

Test Valley Borough Council Consultation for Local Plan 2040 Regulation 18 Stage 2

COMMENTS FORM

Test Valley Borough Council has published its Local Plan 2040 Regulation 18 Stage 2 document for public consultation. This consultation document sets out a vision for Test Valley up to 2040, objectives for achieving this vision, our development needs alongside allocations for residential and employment development and theme-based policies.

The consultation period runs from Tuesday 6th February to noon on Tuesday 2nd April 2024. Please respond before the close of the consultation period so that your comments may be taken into account.

You can respond to our consultation by filling out the form below. This form has two parts:

Part A: Your Details

Part B: Your Comments (please fill in a separate sheet for each comment you wish to make)

Further information can be found on our website at:

www.testvalley.gov.uk/localplan2040

Once the form has been completed, please send to planningpolicy@testvalley.gov.uk below by **noon on Tuesday 2nd April 2024**.

Following receipt of your comments from, we will keep you informed of future consultation stages unless you advise us that you want to opt out of such communication.

If you are unable to send via email, please send a postal copy to our address below.

Contacting us

Planning Policy and Economic Development Service
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
SP10 3AJ

Tel: 01264 368000

Website: www.testvalley.gov.uk/localplan2040

Email: planningpolicy@testvalley.gov.uk

Part A: Your Details

Please fill in all boxes marked with an *

Title* Mr/Mrs/Miss/Ms/Dr/Other (please state)	Mr	First Name*	Aaron
Surname*	Smith		
Organisation* (If responding on behalf of an organisation)	Master Land and Planning Ltd responding on behalf of Foreman Homes Ltd		

Please provide your email address below:

Email Address*	
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Alternatively, if you don't have an email address please provide your postal address.

Address*			
	Postcode		

If you are an agent or responding on behalf of another party, please give the name/ company/ organisation you are representing:

Foreman Homes Ltd

Personal Details and General Data Protection Regulation

Please note that representations cannot be treated as confidential. If you are responding as an individual, rather than as an organisation, we will not publish your contact details (email/ postal address and telephone number) or signatures online, however the original representations will be available for public viewing at our offices by prior appointment.

All representations and related documents will be held by the Council until the Local Plan 2040 is adopted and the Judicial Review period has closed and will then be securely destroyed.

The Council respects your privacy and is committed to protecting your personal data. Further details on the General Data Protection Regulation and Privacy Notices are available on our website here:
<http://www.testvalley.gov.uk/aboutyourcouncil/accesstoinformation/gdpr>

Part B: Your Comments

Please use the boxes below to state your comments. This includes one box for general comments and another for specific comments related to an area of the Local Plan.

Insert any general comments you may have that do not relate to a specific paragraph number or policy in the general comments box below.

If you are suggesting a change is needed to the draft Local Plan or supporting document, it would be helpful if you could include suggested revised wording.

If you are commenting on a document supporting the draft Local Plan (such as a topic paper, or the Sustainability Appraisal), please indicate so.

General
<p><i>Please refer to accompanying letter, statement and enclosures by Bellamy Roberts and FPCR</i></p>

For specific comments, please make it clear which paragraph, policy or matter your comments relate to where possible. Please use the box below.

If you are suggesting a change is needed to the draft Local Plan or supporting document, it would be helpful if you could include suggested revised wording.

Paragraph Ref	Specific Comments
<p><i>SHELAA Sites 202 and 14 (Omission of sites as an allocation)</i></p> <p><i>Policy SS3 and paragraphs 3.50 to 3.79</i></p>	<p><i>Please refer to accompanying letter, statement and enclosures by Bellamy Roberts and FPCR</i></p>

What happens next?

All valid responses received within the consultation period will be acknowledged and you will be given a reference number. Please quote this reference number when contacting the Council about the Local Plan 2040. If you have an agent acting on your behalf, correspondence will be sent directly to your agent.

All responses received will be taken into account as part of the preparation of the Local Plan 2040.



