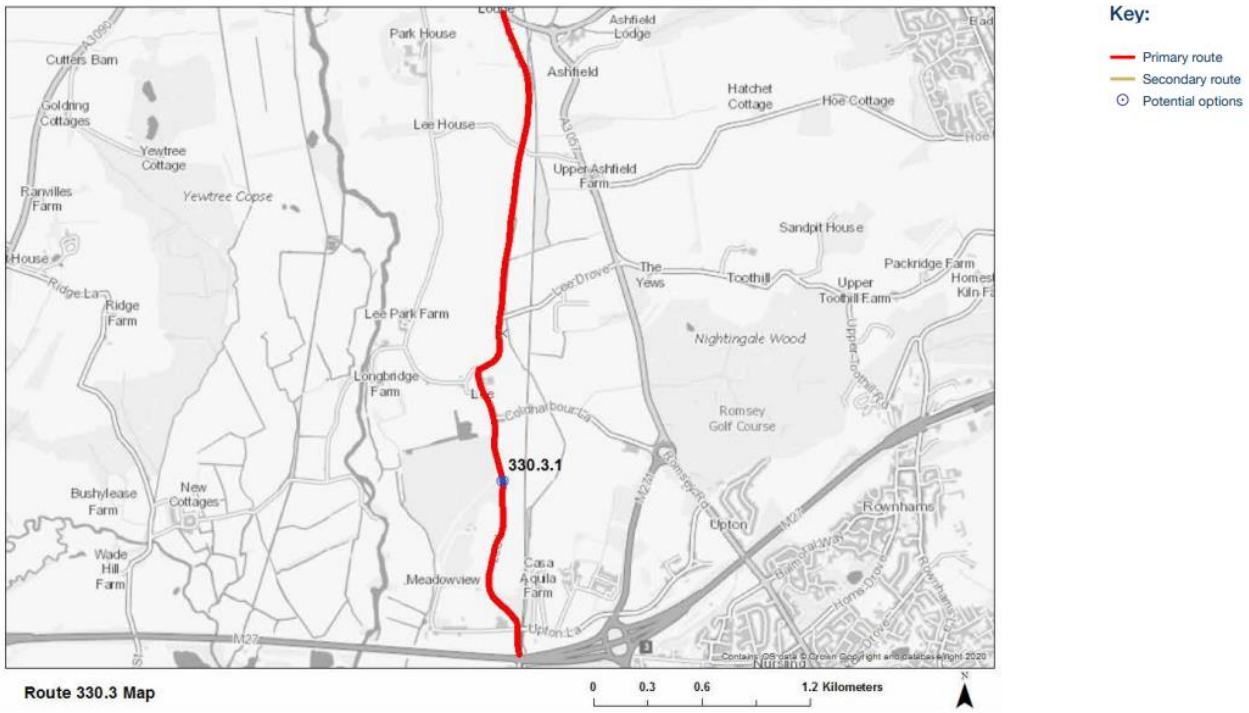
Sustainable Transport and Movement

3.52. Paragraph 5.488 references the Local Transport Plan 4 (LTP4), which was published in February 2024. The LTP4 proposes a transformational change, including a shift away from planning for vehicle, towards planning for people and places and ensuring people have a choice of high-quality transport options.

3.53. This includes the development of Local Cycling and Walking Infrastructure Plans (LCWIPs), referenced in paragraph 5.492 of the LP. LCWIPs are evidenced-based plans that identify preferred walking and cycling

routes that connect places that people to get to. The Test Valley (South) Local Cycling and Walking Infrastructure Plan (2022) sets out the first phase of LCWIPs in Southern Test Valley, including a Primary route 330 which runs from Nursling to Romsey. Section 330.3.1 runs South to North to the West of the site.

Figure 2: LCWIP Route 330.3



3.54. The site is therefore very close to the local LCWIP. As prescribed by draft Policy TR1, financial contributions can be secured towards that off-site infrastructure and proposed development at Land South of Coldharbour Lane can help deliver those improvements.

4. Commentary on Evidence Base

4.1. The UK planning system, via the allocation of enough employment land in the right locations, is critical to facilitating the sector's growth.

4.2. The National Planning Policy Framework (NPPF) requires local planning policies to identify sites and/or establish criteria to enable anticipated employment needs to be met [Paragraph 85]. In 2019, a revision to the NPPF introduced a specific requirement for planning policies and decisions to reflect the specific locational requirements of different employment sectors including logistics. This requirement remains within the 2023 NPPF which "*set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration*" (paragraph 86 (a)). This provides a clear and positive policy context for the preparation of local plans.

4.3. Paragraph 87 goes on to explain that policies and decisions should recognise and address the specific locational requirements of particular sectors, more specifically: *"Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations."*

4.4. The specific mention of storage and distribution operations was long overdue and provides recognition of the recent growth in this sector, which underpins its strategic importance as a consideration within the plan making process. Indeed, to be one of only three sectors explicitly mentioned in the 'Building a Strong, Competitive Economy' chapter is testament to the role that logistics could play in the future economy.

4.5. The National Planning Policy Guidance (NPPG) at Paragraphs 025 [Ref ID: 2a-025-20190220], sets out that strategic policy-making authorities will need to prepare a robust evidence base to understand existing business needs, which will need to be kept under review to reflect local circumstances and market conditions.

4.6. The NPPG notes various methods as to how strategic policy making authorities can prepare and maintain evidence about business needs. Firstly, it is noted that *"in gathering evidence to plan for business use, strategic policy making authorities will need to liaise closely with the business community, taking account of the Local Industrial Strategy, to understand their current and potential future requirement"* [Paragraph: 026 Reference ID: 2a-026-20190220]. During this process the NPPG sets out that authorities must consider the following:

- *"The best fit functional economic market area;*
- *The existing stock of land for employment uses within the area;*
- *The recent pattern of employment land supply and loss;*
- *Evidence of market demand – sourced from local data and market intelligence;*
- *Wider market signals relating to economic growth, diversification and innovations; and*
- *Any evidence of market failure"* [paragraph: 026 reference id: 2a-026-20190220].

4.7. Paragraph 27 of the NPPG indicates four possible methods to estimate future needs:

1) *"Sectoral and employment forecasts and projections which take account of likely changes in skills needed (labour demand)*
2) *Demographically derived assessments of current and future local labour supply (labour supply)*
3) *Analysis based on the past take-up of employment land and property and/or future property market requirements (past take-up)*
4) *Consultation with relevant organisations, studies of business trends, and understanding of innovative and changing business models, particularly those which make use of online platforms to respond to consumer demand and monitoring of business, economic and employment statistics"* [Paragraph: 027 Reference ID: 2a-027-20190220].

NPPG, Paragraph: 031 Reference ID: 2a-031-20190722 sets out the following:

4.8. *"The logistics industry plays a critical role in enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities, and has distinct locational requirements that need to be considered in formulating planning policies (separately from those relating to general industrial land).*

4.9. *Strategic facilities serving national or regional markets are likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour. Where a need for such facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas. This can be informed by:*

- *Engagement with logistics developers and occupiers to understand the changing nature of requirements in terms of the type, size and location of facilities, including the impact of new and emerging technologies;*
- *Analysis of market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies;*
- *Analysis of economic forecasts to identify potential changes in demand and anticipated growth in sectors likely to occupy logistics facilities, or which require support from the sector; and*
- *Engagement with Local Enterprise Partnerships and review of their plans and strategies, including economic priorities within Local Industrial Strategies.*
- *Strategic policy-making authorities will then need to consider the most appropriate locations for meeting these identified needs (whether through the expansion of existing sites or development of new ones)."*

4.10. Economic need is not as prominent as housing need in the guidance, the latter being subject to a standard methodology with a series of unambiguous steps set out to establish the minimum annual housing need for each local authority area. There is specific reference to logistics and the preamble in the Guidance on this reiterates the "critical role" that logistics plays in *"... enabling an efficient, sustainable and effective supply of goods for consumers and businesses, as well as contributing to local employment opportunities ...".* However, the Guidance then fails to translate this sentiment into a clear and robust approach which ensures logistics needs are met.

Test Valley Employment Needs Further Analysis Study (2023)

4.12. The supporting Industrial and Logistics Needs Assessment (Savills, 2024) appended to these representations (see Appendix 1) examines the Test Valley Employment needs Further Analysis Study (FAS), prepared by DLP Planning Ltd in 2023, on behalf of TVBC. It is the demand estimate from the labour growth scenario from the FAS, which informs Spatial Strategic Policy 7 (SS7) of the LP.

4.13. The growth scenario identifies a total employment land need of 71.7 ha in Test Valley during the period 2020 to 2040. For I&L uses specifically, the total employment land need in Test Valley is 56.8 ha. SS7 states that the employment land requirement for the Borough is a minimum of 71.7ha, to be delivered over the plan period to 2040.

4.14. As concluded in paragraph 5.2.1 of Savills report (see Appendix 1), the FAS's demand estimates have limited regard to market signals directly as required by Paragraph 31 of the NPPF:

'The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, **and take into account relevant market signals'**. *Our emphasis*

4.15. The approach taken in the FAS therefore underestimates 'true' market demand, and should be updated based on up-to-date market information (through sources such as CoStar, EGI, and agents data, for example). By relying on statistical constructs to understand future 'market' demand rather than comprehensive analysis of market demand signals, such as net absorption, floorspace availability, new development trends, rental growth, etc, it does not give an accurate, realistic picture of future market demand, that is required for TVBC to accurately plan for.

4.16. Savills has developed a methodology which considers market signals and takes account of any demand lost due to historic supply constraints (i.e. suppressed demand) as detailed in **Section 8 of Appendix 1.**

4.17. This methodology is compliant with the requirements of the NPPF given it considers market signals (Paragraph 31) and is consistent with the Planning Practice Guidance (PPG).

5. Industry and Logistics Site Criteria

5.1. The LP identifies a number of location factors for large B8 uses. In the Interim Sustainability Appraisal, for example, location factors for employment uses are proximity to the Strategic Road Network with a limit of 800m.

5.2. Looking at the criteria identified by PfSH (Paragraph 6.49 of the Spatial Position Statement) we believe these high level criteria are generally correct. From Savills's experience of identifying suitable sites for logistics operators these criteria have been expanded. These criteria being:

- Regular shaped site or the developable area needs to be regular. Individual plots allowing for buildings, docking and service yards need to be a minimum of 300m deep.
- Flat site to ensure it is economical and feasible to create large flat development platforms.
- Site free of major on-site constraints, such as flood plain, high voltage power lines, and heritage assets.
- Adjacency to a nationally significant motorway (M27);
- Convenient access to suppliers and end customers;
- Convenient access to a pool of potential workers (labour supply); and
- Convenient access to major freight handling infrastructure that can be utilised as part of I&L companies' wider supply chains.

5.3. Realistically, sites need to be in highly accessible locations along the M27/A27 between Junction 2 and Emsworth, the A3(M) up to Junction 2,and the M3 to Winchester. There are around 18 junctions on this part of the SRN locally.

Land South of Coldharbour Lane

5.4. As set out in Section 2 of these representations, the site is relatively flat, of regular shape and the developable area is free from major on-site constraints.

5.5. The site location benefits from a number of strategic advantages, in line with the additional criteria set out in Section 5 of these representations, which make it attractive for I&L development. These include:

<u>Adjacency to a nationally significant motorway (M27)</u>

5.6. The M27 is a nationally significant movement corridor that facilitates over 10,000 HGV and LGV movements per day. Being in close proximity to a junction on such an important motorway is extremely beneficial for I&L occupiers and logistics companies in particular, and it means the site is one of the best located in the wider sub-region.

5.7. According to the Savills European Logistics Census[6], location is the most important factor impacting business investment decisions in the I&L sector (89% of respondents). Given the site's prime location, it is ideally placed to help address the 95.7 ha supply shortfall in Test Valley, and 63.1 ha supply shortfall in Southern Test Valley specifically.

Convenient access to suppliers and end customers

5.8. Most I&L occupiers have supply chains linking themselves with their suppliers and end customers of between 1 to 4 hours travel time. The shorter travel time is more typical of small local companies, while longer travel times are more typical of larger companies that do business throughout the country.

5.9. If we take the middle ground of 2 hours, which is appropriate for most companies, up to 15.2 million people (25% of England and Wales's population) and approximately 775,200 businesses (31% of England & Wales's businesses) can be accessed from the site[7]. A significant number of large conurbations including Portsmouth, Southampton, Oxford, Swindon, Bath, parts of London and others are all accessible from the site within 2 hours.

Convenient access to a pool of potential workers (labour supply)

5.10. Based on 25-minute drive time catchment for accessing labour from the site[8], 468,000 working-age people are reachable[9], representing a high level of workforce accessibility and a considerable labour pool for future businesses located at the site to draw from.

Convenient access to major freight handling infrastructure that can be utilised as part of I&L companies' wider supply chains

5.11. Based on a 2-hour truck-time catchment as suitable in capturing the majority of I&L businesses that may use freight handling infrastructure as part of their supply chains, the site would have access to various rail freight interchanges, airports and major ports across the South of England. Even when factoring a 45-minute truck time catchment, the site has access to various freight infrastructure within the Central South region, as shown in **Table 3.**

Table 3: Freight Infrastructure within a 45 Minute and 2 Hour Truck Time Catchment

	45 Minute Truck Time Catchment	2 Hour Truck Time Catchment

[6] Savills European Logistics Census (2021) is a survey of over 400 occupiers, developers, investors, landowners, asset managers, agents and advisors involved in the I&L sectors. Its aim is to understand opportunities and challenges facing the sector and is available at https://pdf.euro.savills.co.uk/european/european-commercial-markets/spotlight---european-logistics-census-winter-2021-2022.pdf

[7] This analysis uses GIS conducted on ONS Population Estimates (2020) and UK Business Count (2023) data at Middle Layer Super Output Areas (MSOAs)

[8] This is the average home-to-work travel time for Test Valley ONS User Request Data – 2018: TRVTME Usual home to work travel time (minutes) by local authority

[9] This analysis uses GIS conducted on ONS Population Estimates at Middle Layer Super Output Areas (MSOAs) (2020)

Rail Freight Interchanges	Fratton, Marchwood, Southampton/Maritime, Southampton/Millbrook, Southampton/Western Docks	Bicester, Fratton, Marchwood, Radlett SRFI, Southampton/Maritime, Southampton/Millbrook, Southampton/Western Docks, Willesden Euroterminal.
Airports	Bournemouth, Southampton.	Bournemouth, Heathrow, Luton, Southampton, Gatwick, London Oxford.
Major Ports	Southampton, Portsmouth, Poole	Southampton, Portsmouth, Poole, Shoreham and Newhaven.

Source: Savills, 2024

5.12. The site will also generate a considerable level of new job opportunities for local residents to help increase self-containment levels (i.e. the number of people who live and work within Test Valley). This is important given, based on ONS Census data evidence, Test Valley's self-containment (50%) currently lags slightly below the South East of England average (52%)[10], which means it is losing the economic output from its workforce and not capturing the sustainability benefits associated with residents travelling less distances to their places of work. This site can make a significant contribution therefore to TVBC's vision for the emerging LP, and the 4 year Corporate Plan for prosperity.

[10] ONS Census 2011. Location of Usual Residence and Place of Work

6. Why Land South of Coldharbour Lane?

6.1. As set out in Section 4 of these representations, and detailed in Section 5 of Appendix 1, TVBC's employment evidence gives limited regard to market signals concerning demand and supply as required by Paragraph 31 of the NPPF. In particular, key growth drivers underpinning I&L demand have been assessed in limited detail.

6.2. Savills assessment evidences a supply constrained I&L market in Test Valley, but also across PfSH, with low levels of availability for much of the last decade. A key contributing factor to the low availability is that when new supply does become available, it is quickly let.

6.3. Given the increasing costs associated with running warehouses, occupiers are gravitating towards better quality buildings, with higher specification Environmental, Social and Governance (ESG) features. Only 12% of Test Valley's existing stock can be categorised as good quality. There is therefore a significant demand for new, modern I&L premises in Test Valley.

6.4. There is currently only 2.52 hectares of existing I&L supply in South Test Valley (STV), and this only increases to 16.92 hectares when taking account of draft allocations. However, the I&L demand in STV, including an e-commerce uplift (described in Appendix 1), over a 20 year plan period is 66 hectares. The demand estimates when considered against the objective assessment of available supply results in a significant 'need' shortfalls. In STV, this is 48.7 hectares (when taking into account Draft Allocations).

6.5. In section 5 we set out how the site meets all of the criteria published by PfSH, and the additional criteria that Savills indicate are important, based on occupier requirements for sites/land. The key criteria highlighted in the Stantec (2021) report, by PfSH and by Savills is being in close proximity to the Strategic Road Network.

6.6. Along with LE7 Nursling Estate Plot 135 and Land at Upton Lane, the site is the only other site that is in close proximity to a nationally significant movement corridor (M27) that facilitates over 10,000 HGV and LGV movements per day. Being in close proximity to a junction on such an important motorway is extremely beneficial for I&L occupiers and logistics companies in particular, and it means the site is one of the best located in the wider sub-region.

6.7. Given the site's location, it can help to meet some of TVBC's employment need, but also help to accommodate I&L demand in neighbouring authorities. According to Savills' suppressed demand model, the PfSH and Enterprise M3 LEP's I&L markets have been supply constrained for 20% and 17% respectively over the last decade. The site can therefore help to accommodate demand from neighbouring local authorities.

6.8. As set out throughout these representations, the site is readily available and is an ideal site to help meet Test Valley's and the sub-regional need for I&L land.

7. Conclusion

7.1. These representations respond to the Test Valley Borough Council Local Plan Regulation 18 Stage 2 consultation and sets out the availability of the Land at South of Coldharbour Lane, Nursling on behalf of Crest Nicholson for I&L development which could contribute towards the wider sub-regional need including that in Test Valley.

7.2. Savills supporting assessment provides evidence that there is a supply constrained I&L market in Test Valley, but also across PfSH, with low levels of availability for much of the last decade, and that the I&L demand in Southern Test Valley over a 20 year plan period is 66 hectares or 48.7 hectares when taking into account draft allocations.

7.3. There is also a clear recognised need for strategic Industrial and Logistics sites, as set out in the PfSH Spatial Position Statement (December 2023), which confirms a sub-regional need for logistics floorspace, and references the recommendation that PfSH should find up to five sites in highly accessible locations (to the motorway network) to meet the need for strategic warehousing,

7.4. The site is relatively flat, of regular shape and the developable area is free from major on-site constraints, and importantly is one of very few sites in STV that is in close proximity to a nationally significant movement corridor (M27) that facilitates over 10,000 HGV and LGV movements per day. Being in close proximity to a junction on such an important motorway is extremely beneficial for I&L occupiers and logistics companies in particular, and it means the site is one of the best located in the wider sub-region.