Planning Policy and Economic Development
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
SP10 3AJ

By email to planningpolicy@testvalley.gov.uk

27th March 2024

Our reference: MLP24005/P1

Dear Sir / Madam

Test Valley Draft Local Plan 2040 Regulation 18 Consultation February to April 2024

Master Land & Planning Ltd is instructed by **Foreman Homes Limited (FHL)**, who welcome the opportunity to comment on the Regulation 18 Stage 2 consultation of the Test Valley Draft Local Plan 2040.

The policies in the NPPF (published on 19 December 2023) will apply for the purpose of examining plans, where those plans reach regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (pre-submission) stage after 19 March 2024. References to the NPPF are therefore to the latest December 2023 version.

Please find enclosed:

- Completed consultation form;
- Representations below with cross-references to the appropriate paragraphs, policies, topic papers and supporting evidence; and
- Associated evidence.
 - Highway and Transport Technical Advice Note by Bellamy Roberts
 - Preliminary Landscape and Visual Appraisal by FPCR
 - Landscape Development Principles Drawing No. No.10406-FPCR-XX-XX-DR-L-0001 by FPCR
 - Appendix A - Shadow Interim Sustainability Appraisal Site Appraisal for SHELAA 202 by MLP
 - Appendix B - Shadow Interim Sustainability Appraisal Comparison Version against Preferred Pool of Sites for Andover

We look forward to being kept informed of your Draft Local Plan

Yours faithfully

Aaron Smith BA(Hons) DipTP MRTPI
Planning Manager

Title of document:	Draft Reg.18 Local Plan Interim Sustainability Appraisal Appendix IV Housing Site Appraisals Site Selection Topic Paper Housing Site Selection Technical Note
Policy / Paragraph Reference:	SHELAA Sites 202 and 14

Foreman Homes Limited (FHL) interest relates to SHELAA Site References 14 'No.11 Ox Drove' and 202 'Land south of Ox Drove, Picket Piece'. SHELAA Site Reference 14 relates to a 1.36 hectare parcel of the wider 5.053 hectare site, therefore, for ease, these representations refer only to SHELAA Site Reference 202 which is the whole site under the control of FHL.

FHL have reviewed the Housing Site Selection Summary Note (January 2024) and Housing Site Selection Topic Paper (February 2024) and agree with the conclusion that SHELAA 202 can proceed to 'Stage 5 – Detailed Assessment of Site Options'.

FHL raise serious concerns regarding the treatment of SHELAA Site 202 in the Stage 5 Assessment within the Interim Sustainability Appraisal (ISA) 'Appendix IV Housing Site Appraisals' pages 21-30. The purpose of the ISA is to summarise the Sustainability Appraisal and Habitats Regulations Assessment and evidence base studies, however the conclusions drawn are not justified or supported by evidence.

MLP have undertaken a review of the SHELAA 202 Site Appraisal against the 12 Sustainability Appraisal objectives. The enclosed report identifies errors and inconsistencies that have resulted in SHELAA 202 incorrectly performing poorer than alternative sites.

The overall commentary / summary at pages 28 and 29 identifies two in-principle issues that have resulted the exclusion of SHELAA 202 at Stage 5:

"This site is sustainably located with good accessibility to essential services and amenities and is well related to the settlement of Andover. Approximately 50% of the site is within the settlement boundary and does not require allocation. Site is also located off the Ox Drove road where there is limited capacity to support new development. There is higher landscape sensitivity in this location which alongside highways constraints makes it inappropriate to allocate the wider site (outside the settlement boundary)."

FHL dispute the conclusions of SHELAA 202 Site Appraisal that have rejected the site on highway capacity and landscape reasons, as outlined below.

Whether Ox Drove has capacity to support new development?

ISA Objective 3(l) concludes that *"Site access can achieved directly from the Ox Drove. An initial transport assessment is advised to examine site access. (Sic)"* However, the overall conclusion discounts development due to 'limited capacity'. This is unsupported by evidence.

FHL have commissioned Bellamy Roberts to prepare a Highway and Transport Technical Advice Note (TAN) to assess the highway and transport matters arising from the residential development of SHELAA 202.

The TAN evaluates the potential residential development of SHELAA 202 for up to 152 dwellings, which is consistent with the figure stated within the SHELAA. FHL recognise that this quantum is an upper limit for the amount of development and may not be feasible on non-highway reasons, however for the purposes of the TAN assessment, it is reasonable to consider this amount.

FHL have reviewed the evidence underpinning the Local Plan Regulation 18 consultation and can find no evidence to have guided the LPA in concluding that Ox Drove does not have capacity to support the development of SHELAA.

Moreover, the Stage 5 Assessment is flawed as it does not establish, based on evidence, the capacity of Ox Drove (in the Council's opinion) to determine whether a lower amount of development can be supported.

It is important for the highway impacts to be properly understood if this directly leads to a conclusion to exclude a site from further assessment. This is made clear in paragraph 108 of the NPPF that requires an understanding of the potential impacts of development on transport networks, including how these can be 'addressed'.

Paragraph 109 sets out that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Given the demonstrably sustainable location of SHELAA 202 in relation to the Major Centre of Andover and local services and facilities in accessible locations that promote active travel, it is vitally important that the Local Plan thoroughly understands and evidences these issues. A significant proportion of land is already within the Settlement Boundary, so opportunities to optimise the development of land for residential development at Andover should not be so easily discounted without due consideration.

Does the site have higher landscape sensitivity?

The ISA Appraisal concluded at Objective 8(A) that the development of the site *“is likely to have a negative effect on the landscape character. The site may be more sensitive to development in terms of landscape impact.”*

The Local Plan consultation is underpinned by a Landscape Sensitivity Study (LSS) dated January 2024 by Stephenson Halliday. Annexe 1 includes the residential sites assessments and SHELAA 202 is assessed as part of a large parcel on the eastern edge of Andover referenced as ‘Andover East 1 – Land at Picket Twenty’.

The main LSS report does not describe how the ‘Locations’ within Tables 1.1 and 1.2 were defined. Several locations contain multiple SHELAA sites and individual parcels, as in the case of Andover East 1. The methodology in Section 2 does not explain the first stage process of combining SHELAA sites, nor whether this is justified. This is contrary to Natural England ‘*An approach to Landscape Sensitivity Assessment – to inform spatial planning and land management*’ (2019). This emphasises the role of assessment units, which are reporting units and may be Landscape Character Areas or Landscape Character Types, or subdivisions of either, depending upon the scale and purpose of the Landscape Sensitivity Assessment. Some practitioners have referred to these as land parcels, or sensitivity parcels. They may be informed by desk and field study and will be areas of broadly similar characteristics. The Natural England guidance moreover recommends that these assessment units cannot be determined until the context is assessed, including site visits. The LSS is therefore missing an important stage of the Landscape Sensitivity Assessment methodology. It is noted that the term ‘assessment unit’ does not feature within the LSS.

On the basis of what has been prepared by the LSS, Andover East 1 is an extensive parcel of land covering three independent areas. The LSS at paragraph 1.1.39 correctly describes these as ‘three distinct areas’. SHELAA 202 is within the northern of the three parcels, which exhibits different characteristics.

FHL agree with the LSS conclusions in 1.1.48, 1.1.52 and 1.1.54 insofar that they relate to the ‘northern area’ and the low susceptibility to change owing to landscape scale, pattern and texture; perceptual and experimental characteristics; and settlement characteristics and settlement edge conditions. These confirm that the environs of SHELAA 202 are already heavily influenced by the settlement edge of Andover and lacking time-depth and historic associations.

However, with reference to LSS at paragraphs 1.1.55 concerning topographic features and paragraph 1.1.56 concerning visual characteristics, the LSS has displayed no regard to the

difference between SHELAA 202 and SHELAA 322 (Land at Harewood Farm) to the south. This has substantially affected the overall landscape susceptibility to change as outlined in 1.1.58 by failing to distinguish between areas within the northern parcel.

FHL have commissioned FPCR Environmental and Design Ltd (FPCR) to undertake a Preliminary Landscape and Visual Appraisal (PLVA) of SHELAA 202 and enclose this document for further consideration by the Council and their consultants.