7.5. The Land South of Coldharbour Lane is therefore the ideal location to not only help Test Valley but the wider sub-region to meet their industrial land requirements, due to the fact that the site possesses the attributes we consider are required to produce a successful I&L site.

Appendices

Appendix 1
Test Valley Industrial and Logistics Needs Assessment (Savills, March 2024)

Appendix 2
Ecological Feasibility Appraisal (Aspect Ecology, March 2024)

Appendix 3
Flood Risk and Drainage Appraisal (WSP, March 2024)

Appendix 4
Landscape and Visual Technical Note (Aspect Landscape Planning, March 2024)

Appendix 5
Commercial Site Access Note (i-Transport, March 2024)

Appendix 6
Concept Masterplan (UMC Architects, March 2024)

Jonathan Steele
Director

Peter Warren
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[redacted]

Technical Note 03

Project: Land South of Coldharbour Lane, Southampton

Date: March 2024

Ecological Feasibility Appraisal

(Constraints, Opportunities and Deliverability)

1 Introduction

1.1 Aspect Ecology has been commissioned by Crest Nicholson Partnerships and Strategic Land to undertake an ecological feasibility appraisal of land south of Coldharbour Lane, Southampton, hereafter referred to as "the site", in order to inform promotion of the site for employment use through the Local Plan.

1.2 To inform the ecological constraints and opportunities of potential development at the site, a desktop study and appraisal has been undertaken by Aspect Ecology. This is further informed by a rapid walkover survey undertaken by Aspect Ecology in November 2016.

1.3 To gather information on records of protected or notable species within the site and its surrounds, in addition to details of any ecological designations, Hampshire Biodiversity Information Centre (HBIC) was contacted (2016). Information on statutory designations was also obtained from the online Multi-Agency Geographic Information for the Countryside (MAGIC) database, which utilises data provided by Natural England.

2 Site Description

2.1 The site is located in Upton, to the northwest of Southampton. The site is bound to the east by the M271, to the north by Coldharbour Lane, to the west by a railway line and to the south by a retirement village and associated grounds.

2.2 The site itself is dominated by grassland and arable, with woodland in the east and a watercourse running from north to south through the western part of the site.

3 Overview of the Ecological Baseline of the Site

3.1 Designations

3.1.1 No statutory designations are located within or immediately adjacent to the site. The nearest statutory designation to the site is River Test Site of Special Scientific Interest (SSSI) located approximately 0.76km to the west of the site. The SSSI is designated for its chalk stream habitat, being one of the most species-rich lowland rivers in England and which supports 13 notified habitats.

3.1.2 A number of European-level designations are also located within 15km of the site, as set out below:

- Solent and Southampton Water Special Protection Area (SPA)/Ramsar located approximately 1.6km to south of the site;
- Solent Maritime Special Area of Conservation (SAC) located approximately 1.9km to south;
- Emer Bog SAC located approximately 4.1km to the north;
- New Forest SAC and SPA/Ramsar located approximately 4.6km and 6.4km to the west respectively;
- River Itchen SAC located approximately 7.1km to the east; and
- Mottisfont Bats SAC located approximately 10.1km to the north.

3.1.3 A number of non-statutory designations are present in the site surrounds, including Fir Copse Site of Importance of Nature Conservation (SINC) within the site itself. Fir Copse SINC comprises an area of woodland within the eastern part of the site, which is designated for displaying ancient woodland characteristics (albeit is not formally identified as comprising ancient woodland). A road verge of ecological importance (RVEI) also bounds the site to the north-east, namely A3057 Romsey Road, Nursling RVEI.

3.2 Habitats

3.2.1 The rapid walkover survey undertaken in November 2016 recorded the site to support a mixture of arable and grassland fields. The grassland is likely to comprise semi-improved grassland, a habitat not uncommon in the surrounding area.

3.2.2 A woodland is present in the eastern part of the site, comprising Fir Copse SINC. This was recorded to comprise predominately of deciduous trees and is therefore likely to qualify as the Priority Habitat type 'Lowland Mixed Deciduous Woodland', as indicated on Natural England's MAGIC database. Hedgerows bounding Coldharbour Lane also likely qualify as the Priority Habitat type 'Hedgerows'.

3.2.3 A watercourse is present within the west of the site. This was recorded to comprise a channel up to around 2m in width, generally within steep and tall banks. The aquatic vegetation varies according to the level of shading, with some more open areas supporting a dense cover of aquatic and emergent plants. The watercourses flow over gravelly beds, becoming silty in some areas.

3.2.4 Buildings associated with Grove Farm are also present within the site boundary. These are variable in their construction types, the majority appearing to be in active use and well maintained. A number of the buildings appear to be reasonably old, and are likely to offer opportunities for fauna such as bats and birds.

3.3 Protected Faunal Species

3.3.1 The site has the potential to support a number of protected faunal species including bats, Badger, Dormouse, Otter, Water Vole, breeding birds and reptiles. As such, any future planning application should be informed by further Phase 2 survey work, carried out at a suitable time of year in accordance with published guidance.

4 Constraints and Opportunities Relevant to the Site

4.1 Ecological Designations

European-level Designations

4.1.1 A number of European-level designations are present within the wider proximity to the site. Following a review of Test Valley Borough Council's (TVBC) Habitats Regulations Assessment (dated November 2013) and associated documentation and planning guidance, it can be concluded that there are unlikely to be any adverse effects on Mottisfont Bats SAC as a result of the proposals due to the distance between the site and the designation. In addition, given the proposed employment use of the site, no adverse effects on Solent and Southampton Water SPA/Ramsar, New Forest SAC and Emer Bog SAC are anticipated as a result of recreational pressure. However, potential adverse effects could arise on the Solent designations as a result of nutrient enrichment and air quality and, accordingly, any planning application would be accompanied by a report to inform a Habitats Regulations Assessment.

4.1.2 The site also has direct hydrological connectivity to the Solent designations via the onsite watercourse. As such, consideration would need to be given to the drainage design for the scheme and implementation of safeguards during construction to ensure no adverse effect on these designations.

Other Ecological Designations

4.1.3 Two non-statutory designations are present within the site, Fir Copse SINC and A3057 Romsey Road, Nursling RVEI. Both designations could be retained in full and a buffer provided to built development, which, for Fir Copse SINC, should ideally measure at least 15m to ensure maintenance of root protection areas. Implementation of general construction safeguards will ensure any construction effects are minimised.

4.2 Habitats

4.2.1 Much of the site, being dominated by arable or semi-improved grassland, is of negligible to low ecological value. However, several habitats of elevated value are present, including priority habitats, which should be retained where possible. These include the woodland, hedgerows and watercourse. Any losses of these habitats would be mitigated through new woodland/hedgerow creation on at least a like-for-like basis. Further survey work should be undertaken to assess the value of the habitats present to inform any planning application and Biodiversity Net Gain assessment. The proposals could provide biodiversity benefits through the introduction of appropriate management within retained habitats, particularly the woodland, helping to deliver net gains for biodiversity.

4.2.2 Any planning application would be subject to a Biodiversity Net Gain assessment, whereby any development would need to demonstrate at least a 10% net gain. Should it not be possible to deliver this gain onsite, offsite opportunities would be explored. However, subject to a sensitively designed masterplan, it should be possible to accommodate a 10% increase within the site boundary.

4.3 Protected Faunal Species

4.3.1 The site has the potential to support a number of protected faunal species including bats, Badger, Dormouse, Otter, Water Vole, breeding birds and reptiles. It should be readily achievable to develop a sensitive layout which retains the habitats of greater comparative

value (e.g. woodland and watercourse), which would minimise the effects of the proposals on protected species. Due to the size of the site, there will likely be sufficient space available to deliver any necessary mitigation, whilst the proposals provide an opportunity for enhancement for faunal species to ensure net gains for biodiversity, including:

- Creation of new roosting opportunities for bats in the form of bat boxes/roost units on buildings and trees;
- Enhancements to foraging and commuting bats could be provided by creating a stronger vegetated corridor along the watercourse corridor. In addition, the creation of species-rich greenspace within the development will likely provide enhanced foraging opportunities for this group;
- Watercourse enhancements could increase habitat quality for Otter and Water Vole, if present;
- New tree/shrub planting could provide additional opportunities for Dormouse, if present;
- Provision of fruit-bearing species in the landscaping of the open space could provide opportunities for Badger under the proposals;
- Development could provide significant new opportunities for declining urban species such as the UK Priority Species House Sparrow, Starling and Swift. These species could be particularly targeted for enhancement through benefits arising from the installation of bird nest boxes within new buildings. In addition, new greenspace and landscape planting would provide enhanced nesting opportunities for a variety of other species in the long term, such as the Priority Species Song Thrush; and
- Creation of permanent water features in SuDS could increase opportunities for wetland species.

5 Deliverability of the Proposed Development

5.1 In summary, the site is in close proximity of a number of European designations, such that development of the site could result in adverse effects as a result of increased nitrogen enrichment, air quality and contaminated surface runoff. However, subject to the implementation of mitigation in respect of these impacts, adverse effects on European designations could be avoided. The site also contains two non-statutory designations, although subject to a sensitively designed masterplan, adverse effects on these designations could be avoided, whilst the opportunity to enhance these designations could be delivered as part of any scheme.

5.2 The site is dominated by arable and grassland, likely of low ecological value. Habitats of elevated ecological value in the context of the site include Priority Habitat Lowland Mixed Deciduous Woodland and Hedgerows, along with a watercourse, however it should be readily achievable to develop a sensitive masterplan which retains these habitats in their entirely. Where this is not possible, mitigation in the form of new habitat creation would be provided on at least a like-for-like basis. The opportunity exists to deliver strategic habitat creation and enhancements which will contribute to local action targets and to bring the site into active management to benefit biodiversity.

5.3 The site has the potential to support a number of protected species and it is recommended that further faunal surveys are undertaken to identify the interest present and inform any

development proposals. With the use of sensitive design and construction safeguards, it is likely that mitigation solutions would be available to manage any identified interest and ensure the species future is safeguarded through the use of development enabled conservation management prescriptions.

5.4 As a result, the site is not considered to be subject to any overriding ecological constraints, and the proposed development of the site is considered to be deliverable in ecological terms.

Landscape & Visual Technical Note

7858(2) – Land south of Coldharbour Lane, Romsey, Hampshire

March 2024

1 Introduction

1.1. It is understood that Land south of Coldharbour Lane, Romsey in Hampshire, hereafter referred to as 'the Site', is being promoted for consideration as a potential allocation for employment land use within the emerging Test Valley Local Plan 2040.

1.2. Aspect Landscape Planning Ltd has been commissioned by Crest Nicholson to provide a high-level Landscape and Visual Technical Note (LVTN) in order to determine and inform the Site's suitability and capacity for future employment land use and to provide an overview of any likely landscape constraints and opportunities present within the Site.

1.3. A desktop study and site visit have been undertaken alongside a high level review of the landscape and visual context in order to provide recommendations for developing the Site and any necessary landscape mitigation that may be required.

1.4. This technical note provides an overview of the baseline landscape and visual situation, providing further information to support the associated Landscape Opportunities and Constraints Plan attached. It is anticipated that a full Landscape and Visual Impact Assessment (LVIA) will be undertaken at the appropriate planning stage.

2 Baseline Assessment

2.1. The Site lies within the Test Valley and is located between Romsey and Southampton, approximately 450m to the north of the M27 at its nearest point and directly west of the M271 slip road that provides direct links onto the M27.

2.2. The suburbs of Nursling and Rownhams, which form the north-western extents of Southampton, lie south of the M27, to the south and south-east of the Site and a large industrial estate forms part of Nursling to the south. Between the M27 and the Site lies Grove Place Retirement Village, which is well contained as a result of the intervening tree and boundary vegetation planting. The Wessex Main Line railway runs parallel to the western Site boundary and provides train services between Romsey and Southampton, with pasture fields and woodland characterising land beyond. The River Test lies approximately 750m to the west.

2.3. To the north lies a series of enclosed, mostly agricultural fields that are further compartmentalised by rural lanes. It is noted that a solar development lies to the south of Lee Drove, approximately 450m north of the Site. The A3057 runs north off a roundabout by the north-eastern extents of the Site and connects onto the A27 leading into the town of Romsey, situated approximately 3.1km to the north at its nearest point. A large area of woodland, Nightingale Wood, lies to the north-east of the Site, with a golf course characterising the transition between the woodland and the urban areas to the south.

2.4. The location of the Site and its surrounding context is illustrated on **ASP1** – Site Location Plan and **ASP2** – Site and Setting Plan.

2.5. The Site itself displays an open character, predominantly comprising a large arable field with several smaller areas of arable, pasture and unmanaged grassland characterising its northern and western extents. A watercourse bisects the Site towards its western extents and flows north – south. Fir Copse forms an established woodland area along the eastern Site boundary and the Site is further enclosed by established native hedgerows and occasional hedgerow tree planting along its northern, western and southern boundaries. This vegetation is gappy in places, particularly along the western Site boundary. A series of overhead power lines and pylons traverse the Site in its south-eastern extents and more notably in its western extents, running north-east – south-west. The outbuildings associated with Grove Farm form a compact yet detracting component of the Site in its north-eastern extents off Coldharbour Lane. This road comprises a narrow rural lane that connects the main road corridors to the east with the hamlet of Lee that lies approximately 200m north-west of the Site. Several cottages are located off Coldharbour Lane on the western side of the Wessex Main Line and have clear views across the northern extents of the Site.

Vegetation Cover

2.6. Vegetation cover internally is limited as a result of the arable and pasture land use and there are few internal landscape features beyond the aforementioned native boundary hedgerows, occasional native hedgerow trees and Fir Copse. The watercourse that flows through the Site is lined by riparian planting, however, and there is an established group of trees in the northern extents of the Site by this watercourse. The south-western extents of the Site display a wetland character.

2.7. The existing woodland areas and established roadside vegetation structure in the immediate localised and wider landscape setting provide the Site with a degree of visual containment. It is noted that Nightingale Wood to the north-east comprises Ancient and Semi-Natural Woodland and Ancient Replanted Woodland.

Topography

2.8. In terms of topography, the Site lies on the eastern side of the Test Valley, with the land being low-lying, gently undulating and falling from east to west. The high point of the Site itself is at its easternmost corner by the roundabout connecting Coldharbour Lane with the M271 slip road and the A3057 Romsey Road at approximately +30m Above Ordnance Datum (AOD). The low points of the Site are situated along the watercourse that flows north – south in the western extents of the Site, where the land falls below the +10m AOD contour line. The localised topography is illustrated on **ASP1** – Site Location Plan.

2.9. In the localised setting, land to the east and north-east rises, with a localised high point of +84m AOD at Toot Hill approximately 1.5km to the north-east, while to the north, west and south land associated with the Test Valley lies mostly between the +5-15m AOD contour lines before rising to the west in the wider setting.

Public Rights of Way

2.10. The Site itself is not publicly accessible and the local Public Right of Way (PRoW) network is considered to be limited, with no PRoWs in the immediate setting of the Site. Coldharbour

Lane bounds the Site to the north and publicly accessible views of the Site are afforded where gaps in the roadside vegetation structure occur. The Test Way long-distance route runs approximately 575m west of the Site at its nearest point, though this is located beyond an established woodland. The PRoW network is illustrated on the OS map that forms the base for **ASP1** – Site Location Plan.

Designations

2.11. Neither the Site nor its immediate setting are subject to any national or local qualitative landscape designations. It is noted that the northern extents of the New Forest National Park are located approximately 3.5km to the west of the Site, though the intervening vegetation structure, including areas of woodland, creates a high degree of separation between the Site and this national landscape designation.

2.12. A group of listed buildings associated with Grove Place Retirement Village lie to the south, including the grade I listed 'Grove Place House Northcliffe School', though the intervening boundary vegetation and tree planting reduces intervisibility between the Site and these buildings. Intervening vegetation structure provides a high degree of separation between the Site and several listed buildings located within the hamlet of Lee to the north-west.

2.13. A Scheduled Monument site, 'Toot Hill Camp', occupies an area of localised high ground to the north-east, though the intervening woodland vegetation structure prevents any relationship between the Site and this heritage asset.

2.14. 'Broadlands' grade II* listed Registered Park and Garden lies approximately 1.5km to the north, though the intervening boundary vegetation structure and small woodland blocks to the north prevent intervisibility between the Site and this designation.

2.15. Regarding ecological designations, it is noted that the River Test corridor to the west is a Site of Special Scientific Interest (SSSI) and the Lower Test Valley SSSI covers wetland associated with the River Test approximately 1.6km to the south-west at its nearest point. The intervening vegetation cover prevents intervisibility with these designations, however.

2.16. Several areas of woodland, including Fir Copse on-Site and Nightingale Wood to the north-east, are recognised as Sites of Importance for Nature Conservation (SINCs).

Landscape-related Policy

2.17. The Site is covered by the policies of the adopted Test Valley Borough Local Plan 2011-2029 (January 2016) prepared by Test Valley Borough Council (TVBC). It is understood that the Site itself is not covered by any Neighbourhood Plan.

2.18. Despite being situated outside of a defined settlement boundary and therefore within the countryside, the Site is influenced by road and rail transport corridors including the M27 to the south, the M271 slip road to the east and the Wessex Main line railway to the west, along with overhead power lines and pylons that cross the Site. These components are detracting features that have partly eroded the rural character of the immediate setting.

2.19. The Site is not located within any of the Strategic or Local Gaps identified within the adopted Local Plan or the emerging Test Valley Local Plan 2040.

2.20. It is noted that the Site is included within the Test Valley Borough Council Strategic Housing and Economic Lane Availability Assessment (SHELAA; 2024). It forms part of a wider land parcel to the north and east referred to as Grove Farm (SHELAA Ref 159) that could accommodate a total of 2000 dwellings. The Site itself features as 'Land south of Coldharbour Lane' (SHELAA Ref 424), considered for employment (industrial and logistics). It is clear therefore that the Site and local context has already been considered for future development as part of the emerging Test Valley Local Plan 2040 evidence base.

2.21. It is understood the emerging Test Valley Local Plan 2040 has reached consultation of the Regulation 18 Stage 2, with a draft version of this published in February 2024. The Site does not form part of a draft site allocation, though it is noted that land to the east beyond the M271 slip road forms part of a new mixed use site allocation known as 'Land at Upton Lane, Nursling'.

Landscape Character

2.22. At national level and as per Natural England's National Character Area Profiles (September 2014), the Site and wider landscape are located within the western extents of **National Character Area (NCA) 128 'South Hampshire Lowlands'**, a low-lying plain between the chalk hills of Hampshire and South Downs and Southampton Water.

2.23. At county level, the Hampshire Integrated Character Assessment (2012) classifies the various landscapes within Hampshire into Landscape Types (LTs), which are generic landscapes that can occur anywhere in the county, and geographically unique areas known as Landscape Character Areas (LCAs). The Site is identified within the **Lowland Mosaic Heath Associated LT** and lies within the south-eastern extents of **LCA 3B Test Valley.** It is noted that to the immediate north the landscape changes and is covered by the Lowland Mosaic Open LT.

2.24. At a more local level, the Test Valley Community Landscape Project has undertaken a Landscape Character Assessment (2004; updated in 2018), categorising the landscape based on areas with similar characteristics. The Site is identified as being located within the southern extents of **LCA 3A Baddesley Mixed Farm and Woodland**, which forms part of the wider **Mixed Farmland and Woodland – Medium Scale Landscape Character Type (LCT) 3**. An extract from the assessment is included within Enclosure 3.

2.25. It is noted that adjacent land to the east is covered by LCA 2B North Baddesley to Chilworth Woodland Mosaic that extends along the south-eastern extents of the borough and forms part of LCT 2 Pasture and Woodland Associated with Heathland. West of Lee Lane to the west, LCA 5A Lower Test Floodplain covers the River Test floodplain in the southern extents of the borough and forms part of LCT 5 River Valley Floor.

2.26. The assessment identifies that **LCA 3A Baddesley Mixed Farm and Woodland** is characterised by a number of key valued characteristics, the most relevant of which are:

- *"Predominantly rural character with mixed farmland";*
- *"Trees, woodland and hedges create a sense of enclosure and intimacy […]";*
- *"Rural character of roads lined by mature trees, hedgerows, grass verges and ditches";*
- *"Key views include long views to wooded ridges […]";*

- *"Hedgerows are a locally important feature but their quality is very variable and they are sometimes absent resulting in large open areas […]";*
- *"A number of streams with stream-fed lakes";*
- *"Patches of lowland heath and valley wetlands";*
- *"Medium-sized irregular assarts and copses […]";*
- *"Ancient semi-natural woodland linked by hedgerows";*
- *"Parkland and parkland features at Grove Place";*
- *"Surviving traditional farmsteads";* and
- *"Trees along hilltops frame views".*

2.27. The key detracting characteristics of LCA 3A considered relevant to the Site and its setting are provided as follows:

- *"Some urbanising and intrusive elements including pylons in the south-east of the area where a number cross open fields in close proximity; […] and solar developments […] south of Lee Drove";*
- *"Busy roads […]";*
- *"Poor sense of seclusion or tranquillity close to busy roads and built-up areas";*
- *"In places, lost or degraded hedgerows have resulted in large open areas";* and
- *"Limited number of public rights of way restricting recreational opportunities and enjoyment of the countryside".*

2.28. Regarding local natural and cultural landscape issues affecting LCA 3A, those considered most relevant to the Site and its setting are included below:

- *"Pressure for additional development and the potential erosion of the surrounding historic landscape and remaining wetlands arising from further development extending from the main settlements."*

2.29. The overall landscape strategy for LCA 3A is to: ***"restore and enhance the landscape structure of woodland linked by hedgerows within Baddesley Mixed Farmland and Woodland and protect and enhance the key valued characteristics."***

2.30. Regarding land management guidelines, a number of strategies are outlined within the assessment under various sub-headings that are considered relevant to the Site itself in landscape terms:

Landscape Distinctiveness

- *"Reinforce existing local valued features and add to woodland and hedgerow structure."*

Woodland and Trees

- *"Encourage new planting of woodlands in keeping with existing local woodland pattern."*

Historic Landscapes

- *"Protect the landscape setting of Broadlands […] Registered Park and Gardens";* and
- *"Protect parkland and parkland features at Grove Place."*

2.31. A set of land use and development guidelines specific to LCA 3A are also provided as part of the assessment, with those guidelines considered relevant to the Site and its setting included below:

Infrastructure

- *"Protect the area from further noise and visual intrusion from the major road network";*
- *Reduce the landscape and visual impact of existing pylons and cumulative impacts with other intrusive features, notably in the south-east of the area where a number cross open fields in close proximity."*

2.32. The TVBC assessment does not include an assessment of sensitivity or value in terms of the individual LCAs but does provide a useful overview of the landscape setting in which the Site is situated, as well as guidelines to restore, protect and enhance this landscape.

Test Valley Landscape Studies: Landscape Sensitivity Study (January 2024)

2.33. The Landscape Sensitivity Study, prepared for TVBC by Stephenson Halliday, forms part of the evidence base for the emerging Test Valley Local Plan 2040. As part of this Study, the candidate sites in the TVBC SHELAA are considered in terms of their landscape sensitivity. It is understood that the Site was not assessed as part of the Study, however, and the Study is therefore considered to be of little relevance to this LVTN.

Aspect Character Assessment

2.34. Having considered the findings of the above published Landscape Character Assessments it is considered that while these provide a useful overview of the landscape in which the Site is situated, they are broad brush and do not necessarily reflect the landscape character, quality or visual amenity of the Site itself or its immediate setting. Aspect has therefore undertaken a more site-specific assessment of the Site itself and its immediate landscape setting.

2.35. Regarding landscape value and in relation to the criteria set out within Box 5.1 of Guidelines for Landscape and Visual Impact Assessment 3rd Edition (GLVIA3) (Landscape Institute and the Institute and the Institute of Environmental Management and Assessment; 2013) and the subsequent review of this in the Landscape Institute Technical Guidance Note 02/21 'Assessing landscape value outside national designations' (2021), the following is provided in Table 1:

Table 1: Assessment of Landscape Value of the Site and its immediate setting

Factor	Definition	Assessment of Value
Natural Heritage	Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest which contribute positively to the landscape.	**Medium** – Fir Copse SINC is an ecological designation, so too is Nightingale Wood SINC to the north-east of the Site, with the latter comprising a mix of Ancient and Semi-Natural Woodland and Ancient Replanted Woodland. Fir Copse, the existing boundary vegetation, riparian planting and watercourse on-Site are likely to be features of some ecological value and so too are the surrounding areas of established woodland and boundary vegetation. The arable land use of the majority of the Site together with the detracting components of the landscape (adjacent transport corridors and overhead power lines and

Factor	Definition	Assessment of Value
		pylons) limit the overall natural heritage value of the Site, however.
Cultural Heritage	Landscape with clear evidence of archaeological, historical or cultural interest which contribute positively to the landscape.	**Medium** – The site itself is located within the immediate setting of several listed buildings at Grove Place Retirement Village to the south, including the grade I listed 'Grove Place House Northcliffe School', though a degree of separation between the Site and the grounds of Grove Place is established by the intervening boundary vegetation and tree planting. The Site itself is not considered to have a strong relationship with the 'Broadlands' grade II* listed Registered Park and Garden to the north as a result of the intervening boundary vegetation structure and small woodland blocks.
Landscape Condition	Landscape which is in a good physical state both with regard to individual elements and overall landscape structure.	**Medium / Low** – In terms of the landscape quality and condition of the Site and its immediate setting, the landscape is characterised by arable and pasture land uses, where the historic, more organic field boundaries have given way to a more geometric character. The Site has an open character as a result of the loss of internal boundary vegetation. Surrounding areas of woodland including Fir Copse on-Site are positive landscape features and these are identified as such in the published assessments. The presence of detracting features such as the road and rail transport network, urban fringes and lines of electricity pylons reduce the overall quality of the landscape setting. The condition of the Site boundary vegetation is in decline in places and in need of strengthening and reinforcement.
Associations	Landscape which is connected with notable people, events and the arts.	**None** – No known literary or artistic associations have been identified relating to either the Site itself or its immediate setting.
Distinctive-ness	Landscape that has a strong sense of identity.	**Medium / Low** – Aside from the surrounding areas of established woodland, Fir Copse and the established boundary vegetation along Coldharbour Lane and the southern Site boundary, there are no features associated with the Site itself considered to be particularly rare or representative and neither the Site nor its immediate setting form part of a qualitative landscape designation.
Recreational	Landscape offering recreational opportunities where experience of landscape is important.	**Negligible** – The Site is not publicly accessible and the PRoW network is considered to be limited in the localised setting, limiting opportunities for the public to access the local countryside aside from the various rural lanes that run through it.

Factor	Definition	Assessment of Value
Perceptual (Scenic)	Landscape that appeals to the senses, primarily the visual sense.	**Medium / Low** – In terms of the visual quality of the landscape, the gently rolling topography and presence of mature woodland limits the opportunities for longer distance views, though it is acknowledged there are some long-distance views of elevated, wooded ground to the west. The Site itself does not contain any features of particular visual merit, with the adjacent transport corridors and overhead power lines and pylons reducing the scenic quality and visual amenity of the Site and its immediate setting.
Perceptual (Wildness & Tranquillity)	Landscape with a strong perceptual value notably wildness, tranquillity and/or dark skies.	**Medium / Low** – The landscape setting to the north and west is considered to display a strong rural character and displays higher levels of tranquillity than the Site and its immediate setting. While much of the Site itself is undeveloped, the presence of adjacent road and rail transport corridors and overhead power lines and pylons significantly reduces the perceived tranquillity of the Site and its setting. Noise from the M27 major road corridor to the south further reduces tranquillity levels. The agricultural land use of the Site has eroded any sense of wildness, with the Site and its immediate setting highly influenced by human activity.
Functional	Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape.	**Low** – Despite being situated within the Test Valley, neither the Site nor its immediate setting are considered to contribute greatly to the healthy functioning of the landscape, noting that Fir Copse and adjacent areas of woodland are green infrastructure assets.

2.36. **Based on the above assessment of landscape value, it is considered that the Site and its immediate setting is of Medium / Low landscape value. The Site and its immediate setting do not represent a "valued landscape" with reference to paragraph 180 of the NPPF.**

2.37. **It is acknowledged that much of the Site is currently undeveloped and that land to the north and west displays a strong rural character. The Site does share some of these characteristics and the open character of the Site and the land use reflects that of the wider Test Valley. However, the adjacent road and rail transport corridors and the presence of overhead power lines and pylons on-Site and in its setting reduce the susceptibility of the Site to carefully and sensitively designed development, as do the proximity of the Site to urban areas and the M27 major road corridor to the south. It is therefore considered that the landscape susceptibility of the Site is Medium.**

2.38. **Given the assessment of landscape value and susceptibility above, it is considered that the Site would typically be of Medium landscape sensitivity.**

The Visual Environment

2.39. An initial site visit has been undertaken in March 2024 and the Photographic Record is appended to this technical note. Views of the Site itself are highly localised due to the extent of mature established woodland and roadside and field boundary vegetation structure in the immediate and localised setting as well as by the relatively level topography. Where land rises in the wider landscape, this is heavily wooded and it is unlikely that any publicly accessible views of the Site are afforded from these locations as a result.

2.40. As noted above, the presence of established woodland and field boundaries creates a compartmentalised character to the localised landscape setting, which contains middle and longer distance views towards the Site. The overhead power lines and pylons that cross the Site are prominent, detracting features in the landscape and reduce the rural character of the Site itself.

2.41. There are no recorded views of the Site from any PRoW due to the intervening vegetation structure, including from along the Test Way long-distance route to the west (refer Viewpoint 10) or from localised high ground to the west along PRoW FP 198/19/1 (refer Viewpoint 12).

2.42. From the rural lanes in the localised setting, the Site is not typically perceived as a result of the roadside and intervening vegetation structure. These lanes do not have pavements and as such, the primary receptors are motorists passing through the landscape at speed and would be of a reduced sensitivity. It is acknowledged that highly filtered, fleeting views of the Site are afforded from a section of Lee Lane to the west (refer Viewpoint 4), with some available views of the Site from specific locations along several of these rural lanes (refer Viewpoints 2-3, 8-9), including from the railway bridges over the Wessex Main Line along Coldharbour Lane and Lee Drove.

2.43. Aside from several locations along Coldharbour Lane where the roadside vegetation is gappy, the boundary vegetation that lines this rural lane is generally considered to be well established and robust (Refer Viewpoints 1-3). Fir Copse prevents passing views into the Site from along the M271 slip road that bounds the Site to the east.

2.44. Views towards the Site from the A3057 to the north are mostly contained by the established roadside vegetation structure along the western side of this road corridor (Refer Viewpoint 7). It is noted that future development on the Site may be perceived by motorists travelling south along a short section of approximately 650m before reaching the roundabout by the north-eastern corner of the Site, due to the roadside vegetation becoming more intermittent. No viewpoints were recorded from this stretch of road due to safety concerns but views towards the Site would be fleeting.

2.45. From Upton Lane to the south and east of the Site, the internal areas of the Site are not perceived (refer Viewpoints 5-6), though Fir Copse is a prominent component in views from certain locations along this lane to the east. No views of the Site are afforded from Upton Lane to the south by Grove Place Retirement Village.

2.46. The Site is likely to be perceived by residents of Grove Place Retirement Village albeit with views filtered by the intervening boundary vegetation and tree planting. Residents at Grove Park to the immediate west of Grove Place, as well as residents in several cottages off Coldharbour Lane by the Wessex Main Line railway, at Grove Farm on-Site as well as in the two houses directly north of this farm are likely to perceive the Site to varying degrees.

2.47. Views of the Site are also afforded by rail passengers on services along the Wessex Main Line due to this railway running parallel to the western Site boundary and given the declining nature of the boundary vegetation structure along the western Site boundary. As with motorists, it is considered that these receptors are moving through the landscape at speed and are therefore less sensitive to change.

2.48. Overall, despite the open character of the internal areas of the Site, it is considered to be visually well enclosed from publicly accessible locations as a result of the surrounding woodland and vegetation cover, aided by the existing vegetation along the boundaries of the Site itself. It is acknowledged that there are some limited views of the Site from the local road network and that the Site is likely to be perceived from several residential properties in the localised setting, including filtered views from Grove Place Retirement Village. There are clear opportunities to retain and enhance the existing vegetation cover on the Site and provide new landscape buffers to reinforce the degree of enclosure as part of landscape enhancements to the Site.

3 Landscape Opportunities & Constraints

3.1. When considering development of this type there is a risk of adverse landscape and visual effects if the proposals are not carefully and sympathetically designed. However, it is envisaged that development of the Site would adopt a high-quality, landscape-led approach ensuring that future proposals could be integrated without significant adverse effects upon the receiving landscape character or visual environment. Refer to **ASP3** – Landscape Opportunities and Constraints Plan.

3.2. Any development within the Site should incorporate the following elements:

- Retain and reinforce the existing field boundary hedgerow, vegetation structure and woodland area associated with Fir Copse within the layout to create an established landscape setting for future development;
- Incorporate a comprehensive scheme of landscaping utilising locally native species including:
  - Creation of a new and robust landscape buffer along the northern Site boundary by Coldharbour Lane to enhance the degree of separation between the Site and the wider landscape to the north including 'Broadlands' Registered Park and Garden and to contain future development from fleeting views along the identified section of the A3057;
  - Reinstatement of the hedgerow network with local, mixed native species along the western Site boundary to filter passing views on train services between Romsey and Southampton;
  - Introduction of additional new woodland planting and hedgerow trees to reinforce and strengthen existing woodland cover, along with a new landscape buffer along the southern extents of the Site to further filter views to and from the listed buildings associated with Grove Place Retirement Village and to highly contain any future development on-Site;
  - Creation of a high-quality open space / biodiversity enhancement area in the western extents of the Site and incorporation of the existing watercourse into this

through further riparian planting to provide an appropriate and sensitive transition between any future development and the wider landscape to the west;

- Incorporation of a network of open spaces within the Site including along the proposed development edges. This would not only assist in providing formal and informal recreation facilities but would also break up the built environment and assist in placemaking;
- Integrate native tree and native shrub planting within the developable area to break up the massing of the built form; and
- Inclusion of species rich wildflower areas in open spaces and along Site boundaries and hedgerow margins.

- Adopt a layout that is sensitive to and integrated within its setting, including the following elements:
  - Establish development offsets of a minimum 15m along key boundaries to provide appropriate buffers to Fir Copse, existing boundary vegetation and the existing watercourse;
  - Ensure that development heights are sensitive to the identified visual receptors and do not break the established tree line;
  - Provide a sensitive and appropriate landscape buffer between future development and Grove Farm should this be retained;
  - Provide Site access off Coldharbour Lane to the west of the existing Grove Farm access, minimising disturbance to existing residential properties and vegetation loss to established woodland and boundary vegetation and providing enhancements to Coldharbour Lane;
  - Incorporate a simple palette of materials and architectural detailing that reflect the local vernacular.
  - Provide integrated SuDS features on existing areas of lower ground in the western extents of the Site;
  - Consider landscape and noise bunds to minimise the visual and noise disturbance of any future employment land use on-Site on the surrounding rural countryside to the north and west and residential areas;
  - Any loading bays required as part of employment land use should be located so as to minimise visual and noise disturbance; and
  - Should the Site be developed for residential use, a series of high-quality open spaces should be included within the proposed developable area to further break up the massing of any future built form and create a series of well-connected and integrated spaces.

3.3. The identified landscape opportunities and constraints will feed into the emerging concept plan for the Site to ensure that a sympathetic layout that respects its landscape and visual context can be achieved.

3.4. It is considered that a sensitive approach to the masterplanning of the layout, built form and landscaping with the integration of the various elements identified above would ensure that

the proposals comply with the design-related policies within the Borough planning documents and the guidelines within the Test Valley Community Landscape Character Assessment (2018).

3.5. The inclusion of the landscape and visual measures identified above and illustrated on **ASP3** – Landscape Opportunities and Constraints Plan would ensure that any future development responds to the existing character of the receiving landscape and is perceived as an integrated feature within the context of the wider rural and urban fringe setting.

4 Summary & Conclusions

4.1. As set out above, the Site is not subject to any qualitative landscape designations and is, for the most part, undeveloped. It is considered to be of limited landscape quality and influenced by adjacent road and rail transport corridors as well as by the overhead power lines and pylons that are detracting features of the landscape. The proximity of urban areas to the south and the M27 major road corridor is also noted.