SHELAA 202 covers three small land parcels adjacent to Ox Drove. Landcover mainly comprises rough grassland with areas of scrub and with boundary hedges of varying quality with some trees which provide containment to the site. A residential property is located within the northern parcel along with various sheds and outbuildings with a number of derelict out buildings within the rest of the site. The boundary of the site along Ox Drove includes a mix of an overgrown hedgerow that is gappy in places with sections of bramble and occasional ornamental trees and shrubs with sections of open timber post and rail fencing and gates. The southwestern boundaries of the site consists of trees that separate the site from residential dwellings to the south. Beyond these, to the south west, is the Harewood Farm residential allocated site. To the north east, a tree lined boundary provides separation to properties to the north while the larger residential area of Picket Piece is located to the north. The existing Walworth Business Park is located to the west with the allocated business park extension located immediately opposite the site on the northern side of Ox Drove.

This character contrasts with the area beyond the south eastern site boundary which is a large arable field that extends to London Road further to the east. The landform of the site slopes gently from the north west along Ox Drove towards the south east with the landform continuing to rise within the arable field. Tree cover is limited to the field boundaries in the immediate context of the site with open arable fields. More extensive woodland is found to the south east which features a number of associated public rights of way and tracks.

The PLVA does not support the conclusions of paragraph 1.1.58 and 1.1.60. SHELAA 202, as a whole, is not a *“rising and elevated land and associated open landscape”*. Instead, the PLVA identifies that while the site is located within the Andover Chalk Downland LCA, it reflects the description that refers to fragmented hedgerows and small fields associated with the settlement edge. The PLVA continues to explain that the *“site is not particularly distinctive and is typical of an edge of settlement land parcel which is influenced by nearby development.”* Furthermore, that *“Scenic quality varies across the site with the site being more contained with limited views from the lower north western parts of the site, and greater views from the more elevated areas towards the south east.”*

Visual amenity matters are summarised by the PLVA:

"The preliminary baseline analysis and field work shows that the site is visually contained within the wider landscape, primarily as a result of the relatively small scale of the site located amongst existing development with vegetation on field and within property boundaries. Whilst some longer views towards the site are possible from Walworth Road to the north west, these are limited in extent and located adjacent to an area allocated for industrial development. Visual receptors that have views of the site are primarily restricted to those in close proximity including users of Ox Drove who would experience transient views through sections of open site boundary and adjacent residents to the north and south with views filtered by existing vegetation. The localised elevated topography to the south and south east of the site restricts visibility from the east and south east and where visible, the site is seen in the context of other development with views filtered by vegetation."

The PLVA concluded by finding that:

"6.1 The analysis of the local landscape context and visual resource has identified a landscape that is potentially tolerant of change with the capacity to absorb a well-designed and considered development, subject to a sensitively designed masterplan which considers existing landscape features and includes an appropriate Green Infrastructure strategy.

6.2 Any future development proposals should include appropriate mitigation measures to limit effects on the local landscape character and visual amenity of nearby visual receptors."

The PLVA identifies ten principles to inform the landscape-led masterplan.

These have informed 'Framework Development Principles' as shown on FPCR Drawing No.10406-FPCR-XX-XX-DR-L-0001. This identifies a residential developable area of around 2.5 hectares with capacity for approximately 87 dwellings. The remainder of the site would be defined by green infrastructure, including open space to occupy the higher contours of the site.

These site specific indicators of landscape sensitivity are not adequately explained within the LSS. The broader conclusions of the LSS, informed by undefined assessment units, have adversely affected the consideration of SHELAA 202 within the ISA Appendix IV. In addition to the Objective 8(A) assessment being unjustifiably negatively scored, it is noted that the broader judgement of the LSS for Andover East 1 parcel has resulted in that objective incorrectly referencing 'adjacent ancient woodland' where none exists adjacent to SHELAA 202.

In conclusion, FHL do not agree that development of the site *"is likely to have a negative effect on the landscape character"* and that *"the site may be more sensitive to development in terms of landscape impact."* SHELAA 202 can accommodate change as confirmed by the FPCR evidence. The site should be taken forward for residential allocation at Andover.

What is the overall plan-making impact of SHELAA 202 being excluded at Stage 5?

ISA at Table 7 summarises the Northern Test Valley Preferred Pool of Sites. It is FHL's position that the Appendix IV Site Appraisal for Site 202 has incorrectly resulted in the site not being identified as a candidate in Table 7. This has then resulted in the site not being taken forward as a 'Reasonable Growth Scenario' under ISA paragraphs 5.121 to 5.135 and Table 8.

FHL enclose a shadow Site Appraisal for Site 202 at Appendix A outlining their position on the performance against your 12 Objectives. A total of nine alternative conclusions have been reached on a wide range of Objectives. All nine alternative conclusions result in SHELAA 202 performing stronger against the Council's Objectives.

FHL enclose a second shadow Site Appraisal at Appendix B illustrating how SHELAA 202 compares against the seven 'Preferred Pool of Sites' at Andover. While the ISA does not involve numerical scoring, it is apparent that SHELAA 202 performs comparably, if not stronger against these alternative sites (when using either the LPA's or MLP's assessment). Of particular interest is how the Land at Manor Farm which is proposed for allocation under Policy NA5 proceeds despite two significant adverse impacts.

There are demonstrable benefits that support the allocation of SHELAA 202 for residential development for the following reasons:

- A range of high quality homes can be delivered to meet the needs identified within the SHMA and your emerging policy requirements for affordable housing, self build and other typologies / sizes of homes.
- Location at Andover, which is a Tier 1 settlement.
- Partial location within the existing (and proposed) Settlement Boundary.
- Inclusion of previously developed land within the site.
- A site that is accessible to the highway network that does have capacity as confirmed by Bellamy Roberts.
- Situation within a landscape that can accommodate change following a landscape-led approach for approximately 87 dwellings.

- The site provides opportunities to provide ecological and green infrastructure enhancements, particularly through the provision of an area of accessible natural greenspace on the higher landform.
- The site is not located within an area at risk from flooding from any sources.
- Biodiversity of the site will be protected, diversified and improved through new hedgerow and tree planting, delivery of new garden spaces and formal and informal green spaces. Overall, the proposal will achieve a net gain in biodiversity.
- The scheme is of a scale that could come forward relatively quickly by Foreman Homes.
- There are no technical constraints that would prevent the development of the site.

Recommendations:

- **The conclusions of the Interim Sustainability Appraisal Appendix IV Site Assessments for SHELAA 202 and 14 to exclude the sites at Stage 5 are not justified and supported by evidence.**
 - **The Highway and Transport Technical Advice Note by Bellamy Roberts demonstrates that there is no highway capacity or safety impediment to delivering up to 152 dwellings at the site.**
 - **The Landscape and Visual Appraisal by FPCR demonstrates that the site can accommodate change in a way that is compatible with the landscape character and visual amenities of the area. The principles proposed by FPCR indicate that the site, as a whole, is suitable for around 87 dwellings alongside the necessary green infrastructure.**
 - **The MLP assessment of performance against the Sustainability Objectives indicates greater compatibility with the overarching objectives of the Local Plan 2040, as well as the pool of sites at Andover taken forward as 'preferred'.**
- **SHELAA Site References 202 and 14 are an available, suitable and deliverable location for housing in accordance with paragraphs 69 and 70 of the NPPF. The site should therefore be reconsidered and allocated for residential development in the Regulation 19 version of the Local Plan 2040.**

Title of document:	Draft Reg.18 Local Plan Housing Topic Paper SHMA Employment Needs Further Analysis Study (FAS) Interim SA Report
Paragraph Reference:	Policy SS3 Housing Requirement Paragraphs 3.50 to 3.79

NPPF 60 sets out that *"To support the government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet as much of an area's identified housing need as possible, including with an appropriate mix of housing types for the local community."*

NPPF 61 confirms that *"To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance. The outcome of the standard method is an advisory starting-point for establishing a housing requirement for the area (see paragraph 67 below). There may be exceptional circumstances, including relating to the particular demographic characteristics of an area which justify an alternative approach to assessing housing need; in which case the alternative approach should also reflect current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for."*

NPPF 63 states *"Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes."*

NPPF 67 states that *"Strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. The requirement may be higher than the identified housing need if, for example, it includes provision*

for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment.”