4.2. The extent of established woodland cover and boundary vegetation in the immediate and localised setting as well as the relatively limited topography changes are features that contain the Site and would assist in the integration of future proposed built form within the Site. In addition, it is considered the adoption of a sensitive, landscape-led approach to the design of any future development would ensure that this could be successfully integrated in this location without significant adverse landscape or visual effects.

4.3. Due to the nature of the current arable and pasture land use of the Site, the existing components within the Site are of relatively limited landscape value and there are clear opportunities for landscape enhancements. The existing boundary vegetation structure and Fir Copse are the key landscape components of value and should be retained and further reinforced.

4.4. As part of an iterative design process the defining characteristics of the local landscape and Site context would inform a proposed layout to provide a cohesive development that responds sensitively to the existing landscape character and provide localised and wider landscape enhancements.

4.5. It is considered that the Site has the capacity to accommodate a sensitively designed development comprising employment land use, which would not give rise to significant landscape or visual effects and would be in line with landscape-related adopted and emerging planning policy and the Test Valley Landscape Character Assessment (2018). The presence of the adjacent road and rail transport corridors and overhead power lines and pylons lower the susceptibility of the Site and its setting to accommodate change of the type proposed and any development would present opportunities to improve the management of existing vegetation on-Site and enhance the local and wider landscape characteristics through habitat creation.

4.6. The inclusion of the Site and land to the north and east within the TVBC SHELAA (2024) demonstrates that the Site and its surrounding context have already been considered for future development as part of the emerging Test Valley Local Plan 2040 evidence base.

4.7. It is therefore considered that subject to the inclusion of the landscape and visual measures outlined above, future development on the Site comprising employment land use could be accommodated in this location without detriment to the localised or wider visual amenity and that the integrity of the receiving landscape character would be preserved, with existing and

proposed landscape features contributing positively to the identified wider landscape character. It is noted, however, that a full Landscape and Visual Impact Assessment (LVIA) would be required at the appropriate planning stage to fully assess the likely effects of any future development proposal.

4.8. It is concluded that from a landscape perspective, allocation of the Site for employment land use within the emerging Test Valley Local Plan 2040 can be supported.

Aspect Landscape Planning Ltd, March 2024

Enclosed:

Enclosure 1:

- Plan ASP1 – Site Location Plan
- Plan ASP2 – Site and Setting Plan
- Plan ASP3 – Landscape Opportunities & Constraints

Enclosure 2: Viewpoint Locations & Photographic Record
Enclosure 3: Extract from Test Valley Landscape Character Assessment (2018)

Enclosure 1 – Aspect Plans

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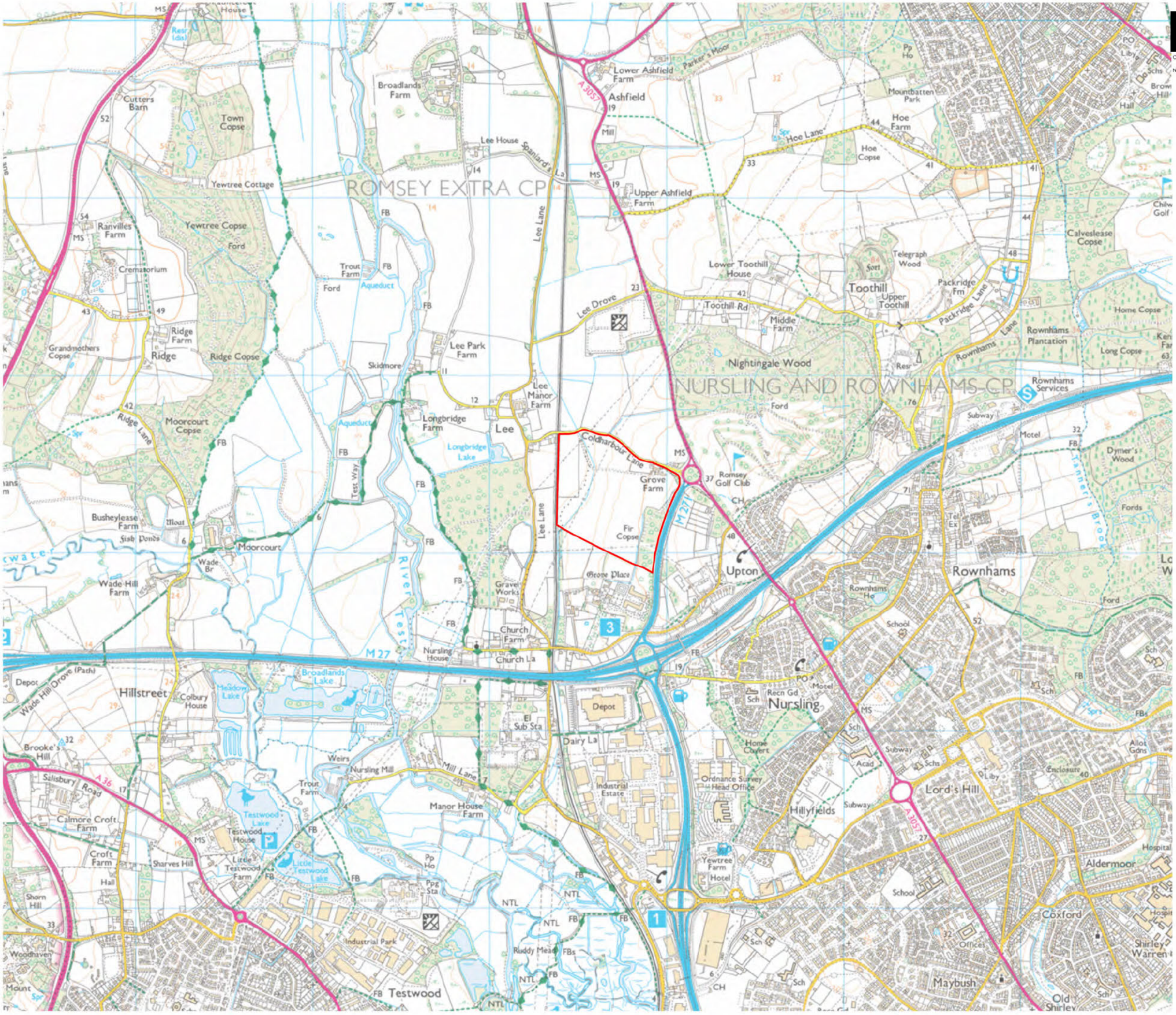


0m 200m 400m 1km

Key:

Site Boundary

REV	DATE	NOTE	DRAWN	CHK'D

REVISIONS

aspect landscape planning

TITLE

Land South of Coldharbour Lane
Site Location Plan

CLIENT

Crest Nicholson

SCALE	DATE	DRAWN	CHK'D
1:20,000@A3	MAR 2024	EL	IC

DRAWING NUMBER	REVISION
7858(2) / ASP1 / SLP	

0m 50m 100m 200m

Key:

- Site Boundary
- Public Right of Way
- Woodland
- Listed Buildings

REV	DATE	NOTE	DRAWN	CHK'D

REVISIONS

aspect landscape planning

TITLE

Land South of Coldharbour Lane
Site and Setting Plan

CLIENT

Crest Nicholson

SCALE	DATE	DRAWN	CHK'D
1:5000@A3	MAR 2024	EL	IC

DRAWING NUMBER	REVISION
7858(2) / ASP2 / SS/	

1. Opportunities to reinforce northern Site boundary along Coldharbour Lane as part of a robust landscape buffer to physically and visually anchor future development on the Site and to soften any future views of this from the north.

2. Existing boundary vegetation along the western Site boundary is gappy in places and passing views of the Site are likely afforded on train services along the adjacent Wessex Main Line. Opportunity to strengthen and reinforce the existing boundary treatment and to filter views of the wider Site.

3. Proposed open space / biodiversity enhancement are in western extents of the Site where development opportunities are constrained by overhead pylons, including incorporation of existing watercourse that runs through the Site. Opportunities to create a robust landscape buffer between the proposed developable area and properties along Coldharbour Lane to the west.

4. Opportunities to provide SuDS features on existing areas of lower ground.

5. Overhead power lines and pylons limit the extent of the proposed developable area.

6. Proposed extents of the developable area with appropriate offsets including a minimum 15 metre offset to Fir Copse to the east.

7. Proposed boundary enhancements to the southern Site boundary include strengthening of existing mature hedgerow and providing an area of small native woodland to complement the adjacent woodland areas. This will mitigate views of future development from Grove Place Retirement Village and respect the setting of the listed buildings associated with this, including the grade I listed 'Grove Place House Northcliffe School'.

8. Existing woodland area associated with Fir Copse characterises the eastern Site boundary and provides a strong degree of containment from views to the east including along the adjacent M271 slip road. This woodland should be retained and enhanced as part of any future development of the Site.

9. Proposed site access off Coldharbour Lane. Any vegetation loss to accommodate site access to be minimised and mitigated for on-Site.

0m 50m 100m 200m

Key:

- Site Boundary
- Public Right of Way
- Road Corridor
- Localised Views
- Overhead Power Lines & Pylons
- Landscape Buffers
- Reinforced Boundary Treatments
- Potential SUDs Area
- Proposed Developable Area
- Proposed Site Access
- Existing Watercourse
- Proposed Woodland
- Existing Woodland
- Railway
- Listed Buildings

REV	DATE	NOTE	DRAWN	CHK'D
A	28.03.24	Updated red line boundary	EL	IC

REVISIONS

aspect landscape planning

TITLE

Land South of Coldharbour Lane
Opportunities & Constraints Plan

CLIENT

Crest Nicholson

SCALE	DATE	DRAWN	CHK'D
1:5,000@A3	MAR 2024	EL	IC

DRAWING NUMBER	REVISION
7858(2) / ASP3 / OCP	A

Enclosure 2 – Viewpoint Locations & Photographic Record

0m 50m 100m 200m

Key:

- Site Boundary
- Woodland
- 4 Viewpoint Location
- B Internal Viewpoint Location
- Listed Buildings

REV	DATE	NOTE	DRAWN	CHK'D

REVISIONS

aspect landscape planning

TITLE
Land South of Coldharbour Lane
Viewpoint Location Plan

CLIENT
Crest Nicholson

SCALE	DATE	DRAWN	CHK'D
1:5000@A3	MAR 2024	EL	IC

DRAWING NUMBER
7858(2) / VLP

REVISION

Viewpoint Coordinates: E 437044, N 117475 Date & time of photograph: 31/03/2022 16:14 AOD & Viewing height: c. 27m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint 1 (Annotated Panorama Image for Context Only)

Viewpoint Coordinates: E 436699, N 117661 Date & time of photograph: 15/03/2024 14:57 AOD & Viewing height: c. 15m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint 2 (Annotated Panorama Image for Context Only)

aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 436389, N 117680 Date & time of photograph: 15/03/2024 14:48 AOD & Viewing height: c. 9m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint 3 (Annotated Panorama Image for Context Only)

Viewpoint Coordinates: E 436223, N 117399 Date & time of photograph: 15/03/2024 17:01 AOD & Viewing height: c. 12m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint 4 (Annotated Panorama Image for Context Only)

aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 436548, N 116440 | Date & time of photograph: 15/03/2024 16:48 | AOD & Viewing height: c. 12m AOD 1.6m | Weather conditions: Clear, good visibility.

Viewpoint 5 (Annotated Panorama Image for Context Only)

Viewpoint Coordinates: E 437318, N 117072 | Date & time of photograph: 15/03/2024 14:12 | AOD & Viewing height: c. 44m AOD 1.6m | Weather conditions: Clear, good visibility.

Viewpoint 6 (Annotated Panorama Image for Context Only)

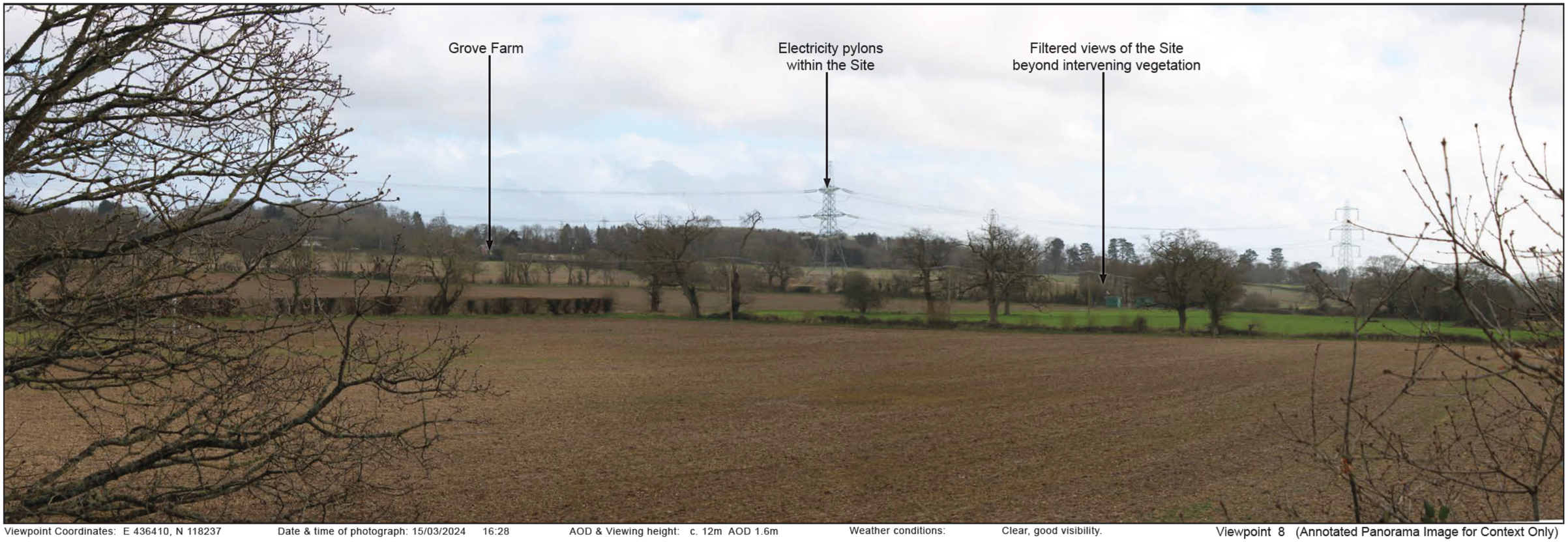
aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 436894, N 118486 | Date & time of photograph: 15/03/2024 16:19 | AOD & Viewing height: c. 23m AOD 1.6m | Weather conditions: Clear, good visibility.

Viewpoint 7 (Annotated Panorama Image for Context Only)



Viewpoint Coordinates: E 436410, N 118237 | Date & time of photograph: 15/03/2024 16:28 | AOD & Viewing height: c. 12m AOD 1.6m | Weather conditions: Clear, good visibility.

Viewpoint 8 (Annotated Panorama Image for Context Only)

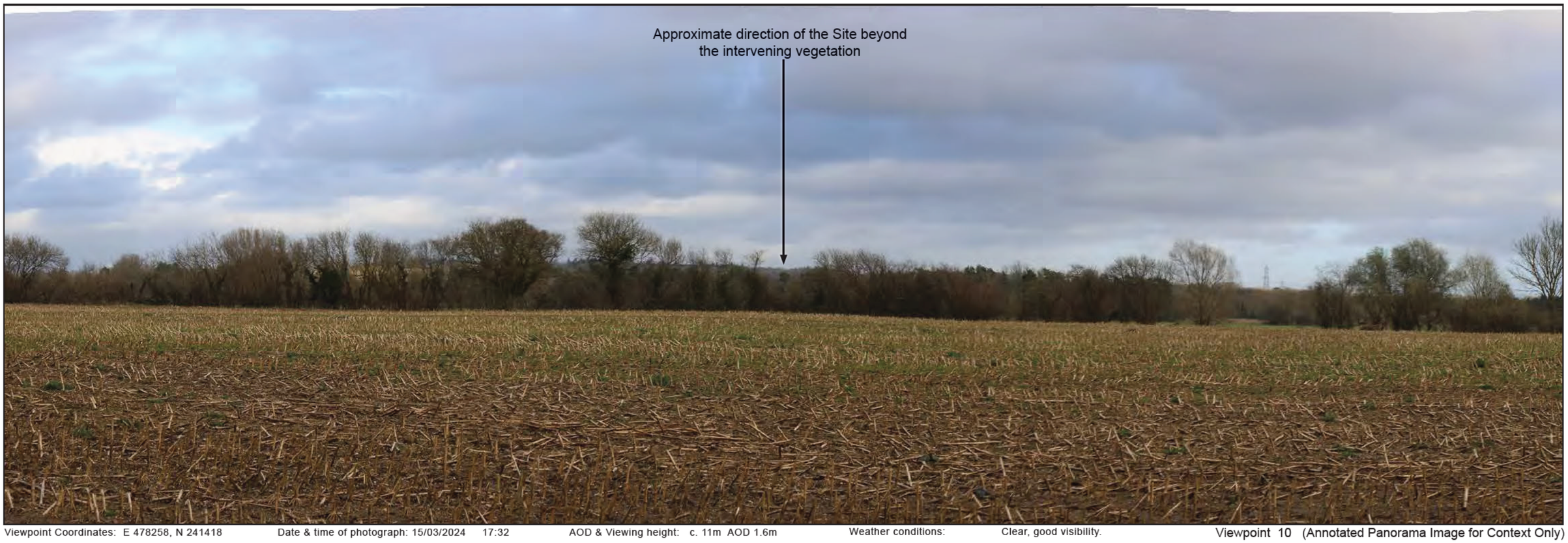
aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 435890, N 117829 | Date & time of photograph: 15/03/2024 16:40 | AOD & Viewing height: c. 75m AOD 1.6m | Weather conditions: Clear, good visibility.

Viewpoint 9 (Annotated Panorama Image for Context Only)



Viewpoint Coordinates: E 478258, N 241418 | Date & time of photograph: 15/03/2024 17:32 | AOD & Viewing height: c. 11m AOD 1.6m | Weather conditions: Clear, good visibility.