Setting the housing requirement

Policy SS3 sets out that the plan 2020 to 2040 will make provision for a minimum of 11,000 new homes, equating to 550 homes per annum. It states this quantum of housing has been determined by use of the national guidance based upon the Government’s Standard Method. Paragraphs 3.50 to 3.55 and the Housing Topic Paper provide further context to explain the calculation.

The revised NPPF and the December 2023 Ministerial Statement reconfirm the standard method for assessing Local Housing Needs (LHN). It states that this ensures that plan-making is informed by an unconstrained assessment of the number of homes needed, in a way that addresses projected household growth and affordability pressures, alongside an efficient process for establishing housing requirement figures in local plans. This is the starting point for determining housing needs.

The PPG at Paragraph: 010 Reference ID: 2a-010-20201216 confirms that the government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth. The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area. It does not attempt to predict the impact that future government policies, changing economic circumstances or other factors might have on demographic behaviour. Therefore, there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates. The PPG continues to set out that this will need to be assessed prior to, and separate from, considering how much of the overall need can be accommodated (and then translated into a housing requirement figure for the strategic policies in the plan). Circumstances where this may be appropriate include but are not limited to situations where increases in housing need are likely to exceed past trends because of growth strategies, strategic infrastructure improvements or unmet needs. Other factors may also exist.

The Housing Topic Paper assists in paragraphs 3.1 onwards in assessing whether exceptional circumstances exist to justify an alternative approach. The conclusions in paragraph 3.18 are agreed, that the Council should not reduce the requirement as it is *“not affected by strategic constraints that would affect the ability to meet LHN (derived from the standard method). Furthermore, in view of the available housing supply options it is not considered reasonable to explore a growth scenario below LHN leading to unmet need.”*

While reducing the housing requirement below the LHN is rightly discounted, our client presents the following reasons why the Council should consider increasing the housing requirement above the LHN.

Growth strategies

The SHMA (2022) and the Employment Needs FAS (2023) are underpinned by the 2011 Census. Both acknowledge that neither assessment is able to take account of potential changes to the commuting ratio since 2011. Both recommend reconsideration of the assessments and conclusions on publication of the relevant 2021 Census data.

Paragraph 13.9 of the FAS references the factual position that the Borough exhibits high totals of gross in-commuting and out-commuting flows, due to relatively low residence-based containment for jobs and workers within the borough. While the FAS recommends that housing provision in accordance with the LHN would support additional jobs within growing sectors, the preservation of housing supply at a level that does not consider economic factors continues to proliferate the past trends of commuting rather than self-containment.

The FAS summarises that the Experian forecast has been identified as the most appropriate source for more detailed analysis because it provides greater detail by sub-categories particularly for Manufacturing and Professional Services which is likely to be beneficial for assessing future prospects. This is counter to paragraph 7.47 that explains the Experian forecast estimates local jobs by linking local and regional jobs growth by sector and then constraining demand for jobs by sector to demand for jobs for the same sector at the regional level. The FAS concludes that *"This top-down approach has the potential to constrain forecast local growth in a district based on the forecast growth in that sector at a regional scale."*

Paragraphs 7.44 to 7.80 of the FAS sets out emerging Local Industrial Strategies in the Solent, and EM3 LEPs supports the following Growth Sectors in Test Valley. Of particular interest is paragraphs 7.70 and 7.71 that explain that Andover is an exception to recent trends as it *"is identified as having the strongest jobs growth (21.9%) amongst all main centres within the LEP area and strong population growth over the same period."* This related to the period 2011 to 2015 where 2,597 dwellings were delivered in northern Test Valley, an average of 519 per annum. The proposed annual housing requirement for Northern Test Valley under Policy SS3 is 313 dwellings; a fraction of the quantum previously achieved and benefitted economic growth.

Linked to the above is how the Northern Test Valley geography has consistently delivered higher levels of growth since 2011, indicating that market signals, economic growth and the availability of land enables certainty on delivery. Between 2011 and 2023 a total of 6,402 dwellings at 534

dwellings per annum has been completed, far exceeding the emerging housing requirement under Policy SS3. While it is recognised that the SHMA proposes a change to the geography of the Northern Test Valley area, this continues to contain Andover and the new growth point at Ludgershall, indicating past trends can continue. In the event that land availability, suitability and achievability is becoming constrained at Andover to reach or exceed past levels of completions, there are a range of sustainable settlements that offer suitable land and deliverable opportunities for a greater proportion of growth above that currently planned-for.