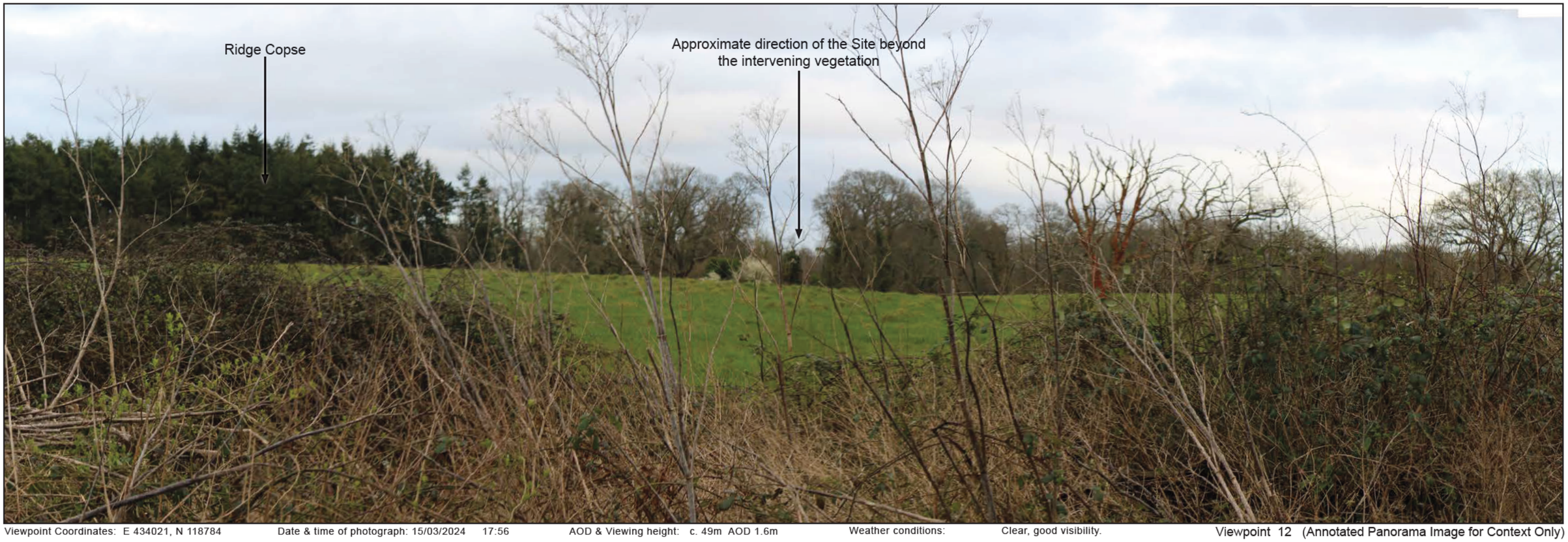
Viewpoint 10 (Annotated Panorama Image for Context Only)

aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 434220, N 116418 Date & time of photograph: 15/03/2024 17:44 AOD & Viewing height: c. 15m AOD 1.6m Weather conditions: Clear, good visibility. Viewpoint 11 (Annotated Panorama Image for Context Only)



Viewpoint Coordinates: E 434021, N 118784 Date & time of photograph: 15/03/2024 17:56 AOD & Viewing height: c. 49m AOD 1.6m Weather conditions: Clear, good visibility. Viewpoint 12 (Annotated Panorama Image for Context Only)

aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 436383, N 117183 Date & time of photograph: 15/03/2024 15:15 AOD & Viewing height: c. 8m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint A (Annotated Panorama Image for Context Only)

Viewpoint Coordinates: E 436460, N 117186 Date & time of photograph: 15/03/2024 15:27 AOD & Viewing height: c. 9m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint B (Annotated Panorama Image for Context Only)

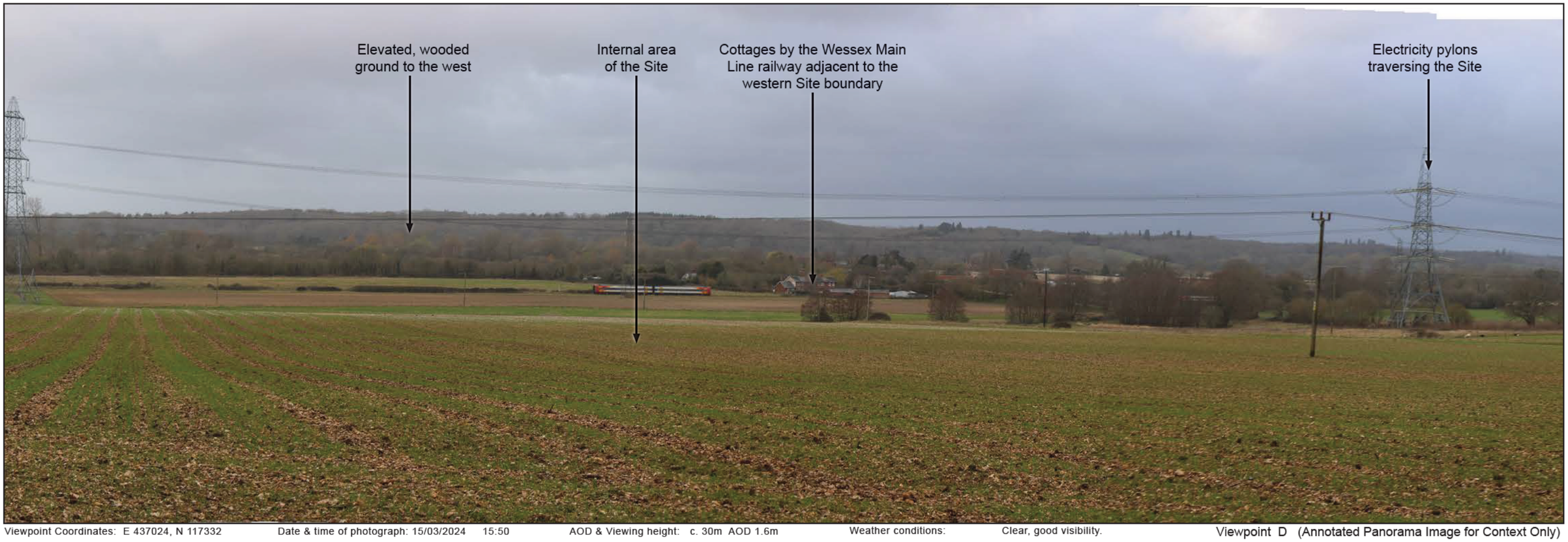
aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Viewpoint Coordinates: E 436826, N 116999 Date & time of photograph: 15/03/2024 15:38 AOD & Viewing height: c. 25m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint C (Annotated Panorama Image for Context Only)



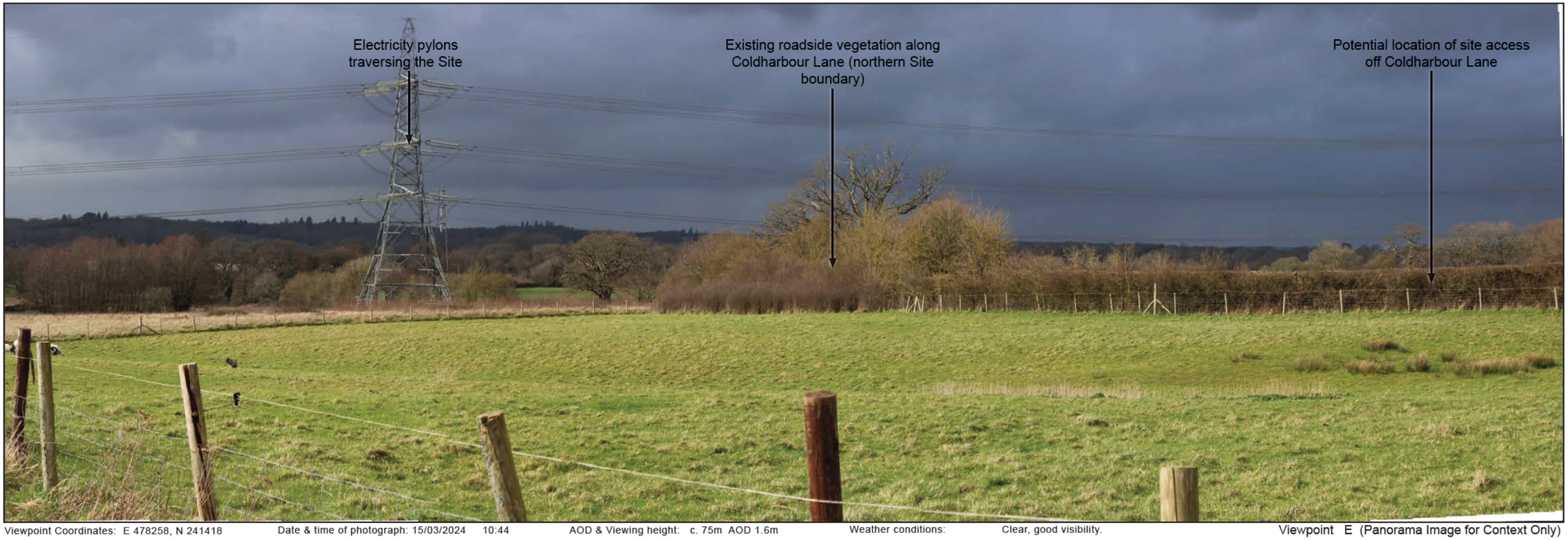
Viewpoint Coordinates: E 437024, N 117332 Date & time of photograph: 15/03/2024 15:50 AOD & Viewing height: c. 30m AOD 1.6m Weather conditions: Clear, good visibility.

Viewpoint D (Annotated Panorama Image for Context Only)

aspect landscape planning

Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.



Viewpoint Coordinates: E 478258, N 241418 | Date & time of photograph: 15/03/2024 10:44 | AOD & Viewing height: c. 75m AOD 1.6m | Weather conditions: Clear, good visibility.

Viewpoint E (Panorama Image for Context Only)

aspect landscape planning

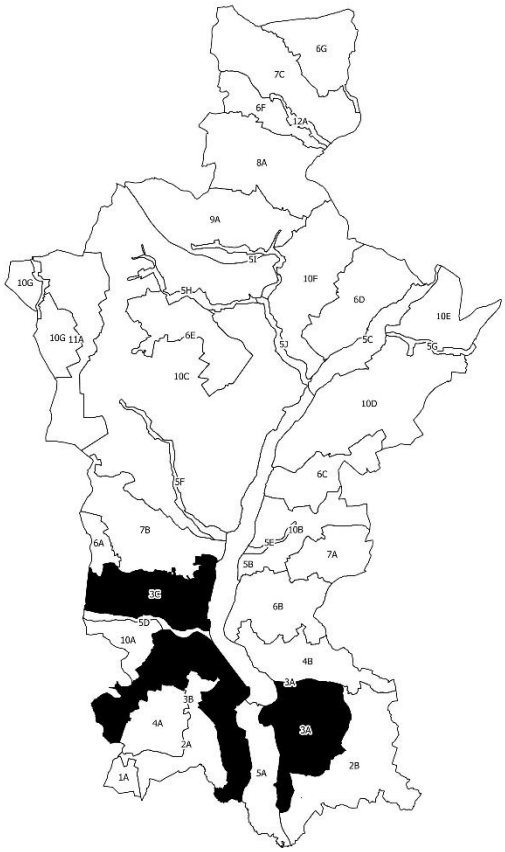
Equipment & Focal Length: Nikon D3200 DSLR 35mm equivalent camera using a 50mm lens
Viewing Distance at A3: 330mm
Horizontal Field of View: 68°
Vertical Field of View: 23°

N.B. IMAGES TO ILLUSTRATE THE EXISTING LANDSCAPE CONTEXT ONLY. Panoramas are created from multiple photographs taken using a digital equivalent of a 35mm camera with 50mm lens in line with best practice and current guidance. Images illustrate a horizontal field of view of 68° and when printed at A3, should be viewed at a distance of 330mm curved through the same radius in order to correctly illustrate the existing landscape context. To ensure considered judgements are accurately assessed, images should not be substituted for visiting the viewpoint.

Enclosure 3 – Extract from Test Valley LCA

LCT3 Mixed Farmland and Woodland - Medium Scale

General Description



3.1 Mixed Farmland and Woodland – Medium Scale has a pattern of a small to medium areas of pasture with arable farmland, woodland, shelter belts and hedgerows. In some areas, large swathes of connected woodland dominate the landscape, with forestry plantations, alongside semi-natural woodland. Other areas are dominated by arable farmland providing large open fields, sometimes with thin gappy hedgerows or no hedgerows at all, which are further enclosed by adjacent woodlands, shelter belts or thick hedgerows.

3.2 Parklands are a feature of this landscape type with landscape features such as woodlands and shelterbelts, scattered trees, rows of trees, wood pasture (in the case old deer parks), exotic trees, ancient pollard trees and veteran trees. The character type has a low density of small nucleated and linear settlements, with scattered farmsteads and large houses with areas of parklands. A high density of rural lanes criss-cross the valleys and ridges.

3.3 Ridge deposits of sand and gravel are found in the southern areas of the Borough, giving rise to past and present mineral workings.

Location

3.4 The type forms a part of the more complex and varied landscapes (which include LCT4) that separate the heathlands (LCT1) and pasture and woodlands associated with heathlands (LCT2) to the south and the chalk and clay wooded farmland (LCT6 and 7) and chalk downlands (LCT10) to the north. There are three areas of this landscape character type found within the Borough, as follows:

- LCA3A Baddesley Mixed Farmland and Woodland
- LCA3B Melchet and Awbridge Wooded Farmland
- LCA3C Tytherley and Mottisfont Wooded Farmland

Physical Influences

3.5 **Geology and Soils:** Wittering Formation, Earnley Sand Formation, London Clay and Lambeth Group with areas of River Terrace Deposits and Plateau Gravel.

Landform: The topography of this landscape type is irregular and provides a mix of small valleys, local knolls, ridges and depressions.

Drainage: The type includes part of the lower slopes of the River Test catchment area.

Biodiversity and Vegetation Pattern

3.6 Mixed Farmland and Woodland – Medium scale has a high proportion of woodland cover and is characterised by extensive ancient semi-natural woodland and semi-natural woodland with active coppice linked by hedgerows. Some areas covered by this LCT are of international importance to biodiversity. There is a wide range of biodiversity associated with this type which includes hedgerows with banks and large standard trees as well as streams and meadows. Occasional pockets of heathland remain. The majority of species found are typical of neutral to calcareous soils and include oak, ash and field maple, although there are areas of heath and acid grassland. Pastoral farmland is the dominant land use. Arable and rotational grassland is abundant although not co-dominating.

Notable habitats

- Lowland mixed deciduous woodland (including much ancient semi-natural woodland (ASNW) and plantations on ancient woodland sites (PAWS))
- Unimproved neutral grassland
- Heathland
- Mires and bogs
- Semi-improved grassland

Historical Influences

3.7 The landscape is characterised by a mixed historic landscape with several historic field systems indicating 18th and 19th century development present throughout this type. This process included the formal and informal enclosure of earlier field systems and the development of substantial parklands particularly close to the valley floor of the River Test.

3.8 The historic development of such a landscape may demonstrate the development of agricultural based wealth within the Test Valley. This prosperity during this period often resulted in the purchase of larger farming estate and the development of formal parkland environments. This would then lead to areas of exclusion and social control.

3.9 Also present are areas of landscape that demonstrate substantial assarting of a previously wooded environment which result from an increased intensification during the later medieval and post-medieval periods. With the small and medium assarted field system displaying irregular boundaries, it can be presumed that this clearance occurred between the early medieval to early post medieval period. The larger assarted fields, with their straight boundaries and more regular shapes, suggest that either the small and medium sized fields lost their boundaries or medieval to 18th/19th century clearance took place. The final style of assarting present is the regular assart with straight boundaries. These date to the 19th and 20th centuries indicating either the alteration of previous assarting or further clearance.

Settlement Pattern

3.10 The settlements present within this character type are generally dominated by their proximity to a good supply of water. Examples of Clay River Valley and Chalk/Clay Spring Line settlements can be identified. These settlements tend to retain one or more historic cores, dating to the later medieval and early post-medieval period, as well as evidence for the presence of an early medieval church foundation. Such settlements tend to develop in a linear pattern and, where a significantly sized river is present, can often be found upon suitable bridging or fording points. These settlements are often located at nodal points within the road network and the main settlements are surrounded by smaller subsidiary groupings and farmsteads.

Communication Network

3.11 Running throughout this character type are numerous droveways, woodland tracks and park pales, indicating a heavily developed landscape. The Test Way passes through part of the Landscape Character Type.

Key Natural and Cultural Landscape Issues

3.12 Key natural and cultural landscape issues are as follows:

- Impact of mineral workings and long term restoration
- Potential change in farming practices, with increased areas managed as ‘hobby farms’ or as horse paddocks, characterised by rank weedy grassland and poorly managed boundaries
- Potential loss of parkland features
- Deterioration and further loss of hedgerows
- Poor woodland management
- Loss of unimproved mesotrophic grassland to arable or through application of fertilisers
- Declining farmland bird populations
- Enrichment of water bodies through fertiliser run off
- Loss of woodlands to development or to arable or pasture
- Lack of coppice management leading to a reduction of specialised species such as butterflies

Land Management Guidelines

3.13 All of the Borough wide land management guidelines in the introduction apply to this Landscape Character Type. Specific to this landscape type are:

3.14 **Agriculture**

- Manage the agricultural landscapes for biodiversity such as incorporating hedgerows or grass field margins
- Encourage replanting of hedgerows and hedgerow trees
- Ensure the careful siting of new agricultural buildings

3.15 **Hedgerows**

- Encourage traditional methods of hedge management
- Restore hedgerows and encourage replanting of former hedgerow lines

3.16 **Woodland and Trees**

- Maintain existing woodland cover and encourage active management, including coppicing, to ensure their survival and for biodiversity
- Encourage the replanting of plantations with native broadleaved woodland

3.17 **Biodiversity**

- Protect watercourses and wetlands by minimising pollution and soil erosion
- Encourage agricultural management that will protect and enhance remnant unimproved grasslands

Land Use and Development Guidelines

3.18 All of the Borough wide land use and development guidelines in the introduction apply to this Landscape Character Area. Specific to this Landscape Character Type are:

3.19 **Built Development**

- Maintain the existing settlement pattern
- Protect and enhance the landscape setting to local villages

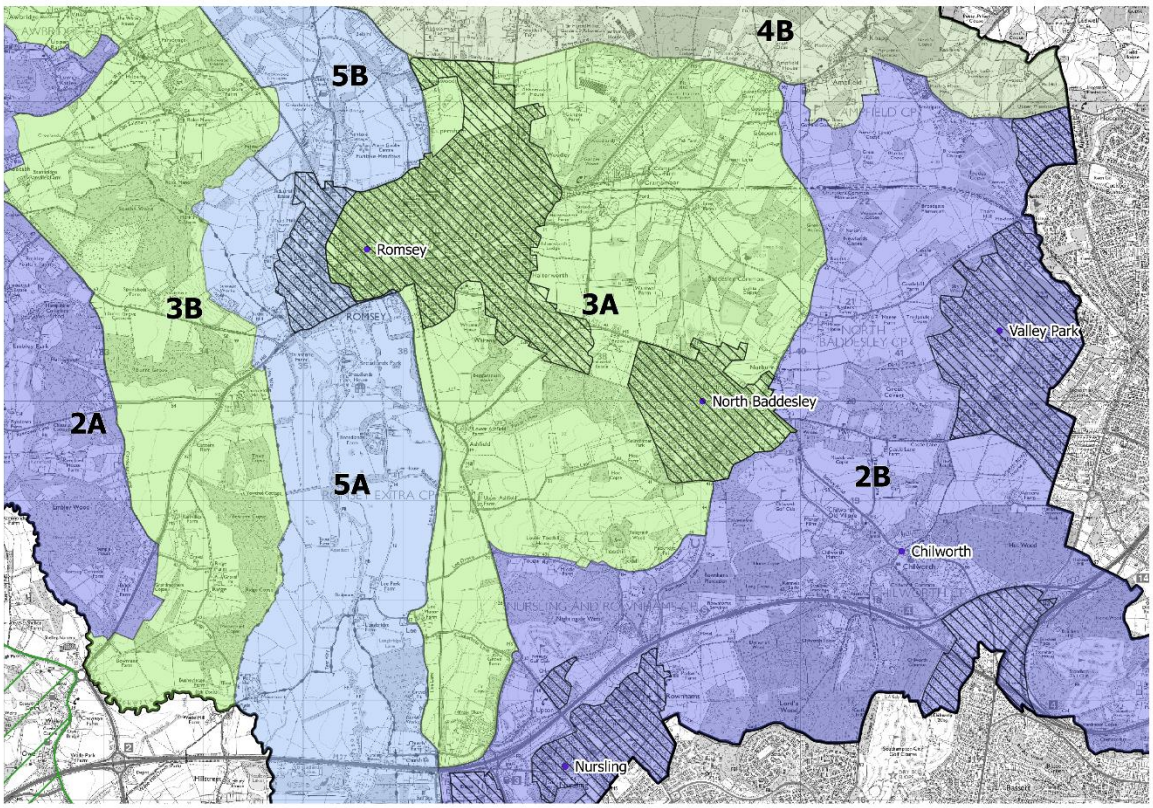
3.20 **Infrastructure**

- Avoid suburbanisation arising from introduction of inappropriate highway measures and conserve the rural character of lanes

3.21 **Recreation, Tourism and Access**

- Encourage management of woodlands to enable greater public access

LCA3A Baddesley Mixed Farmland and Woodland



General Description

3A.1. Baddesley Mixed Farmland and Woodland is a gently rolling to relatively flat landscape, with small discrete stream valleys with tributaries flowing in the direction of Romsey into the River Test. A number of these river valleys have lakes, as seen in the area north east of Romsey. An area of mixed farmland made up from medium size arable fields, small pasture fields, woodlands and areas of nursery tree planting. Hedgerows enclose the fields, however their quality varies throughout.

3A.2. Residential development abuts the open areas of arable and pasture farmland, as seen on the eastern edge of Romsey.

Location

3A.3. Baddesley Mixed Farmland and Woodland lies to the east of the River Test Valley Floor. The northern boundary abuts Sir Harold Hillier Gardens and

Arboretum and the eastern boundary borders Bucket Corner and Nightingale Wood.

Local Physical Influences

3A.4. **Geology and Soils:** The area is a complex mix including Wittering Formation, Earnley Sand Formation and London Clay with some River Terrace Deposits and an alluvial valley running west to east from the Test valley.
Landform: The landform is undulating, falling westwards down to the River Test Valley.
Drainage: A number of streams run into the River Test but parts of the area are poorly drained, as at Emer Bog and Baddesley Common. There are some large ponds or lakes associated with former mineral workings.

Local Biodiversity and Vegetation Pattern

3A.5. This area is predominantly improved pasture and arable farmland, divided by hedgerows, while the northern part of the LCA has more extensive broadleaved and plantation woodland. Several important areas of broadleaved woodland are found in this area. Oak and birch are abundant in these areas, while other species such as ash, rowan, holly, whitebeam and field maple are also represented. Poplar and aspen are found in the damper areas. There are locally-abundant areas of sweet chestnut and this has often been historically managed by coppicing, although this has somewhat fallen into neglect.

3A.6. Although limited in extent, there are areas of neutral and acid grassland habitat in this area, including some traditional grazed hay meadows.

3A.7. Other notable habitats include occasional patches of lowland heath dominated by heather, together with mosaics of acid grassland, patchy woodland and scrub. Often the valleys have wet areas. Ancient and semi-natural woodlands link with hedgerows and provide an important resource, contributing to wider ecological networks and are particularly key to species such as hazel dormouse, which is well-represented in the woodlands in this LCA.

3A.8. Baddesley Common and Emer Bog support particularly important habitats, comprising a complex mosaic of habitats including broadleaved woodland, dry heath, unimproved grassland, bracken, coniferous plantation, marshy grassland and ponds. These sites are designated as SAC and SSSI.

3A.9. There are several ponds in this LCA, and there are numerous records of great crested newt across the northern part of the LCA.

3A.10. The table below identifies the broad habitat types for LCA3A.

Broad habitat type	Area of habitat (Hectares)	Percentage of the LCA (%)
Acid grassland	11.92	0.59
Arable and horticulture	455.83	22.40
Boundary and linear features	118.53	5.83
Bracken	5.81	0.29
Broadleaved, mixed, and yew woodland	255.47	12.56
Built-up areas and gardens	438.80	21.57
Coniferous woodland	31.69	1.56
Dwarf shrub heath	2.53	0.12
Fen, marsh and swamp	36.02	1.77
Improved grassland	463.31	22.77
Inland rock	0.14	0.01
Neutral grassland	117.22	5.76
Rivers and streams	0.78	0.04
Standing open water and canals	6.08	0.30
Unidentified habitat	79.65	3.91
Unidentified water	10.89	0.54
Total	2034.68	

Local Historical Influences

3A.11. The presence of regular field systems with wavy boundaries close to Romsey suggests that this area may have been the first within LCA3A to be informally enclosed during possibly the 17th or 18th centuries. Elsewhere parliamentary field enclosure appears to be largely focused upon the Clay River Valley Type settlements located within this area indicating a drive for later formalised enclosure associated with such settlements.

3A.12. The medium sized irregular assarts and copses with boundaries, regular assarts with straight boundaries and 19th century plantation all point to a previously wooded landscape throughout this character area. This began to be cleared (informally at first) by the late medieval to early post-medieval period and this process continued into the 19th/20th centuries, with areas being replanted during the 19th century.

3A.13. A possible Iron Age hill fort occupies a small rise within Telegraph Wood to the north of the M27.

Designations

3A.14. Designations that lie wholly or in part within this Landscape Character Area comprise:

3A.15. **Nature Conservation**

SAC and SSSI

- Emer Bog and Baddesley Common - Complex mosaic of habitats including broadleaved woodland, dry heath, unimproved grassland, bracken, coniferous plantation, marshy grassland and a pond

SINC

- 53 SINCs, including ancient semi-natural woodlands, agriculturally unimproved grasslands; also some heathland remnants, wetlands and sites which support notable species

3A.16. **Historic**

Conservation Areas

- Romsey Conservation Area

Scheduled Monuments

- Toot Hill Camp

Listed Buildings

- A number of listed buildings are scattered across the area including clusters in Romsey Conservation Area (including the Grade I listed Romsey Abbey), at Gosport, and at Grove Place (Grade I listed) (with associated parkland)

Registered Parks and Gardens

- Sir Harold Hillier Gardens and Arboretum: Listed as Grade II on the Historic England Register of Historic Parks and Gardens

Settlement Pattern

3A.17. The settlement pattern of the built-up areas of Romsey and North Baddesley have not been reviewed in detail as part of this Assessment. Romsey has had considerable influence upon the surrounding landscape. This may explain why the relatively early and informal enclosure of fields takes place with an increased need to feed a rapidly growing population during the 17th and 18th centuries. At this time railways were not invented, roads were by and large in a dreadful state and Romsey was not furnished with access to a canal or navigation. Therefore a productive agricultural hinterland was of paramount importance and informal enclosure was one of the first steps to ensuring this.

3A.18. The parliamentary field systems to the east of Romsey retain only a few widely spaced farmsteads although other examples may have subsequently been subsumed within the settlement expansion of Romsey or may have been redeveloped as residential properties. Since circa 2011 Romsey has extended to the north. This northern extension is largely contained within areas of former parliamentary fields, with many former field boundary hedges, trees and copses retained. Areas of fields/green space between and within the recent residential expansions break up the built form, provide a contrast to the modern urban areas and important green infrastructure with some managed for nature conservation and recreation with access routes providing connections.

3A.19. Dwellings outside the main urban area of Romsey and North Baddesley are limited to some low density intermittent ribbon development on the approach roads, as seen along the A3090. Other settlements are limited to farmsteads, which includes a fish farm north east of Crampmoor.

Local Settlements

3A.20. Local Settlements and their corresponding Settlement Type (see Appendix 2 for more information):

- North Baddesley: Heath Associated Settlement Type
- Romsey (historic core): Clay River Valley Settlement Type
- Romsey (post-medieval historic core): Clay River Valley Settlement Type

Remoteness and Tranquillity

3A.21. Due to the lack of woodland cover and lack of substantial hedgerows in places, parts of Romsey are visible to the surrounding landscape. The sense of seclusion and tranquillity is affected close to Romsey and by a number of roads, including those which radiate from the town where the sense of seclusion and tranquillity is limited. The tree and woodland cover and natural characteristics at Baddesley Common and Emer Bog create pockets of areas with more tranquil qualities.

Key Valued Characteristics

3A.22. Key valued characteristics of LCA3A are as follows:

- Predominantly rural character with mixed farmland
- Trees, woodland and hedges create a sense of enclosure and intimacy and provide strong containment to the settlement edge of Romsey and North Baddesley limiting views
- Rural character of roads lined by mature trees, hedgerows, grass verges and ditches
- The landscape around Lee Lane and rural lanes in the north-east of the area, including Baddesley Common and Emer Bog, are generally free from detractors
- Key views include long views to wooded ridges notably from the central part of Hoe Lane looking north-west; views from Lee Lane across open fields and vegetation along the valley floor; and at Baddesley Common and Emer Bog across open areas of grassland to wooded horizons.
- Telegraph Wood containing a possible Iron Age hill fort on a small rise forms a local landmark feature
- Hedgerows are a locally important feature but their quality is very variable and they are sometimes absent resulting in large open areas e.g. around Hoe Lane
- A number of streams with stream-fed lakes
- Patches of lowland heath and valley wetlands
- Baddesley Common and Emer Bog have natural and tranquil qualities, provide some open access and include a complex mosaic of habitats

- Parliamentary field enclosure, generally close to Clay River Valley Settlement type and to the river valleys themselves
- Medium-sized irregular assarts and copses with wavy boundaries between Crampmoor and Ampfield
- On the higher ground evidence remains of the previously wooded environment with narrow discrete roads and tracks, assarted fields and successive replanting of the forest
- Ancient semi-natural woodland linked by hedgerows.
- Parkland and parkland features at Grove Place
- Surviving traditional farmsteads
- Traditional styles of built form include brick walls with clay tile roofs and clay tile hanging, with older properties of brick with thatched roofs.
- Trees along hilltops frame views
- Key view to Romsey from A27 along Green Hill to east (within the 3B Melchet and Awbridge Wooded Farmland Character Area)
- Trees forming part of the skyline around Romsey town including at Botley Road cemetery and the two small chapels
- Wooded character of the Straight Mile with built form largely hidden from view
- Avenues of trees within Romsey

Key Detractors

3A.23. Key detractors of LCA3A are as follows:

- Some urbanising and intrusive elements including pylons in the south-east of the area where a number cross open fields in close proximity; occasional oversized gateways to properties/businesses; large scale commercial buildings to the north-east of North Baddesley; and solar developments north east of Abbey Park Industrial Estate and south of Lee Drove
- Busy roads with scattered ribbon development on approach roads to Romsey, notably along the A3090
- Poor sense of seclusion or tranquillity close to busy roads and built-up areas
- In places lost or degraded hedgerows have resulted in large open areas
- Limited number of public rights of way restricting recreational opportunities and enjoyment of the countryside

Local Natural and Cultural Landscape Issues

3A.24. Local natural and cultural landscape issues for LCA3A are as follows:

- Pressure for additional development and the potential erosion of the surrounding historic landscape and remaining wetlands arising from further development extending from the main settlements.
- Potential merging of North Baddesley and Romsey and loss of separate identity of settlements
- Further loss or damage to local wetland heath areas.
- Expansion of farmsteads and conversion of farm buildings to residential
- Recreational pressures damaging the natural character of Baddesley Common and Emer Bog
- Further solar and other renewable energy development eroding the rural character of the area

Landscape Strategy and Guidelines

3A.25. Landscape Strategy and Guidelines for LCA3A Baddesley Mixed Farmland and Woodland are as follows:

- Although the area has a number of distinctive features, overall the landscape has become fragmented. The overall strategy is to restore and enhance the landscape structure of woodland linked by hedgerows within Baddesley Mixed Farmland and Woodland and protect and enhance the key valued characteristics.

Land Management

3A.26. All of the Borough wide and Landscape Character Type land management guidelines apply to this Character Area. Specific to this Character Area are as follows:

3A.27. **Landscape Distinctiveness**

- Reinforce existing local valued features and add to woodland and hedgerow structure

3A.28. **Agriculture**

- Encourage reversion of arable land to pasture
- Discourage merging of remaining smaller fields

3A.29. **Woodland and Trees**

- Encourage new planting of woodlands in keeping with existing local woodland pattern

3A.30. **Biodiversity**

- Protect watercourses and wetlands associated with Emer Bog and Baddesley Common including through minimising pollution, and soil erosion
- Prevent loss of remnant heathland and encourage heathland restoration
- Encourage the restoration and creation of ponds to the north of the LCA to conserve and enhance the local population of great crested newts
- Encourage woodland and hedgerow management and restoration to conserve and enhance the local population of hazel dormouse

3A.31. **Historic Landscapes**

- Maintain the patchwork of informal 17th and 18th century enclosure fields found within the hinterland of Romsey
- Protect the landscape setting of Broadlands[1] and Sir Harold Hillier Gardens and Arboretum Registered Parks and Gardens
- Protect parkland and parkland features at Grove Place

3A.32. **Settlement Fringe**

- Protect and enhance the important green spaces around and within the settlement fringe (such as to the west of Abbotswood) and their contribution to green infrastructure, links with the wider countryside, nature conservation, the setting of the settlement and breaking up the built form

Land Use and Development

3A.33. All of the Borough wide and Landscape Character Type land use and development guidelines apply to this Character Area. Specific to this character area are:

3A.34. **Built Development**

- Avoid the coalescence and loss of separate identity of Romsey and North Baddesley which are separated by a narrow gap of fields
- Proposals for new solar development should consider the cumulative impacts on the valued predominantly rural character with mixed farmland

3A.35. **Infrastructure**

[1] This Registered Historic Park and Garden is outside but adjacent to the LCA

- Protect the area from further noise and visual intrusion from the major road network
- Reduce the landscape and visual impact of existing pylons and cumulative impacts with other intrusive features, notably in the south-east of the area where a number cross open fields in close proximity

3A.36. **Recreation, Tourism and Access**

- Establish new public access links, including connecting to the River Test, and protect, enhance and extend areas of public parks to serve the increasing population of the settlements

Boggy lowland heath at Emer Bog

Long views to wooded ridges

Sheep grazing on Baddesley Common

Rural roads lined by mature trees

Ancient semi-natural woodland linked by hedgerows and possible Iron Age hill fort at Telegraph Wood

i-Transport LLP
[redacted]
[redacted]

Upton, Land South of Coldharbour Lane: Site Access Options

Ref: MG/BC/ITB19149-005 TN
Date: 12 March 2024

SECTION 1 Introduction and Background

1.1.1 Crest has appointed i-Transport LLP to provide highways and transport advice in relation to the proposed development at Land South of Coldharbour Lane. The site is located to the west of the M271, adjacent to the Romsey Road Roundabout and abuts the Wessex main rail line to the west (Bristol Temple Meads to Southampton Central).

1.1.2 This note is in relation to site access options to serve the potential development of circa 15-20ha of employment/commercial use, currently assuming a warehousing/logistics B8 use.

1.1.3 The site access options have been informed following a review of the site boundary/ownership, the extent of highway maintainable at public expense plans and a brief review of levels extracted from Lidar data. There are no Public Rights of Way identified across the site.

1.1.4 The site is well located adjacent to the Strategic Road Network (SRN) with the M271 to the east and the M27 to the south connected via junction 3. The site boundary is contiguous with the adopted highway of Coldharbour Lane that connects with Romsey Roundabout including approaches with the M271 and A3057.

1.1.5 Coldharbour Lane, Romsey Road Roundabout including approaches with A3057 are subject to National Speed Limit (60mph). The M271 to the east is also subject to National Speed Limit (70mph) being a dual carriageway motorway.

1.1.6 Coldharbour Lane connects between Romsey Road Roundabout in the east to Lee Lane to the west and crosses the Wessex main rail line via a bridge over the rail line. Coldharbour Lane where it meets Romsey Road Roundabout has an existing carriageway width of circa 6.3m, this narrows down to circa 5m towards the west at the existing employment use access. Beyond the existing employment access, the carriageway of Coldharbour Lane narrows further with passing places.

SECTION 2 Coldharbour Lane Site Access Options

2.1.1 Adopted highway boundary was obtained from HCC for the highways surrounding the site to assist in assessing potential site access opportunities, this data is contained in **Appendix A** for information.

2.1.2 The low traffic volume along Coldharbour Lane at present in combination with the proximity to the Romsey Road Roundabout and M271 to the east suggests this is an ideal location for site access.

2.1.3 Different access arrangements have therefore been designed with Coldharbour Lane and then reviewed to provide the best solution for the site in terms of highway, vehicle movements, capacity (based on professional judgement) and geometries. The type of accesses considered include priority junctions and a roundabout.