Strategic infrastructure improvements

It is accepted that there are currently no borough-wide strategic infrastructure improvements. However, the Infrastructure Delivery Plan (2024) summarises the significant number of infrastructure requirements which development will be expected to contribute towards, including components that are strategic in nature. The precise funding gaps are not yet known at this stage and may themselves indicate that an uplift in the housing requirement is required as these improvements are likely to drive an increase in the homes needed locally.

Affordable housing needs

The PPG at Paragraph: 024 Reference ID: 2a-024-20190220 states that the total affordable housing need can then be considered in the context of its likely delivery as a proportion of mixed market and affordable housing developments, taking into account the probable percentage of affordable housing to be delivered by eligible market housing led developments. An increase in the total housing figures included in the plan may need to be considered where it could help deliver the required number of affordable homes.

The latest SHMA was published in January 2022 and provides an update to that published in 2014, including recommendations to change the geographical split of the north and south HMAs. This report will inform the new Test Valley Local Plan 2040.

The SHMA 2022 identifies that at the time of publication, there were a total of 3,167 households in the Borough with a housing need. The highest needs being in the Andover and Romsey housing market areas (HMAs), however 17% of need is identified in the Northern TV Rural HMA, and 9% in the Southern TV Rural HMA.

The SHMA concludes the net affordable housing need for social and affordable rented accommodation to be 437 dwellings per annum between the period 2020 to 2040, which is substantially higher than the 2013 study – a net need of 292 affordable units per annum to 2031. Paragraph 5.61 confirms this difference is largely driven by a lower level of relet supply, however there is also a higher level of gross need.

It is recognised in the study that there is a need for both social and affordable rented housing and the report recommends at paragraph 5.82 that the Council does not apply a rigid policy for the split between these tenures. The 2022 SHMA also identifies at figure 5.23 an additional net need for affordable home ownership of 215 dwellings per annum. It is found at paragraph 6.31 that for affordable home ownership there is a need for a greater number of 2-bedroom homes (along with some 3-bedroom accommodation) and for social/affordable rented housing, the need is particularly for 1- and 2-bedroom homes.

Overall, the SHMA shows there is a substantial need for additional affordable housing and recommends at paragraph 5.61 that the Council should seek to provide such accommodation where opportunities arise (emphasis added).

Table 1 below illustrates the gross affordable housing delivery in Test Valley as reported by the 2022-2023 Annual Monitoring Report (AMR) since the publication of the 2013 SHMA, compared to the targets set out in the adopted Local Plan and published SHMA.

Table 1 – Affordable housing delivery in Test Valley according to AMR against Local Plan, 2013 SMHA and 2022 SMHA requirements

Year	AH Delivery according to AMR	Local Plan Target	Difference based on LP	Difference as % of LP need	2013 SHMA Need	2022 SHMA need	Difference based on SHMA	Difference as % of SHMA need
2014/15	300	200	100	50%	292		8	2%
2015/16	247	200	47	24%	292		-45	-15%
2016/17	266	200	66	33%	292		-26	-9%
2017/18	217	200	17	9%	292		-75	-26%
2018/19	250	200	50	25%	292		-42	-14%
2019/20	273	200	73	37%	292		-19	-7%
2020/21	296	200	96	48%		437	-141	-32%
2021/22	408	200	208	104%		437	-29	-7%
2022/23	140	200	-60	-30%		437	-297	-68%
Totals	2397	1800	597	33%	1752	1311	-666	-22%
					3063			

The table above shows that when compared against the Local Plan target of 200 dwellings per annum, Test Valley has over-delivered on affordable housing (measured gross) by 33% since 2014.

The Government's DLUHC also provide reporting on affordable housing delivery, recording the gross annual supply of affordable homes, which include new builds and acquisitions from the private sector but does not take into account losses, such as demolitions or sales. Table 2

below shows that the annual delivery figures stated by DLUHC vary considerably from those stated in the AMR. This is likely to be the result of different reporting and recording procedures, nonetheless it is still important to analyse the results.