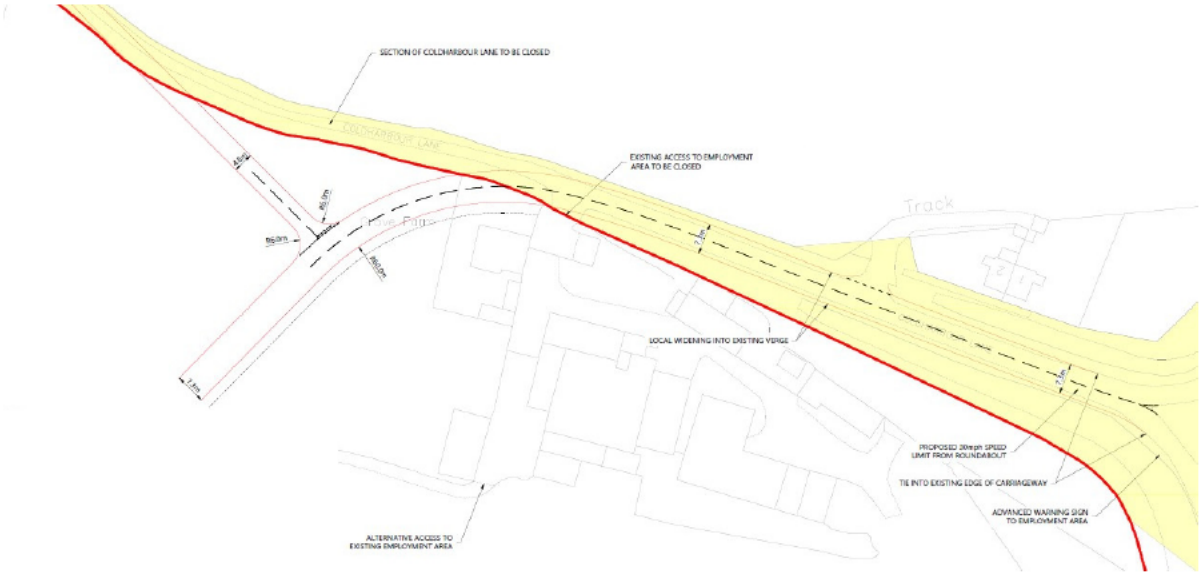
2.1.4 Given the potential size of the development site, the main traffic movements would be between the Romsey Road Roundabout/M271 and the site via Coldharbour Lane, with the western side of Coldhabour Lane towards the existing bridge over rail being a minor approach arm with low traffic volume and with Heavy Goods Vehicles being discouraged or restricted in this direction.

2.1.5 In this regard a roundabout site access option is feasible but not necessarily required in capacity terms due to low traffic volumes along Coldhabour Lane to/from the west. Hence a priority junction with the main traffic movement directed into the site is the preferred approach, with this in mind two access options have been developed in further detail, these are both described below.

2.2 Site Access Option 1

2.2.1 The first access option is shown on Drawing ITB19149-GA-010 with extract shown in **Image 2.1**.

Image 2.1: Potential Site Access Option 1



Source: i-Transport drawing ITB19149-GA-010.

2.2.2 As shown in the above image the access includes the primary movement in/out of the site along Coldharbour Lane to Romsey Road Roundabout. The design includes some local widening along the eastern part of Coldharbour Lane to 7.3m, this is ideal for two Heavy Goods Vehicles (HGVs) to pass one another.

2.2.3 The existing access from Coldharbour Lane into the employment area (within site boundary) can be closed with alternative access provided to the south within the site.

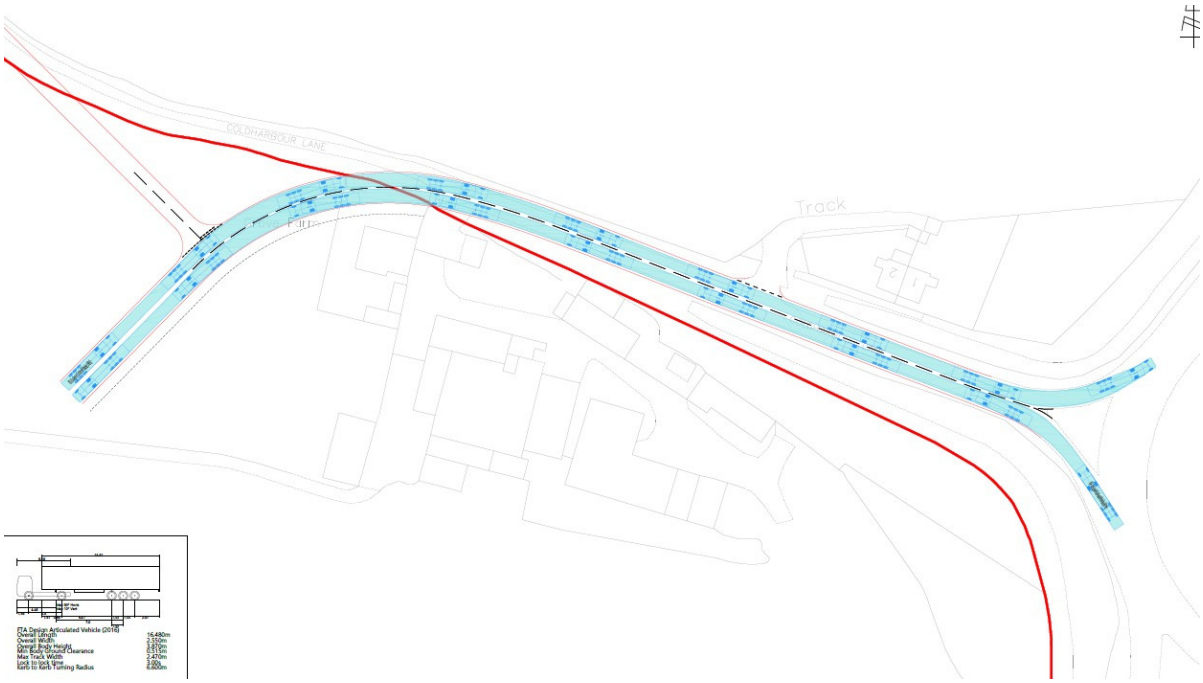
2.2.4 With Coldharbour Lane being changed to lead into the proposed employment site the intention is to change the speed limit along this section of Coldharbour Lane from the existing national speed limit to 30mph to make the route safer for all users. The proposal would include new signs by Romsey Road Roundabout to indicate the route leads to a new employment area and the existing 6'-6" width restriction (except for access) sign would be retained/relocated to warn drivers who continue westwards along Coldhabour Lane beyond the site access.

2.2.5 The existing narrow single lane carriageway of Coldharbour Lane would be repositioned and widened to tie in with the site access in the form of a priority junction. An alternative being subject to discussions with Hampshire County Council (HCC) as Local Highway Authority, is to introduce modal filters to convert the western end of Coldharbour Lane to a pedestrian/cyclist only route. Onward pedestrian/cycle access will also be considered with HCC at the Romsey Road Roundabout and the A3057 Romsey Road to connect with existing provision.

Swept Path Analysis

2.2.6 To inform the site access design a vehicle swept path analysis has been undertaken of articulated lorries passing each other along the full access road between the site and the Romsey Road Roundabout, this is shown possible on Drawing ITB19149-GA-011 with extract shown in **Image 2.2**.

Image 2.2: Potential Site Access Option 1 – Vehicle Swept Path Analysis



Source: i-Transport drawing ITB19149-GA-011.

2.3 Site Access Option 2

2.3.1 The second access option is shown on Drawing ITB19149-GA-012 with extract shown in **Image 2.3**.

2.3.2 This site access is similar to option 1 in that the primary movement in/out of the site is along Coldharbour Lane to Romsey Road Roundabout.

2.3.3 This option includes similar local widening along Coldharbour Lane to 7.3m, again ideal for two Heavy Goods Vehicles (HGVs) to pass one another.

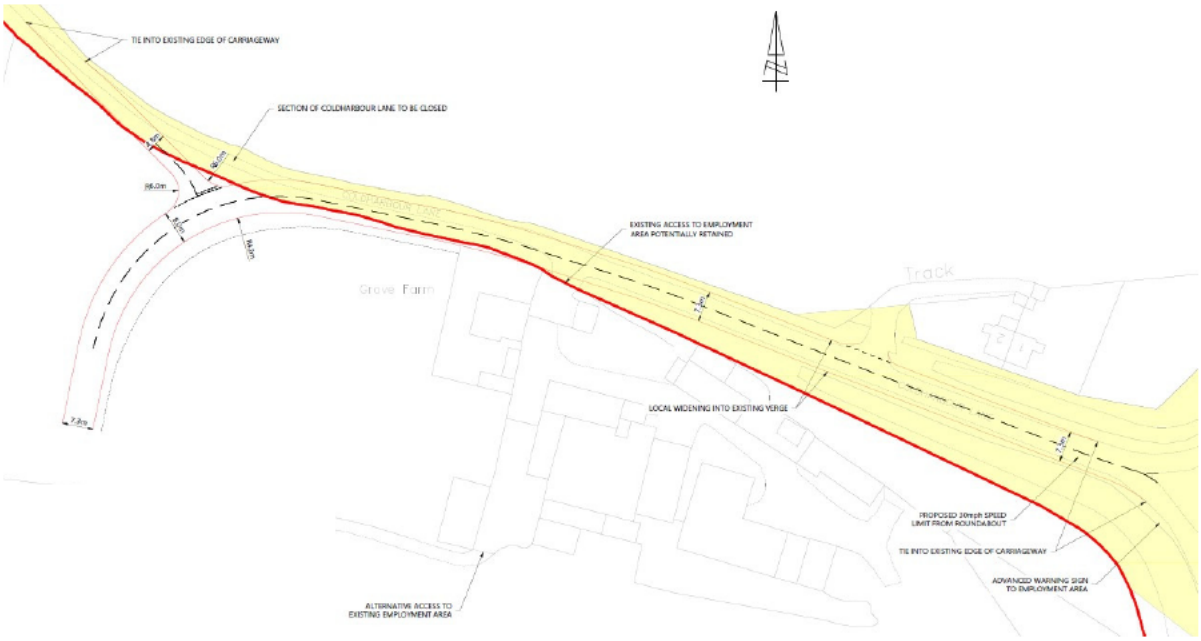
2.3.4 The existing access from Coldharbour Lane into the employment area (within site boundary) can either be retained or closed with alternative access provided to the south within the site.

2.3.5 The access includes a tighter radius into the site situated further west than option 1 to enable a priority junction with Coldharbour Lane west approach closer to the existing adopted highway.

2.3.6 This option includes the same 30mph speed limit and signage as set out in option 1.

2.3.7 Like option 1, subject to discussions with HCC there is potential to introduce modal filters to convert the western end of Coldharbour Lane to a pedestrian/cyclist only route. Onward pedestrian/cycle access will also be considered with HCC at the Romsey Road Roundabout and the A3057 Romsey Road to connect with existing provision.

Image 2.3: Potential Site Access Option 2

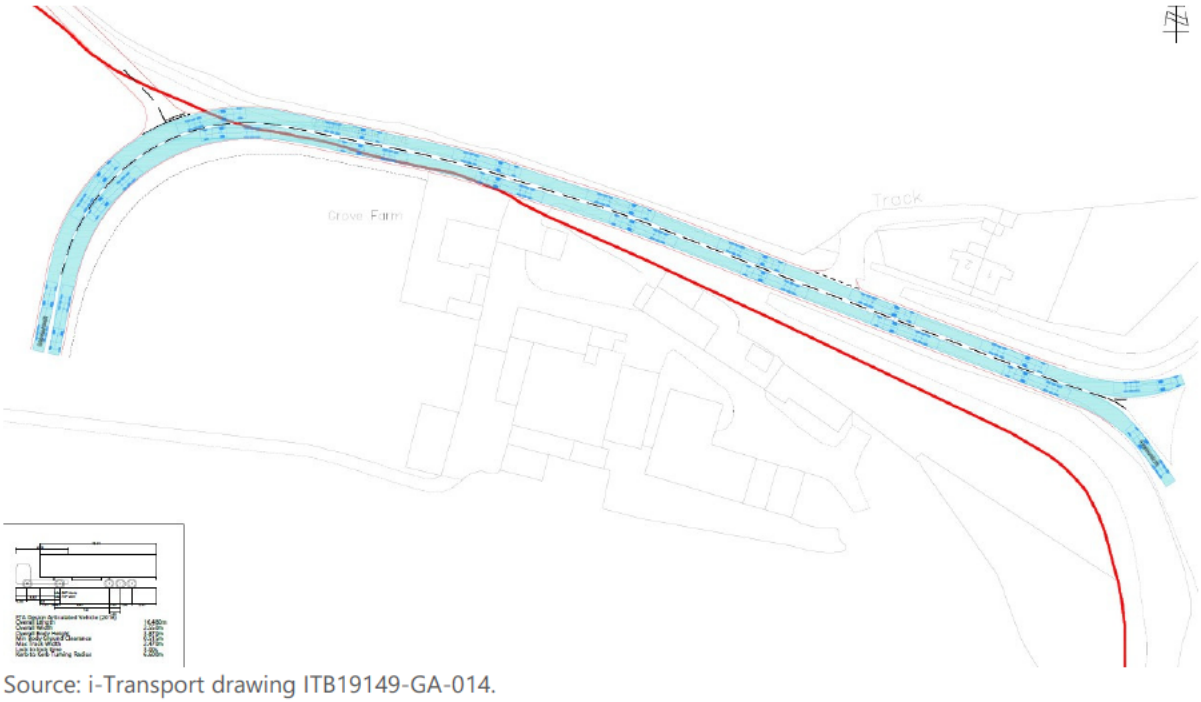


Source: i-Transport drawing ITB19149-GA-012.

Swept Path Analysis

2.3.8 Similar to site access option 1, to inform the site access design a vehicle swept path analysis has been undertaken of articulated lorries passing each other along the full access road between the site and the Romsey Road Roundabout, this is shown possible on Drawing ITB19149-GA-013 with extract shown in **Image 2.4**.

Image 2.4: Potential Site Access Option 2 – Vehicle Swept Path Analysis



Source: i-Transport drawing ITB19149-GA-014.

SECTION 3 Summary

3.1.1 This note presents potential site access options for the proposed development of circa 15-20ha of employment use at Land South of Coldharbour Lane.

3.1.2 The site is well located adjacent to the Strategic Road Network with the M271 to the east via Romsey Road Roundabout, and the M27 to the south connected to M271 via junction 3. The site is therefore ideally located for employment/commercial, currently assuming a warehousing/logistics B8 use.

3.1.3 The site boundary is contiguous with the adopted highway of Coldharbour Lane. The low traffic volume along Coldharbour Lane at present in combination with the proximity to the Romsey Road Roundabout and M271 to the east suggests this is an ideal location for site access.

3.1.4 Both priority and roundabout site access options have been investigated and are possible with Coldharbour Lane. With the predominate movement of traffic being between the site and the Romsey Road Roundabout, a priority junction with the main traffic movement directed into the site is the preferred approach.

3.1.5 This note demonstrates that there are access options possible with Coldharbour Lane and that a preferred solution would be a priority junction that is deliverable within the site boundary and adopted highway. This has been informed with vehicle swept path analysis of articulated vehicles accessing and exiting the site simultaneously. The minor approach arm of Coldharbour Lane could be retained for local access, or subject to discussions with Hampshire County Council as Local Highway Authority could be converted to a pedestrian/cyclist only route with the introduction of modal filters.

DRAWINGS

TIE INTO EXISTING EDGE OF CARRIAGEWAY

SECTION OF COLDHARBOUR LANE TO BE CLOSED

EXISTING ACCESS TO EMPLOYMENT AREA TO BE CLOSED

LOCAL WIDENING INTO EXISTING VERGE

PROPOSED 30mph SPEED LIMIT FROM ROUNDABOUT

TIE INTO EXISTING EDGE OF CARRIAGEWAY

ADVANCED WARNING SIGN TO EMPLOYMENT AREA

ALTERNATIVE ACCESS TO EXISTING EMPLOYMENT AREA

COLDHARBOUR LANE

Grove Farm

Track

4.8m

R6.0m

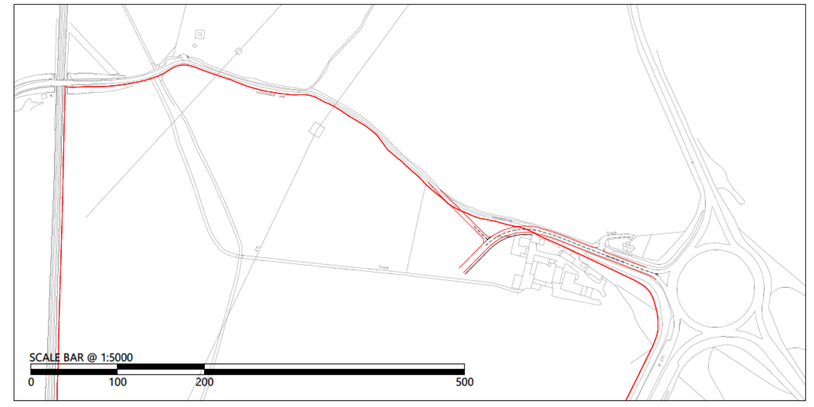
R6.0m

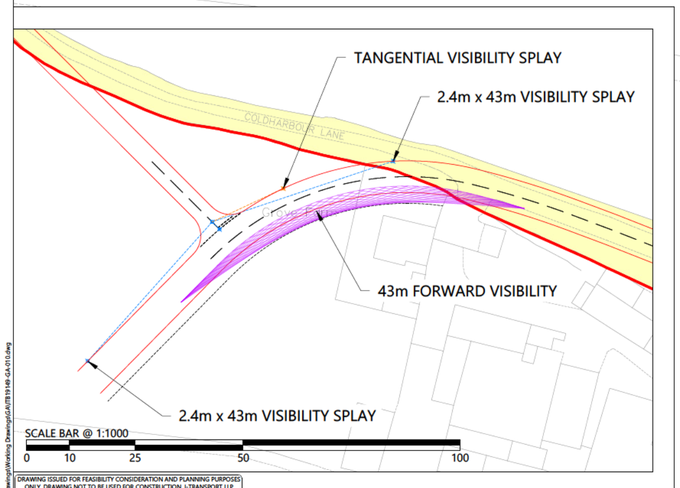
R60.0m

7.3m

7.3m

7.3m





KEY:

SITE BOUNDARY

HIGHWAY BOUNDARY

SCALE BAR @ 1:500

0 5 10 25 50

i-Transport

[redacted]

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT - COLDHARBOUR LANE

PROJECT: UPTON, ROMSEY

CLIENT: CREST NICHOLSON

DRAWN:	CHECKED:	APPROVED:
JD	BC	MG
PROJECT No:	SCALE @ A2:	DATE:
ITB19149	AS SHOWN	07.03.24

DRAWING No: ITB19149-GA-010

REV: -

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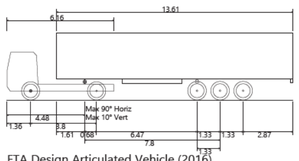
COLDHARBOUR LANE

Grove Farm

Track

1

2



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

SCALE BAR @ 1:500

0 5 10 25 50

i-Transport

[redacted]

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE

PROJECT: UPTON, ROMSEY

CLIENT: CREST NICHOLSON

DRAWN:	CHECKED:	APPROVED:
JD	BC	MG

PROJECT No:	SCALE @ A2:	DATE:
ITB19149	1:500	07.03.24

DRAWING No: ITB19149-GA-011

REV: -

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TIE INTO EXISTING EDGE OF CARRIAGEWAY

SECTION OF COLDHARBOUR LANE TO BE CLOSED

4.8m

R6.0m

R6.0m

8.0m

R42m

7.3m

COLDHARBOUR LANE

Grove Farm

Track

EXISTING ACCESS TO EMPLOYMENT AREA POTENTIALLY RETAINED

7.3m

LOCAL WIDENING INTO EXISTING VERGE

COLDHARBOUR LANE

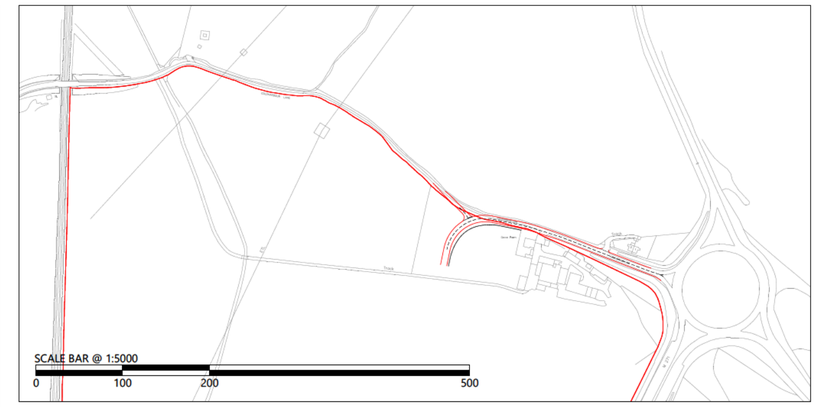
7.3m

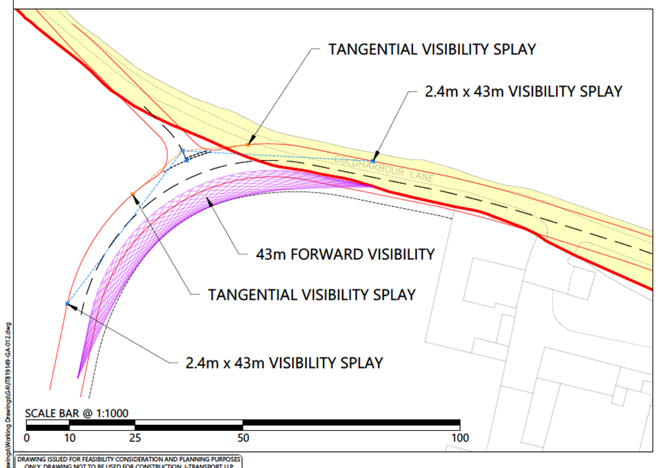
PROPOSED 30mph SPEED LIMIT FROM ROUNDABOUT

TIE INTO EXISTING EDGE OF CARRIAGEWAY

ADVANCED WARNING SIGN TO EMPLOYMENT AREA

ALTERNATIVE ACCESS TO EXISTING EMPLOYMENT AREA





KEY:

SITE BOUNDARY

HIGHWAY BOUNDARY

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i-Transport
[redacted]
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT - COLDHARBOUR LANE

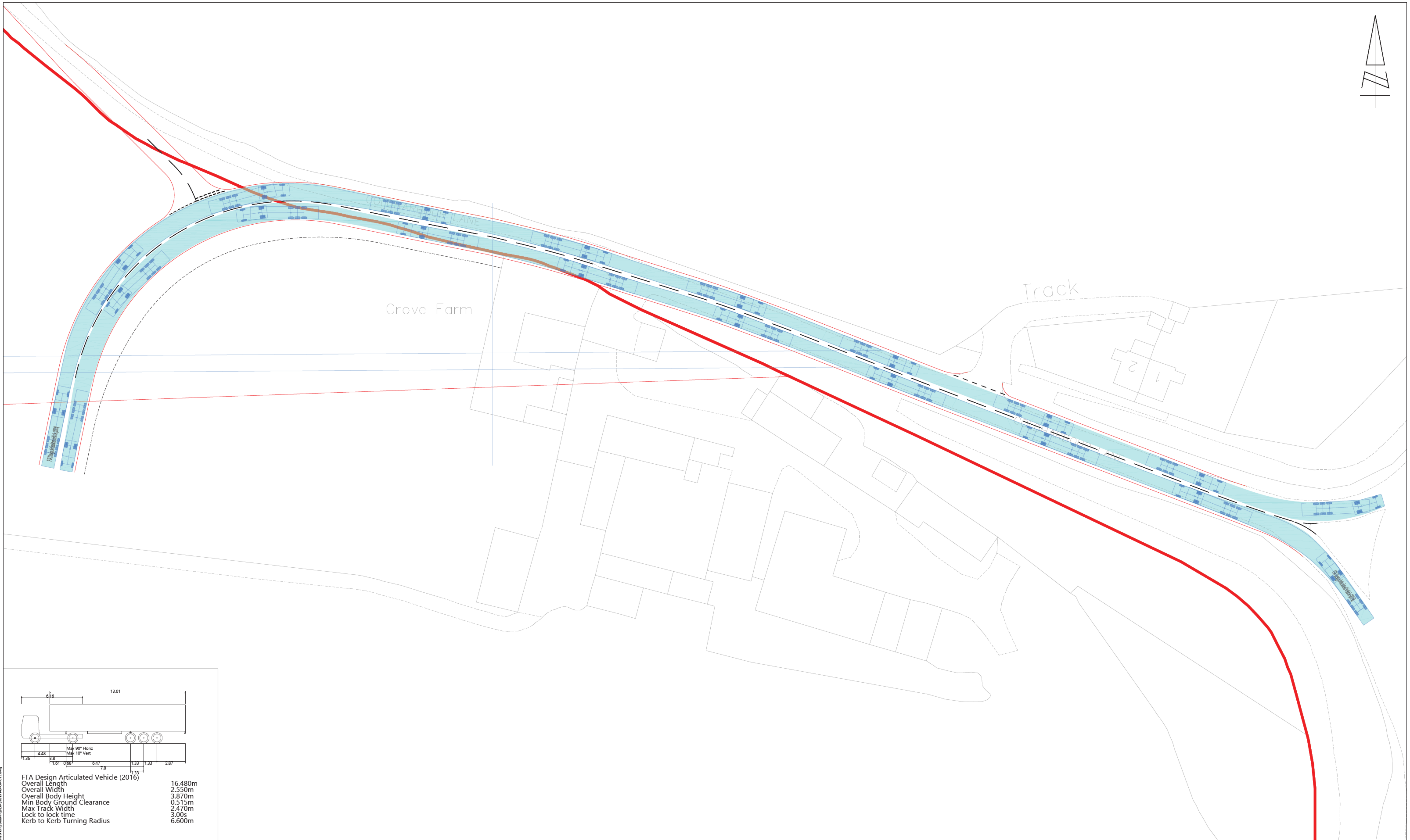
PROJECT: UPTON, ROMSEY

CLIENT: CREST NICHOLSON

DRAWN:	CHECKED:	APPROVED:
JD	BC	MG
PROJECT No:	SCALE @ A2:	DATE:
ITB19149	AS SHOWN	08.03.24

DRAWING No: ITB19149-GA-012

REV: -



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

SCALE BAR @ 1:500

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i-Transport

[redacted]

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE

PROJECT: UPTON, ROMSEY

CLIENT: CREST NICHOLSON

DRAWN:	CHECKED:	APPROVED:
JD	BC	MG
PROJECT No:	SCALE @ A2:	DATE:
ITB19149	1:500	08.03.24

DRAWING No: ITB19149-GA-013

REV: -

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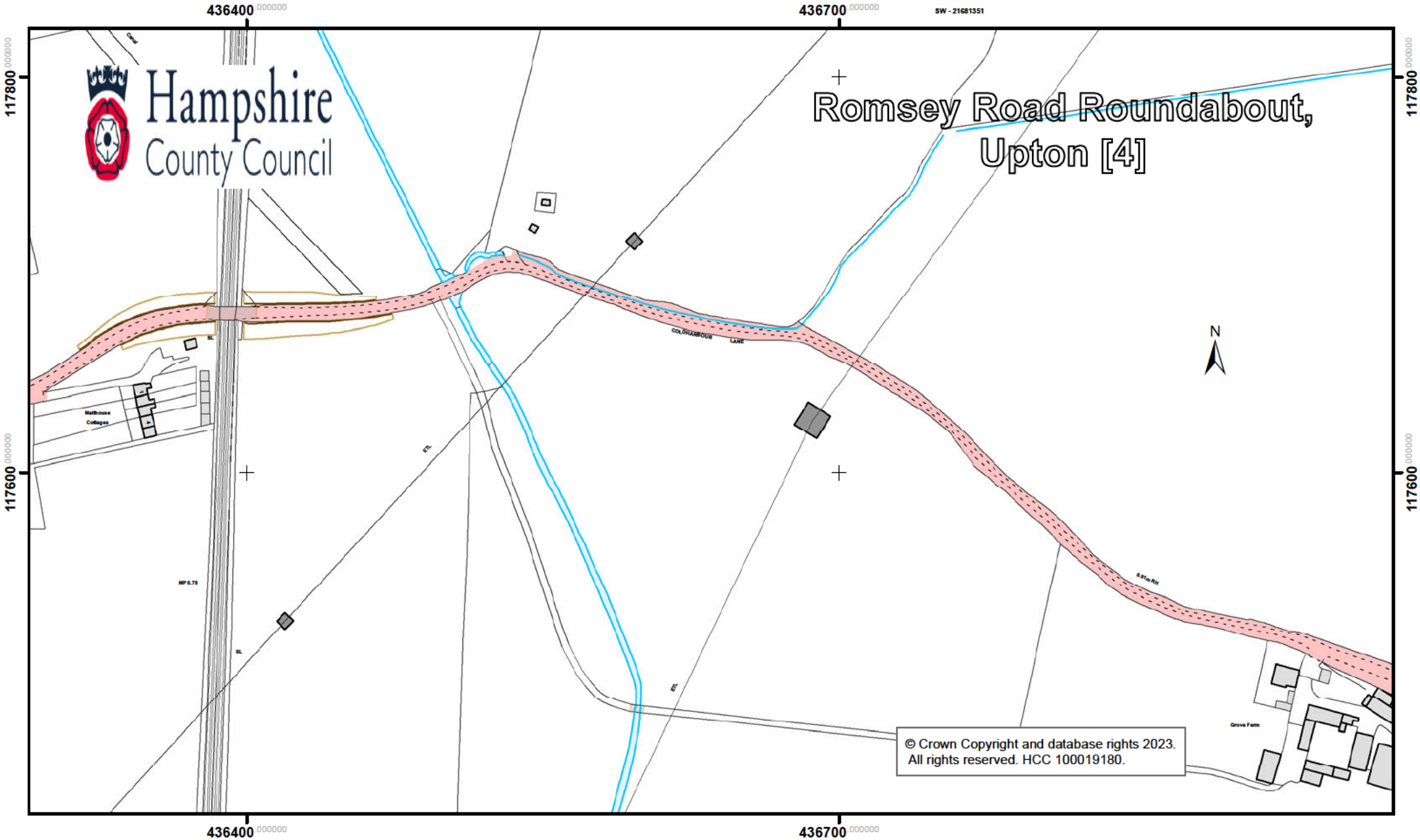
APPENDIX A. ADOPTED HIGHWAY EXTENT

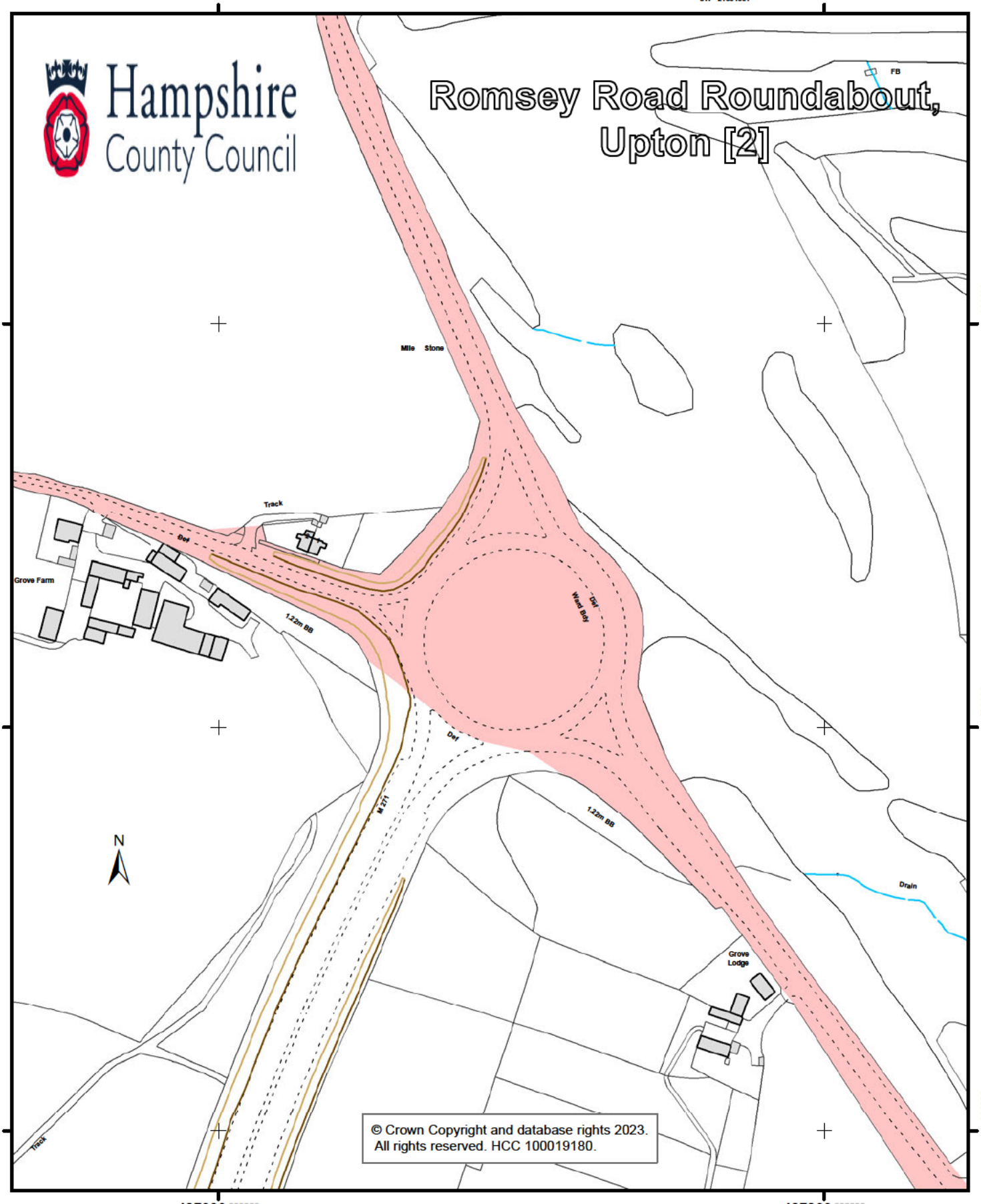


The extent of the highway provided is specific to the property enquired upon and shall not be applicable to any other property.

Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage.



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- Dimensions are in millimeters, unless stated otherwise.
- Scaling of this drawing is not recommended.
- It is the recipients responsibility to print this document to the correct scale.
- All relevant drawings and specifications should be read in conjunction with this drawing.

N

Schedule of Accommodation

Total GIA	-	**743,300 ft²**	**(69,054 m²)**
Site Area	-	92.31 acres	37.35 ha
Site Density GIA	-		18.49%
Unit 110			
Warehouse Area	-	147,700 ft²	(13,722 m²)
Office Area (incl. GF core)	-	7,700 ft²	(715 m²)
Gatehouse	-	300 ft²	(28 m²)
Unit 110 GIA	-	**155,700 ft²**	**(14,465 m²)**
Unit 120			
Warehouse Area	-	183,100 ft²	(17,010 m²)
Office Area (incl. GF core)	-	9,600 ft²	(892 m²)
Gatehouse	-	300 ft²	(28 m²)
Unit 120 GIA	-	**193,000 ft²**	**(17,930 m²)**
Unit 130			
Warehouse Area	-	255,100 ft²	(23,699 m²)
Office Area (incl. GF core)	-	13,400 ft²	(1,245 m²)
Transport Office	-	2,500 ft²	(232 m²)
Gatehouse	-	300 ft²	(28 m²)
Unit 130 GIA	-	**271,300 ft²**	**(25,204 m²)**
Unit 140			
Warehouse Area	-	117,200 ft²	(10,888 m²)
Office Area (incl. GF core)	-	6,100 ft²	(567 m²)
Unit 140 GIA	-	**123,300 ft²**	**(11,455 m²)**

rev	amendments	by	ckd	date
P02	Attenuation added and buffer from Coldharbour Lane	RAC	MS	27.03.24
P01	Initial Issue	RAC	MS	20.03.24

The Grove, Romsey, Southampton

Proposed Site Layout

LOD 1	LOI 1

CREST NICHOLSON

umc architects

RIBA PoW Stage:	0 - Strategic Definition
Document Suitability:	S1
Drawn / Checked:	RAC / MS
Date:	20/03/2024
Scale:	1:2000 A1
UMC Project Number:	24147

Document Reference:	Drawing no:	Revision:
24147 - UMC - ZZZZ - SI - DR - A	0108	P01

10m SCALE 1:2000