Table 2 – Affordable housing delivery in Test Valley according to DLUHC Live Table 1008C¹ against Local Plan, 2013 SMHA and 2022 SMHA requirements

Year	AH Delivery according to DLUHC	Local Plan Target	Difference based on LP	Difference as % of LP need	2013 SHMA Need	2022 SHMA need	Difference based on SHMA	Difference as % of SHMA need
2014/15	322	200	122	61%	292		30	10%
2015/16	165	200	-35	-18%	292		-127	-43%
2016/17	118	200	-82	-41%	292		-174	-60%
2017/18	211	200	11	6%	292		-81	-28%
2018/19	192	200	-8	-4%	292		-100	-34%
2019/20	305	200	105	53%	292		13	4%
2020/21	195	200	-5	-3%		437	-242	-55%
2021/22	269	200	69	35%		437	-168	-38%
2022/23	114	200	-86	-43%		437	-323	-74%
Totals	1777	1800	91	5%	1752	1311	-1172	-38%
					3063			

Table 2 highlights that according to the DLUHC there has been a lower delivery rate of affordable dwellings than suggested by the AMR, resulting in only a 5% surplus when compared against the Local Plan targets.

However, importantly, the 2022 SHMA sets out an objectively assessed need for 437 affordable dwellings per annum between 2020 and 2040. Prior to this, a need of 292 was set out in the 2013 SHMA between 2013 and 2031. In analysing Test Valleys (gross) affordable housing delivery against these (net) needs, Table 1 shows there has been a considerable accumulated shortfall of 22% (666 homes) against need provision defined in the 2013 and 2022 SHMAs. There was only one year in which the completions minimally exceeded the SHMA level of need. When looking at the delivery as stated by the DLUHC, this increases to a significant 38% (1172 homes) shortfall.

It was recognised by the Local Plan Examiner in their Inspectors Report at paragraph 39 that the Council was unable to meet the full affordable objectively assessed need for affordable housing, however 'an increased target would lead to the plan becoming potentially undeliverable and unsound'. The Local Plan was therefore predicated to be sound on the basis of 35% of total

¹ <https://www.gov.uk/government/statistical-data-sets/live-tables-on-affordable-housing-supply>

housing provision being provided as affordable housing, as confirmed by paragraphs 37-39 of the 2016 Inspectors Report. Table 3 below shows the past affordable housing delivery as a percentage of the total housing delivery.

Table 3 – Affordable housing delivery in Test Valley as a percentage of total housing delivery as reported in the AMR.

Year	Total (net) housing delivery according to AMR	AH delivery (gross) according to AMR	AH delivery as % of total delivery
2014/15	880	300	34.09%
2015/16	1004	247	24.60%
2016/17	891	266	29.85%
2017/18	793	217	27.36%
2018/19	809	250	30.90%
2019/20	948	273	28.80%
2020/21	879	296	33.67%
2021/22	854	408	47.78%
2022/23	396	140	35.35%
Totals	7454	2397	32.15%

Since the adoption of the Local Plan, the target percentage of 35% per annum has only been met twice. It is also important to note that the Council's reported figures are for gross affordable housing figures, which do not take into account any stock that has been transferred through Right to Buy in the urban areas of the Borough of Andover and Romsey. It is therefore expected that the net figures of affordable homes would be lower than those reported, thereby increasing the delivery shortfall further, well below the 35% target of total new homes delivered.

As is shown in Tables 1-3, there is a high degree of fluctuation in the delivery of affordable housing year on year. The supply of affordable housing is greatly affected by a number of local and national market factors, such as the granting of planning permission, availability of land, and availability of public funding. This makes the future delivery of affordable housing very uncertain.

The evidence above demonstrates a worsening need for affordable housing across Test Valley. The most recently assessed need is for at least 437 dwellings per year between 2020 and 2040, a figure which is significantly higher than the previously assessed need and one which has not been achieved in any year since 2014.

There is an accrued shortfall when analysing the delivery against the SHMA targets of some 22%, which equates to approximately 74 dwellings per year. Given the recent increase of affordable need in the 2022 SHMA, this shortfall will only get greater, and there is therefore a clear requirement for Test Valley to take a more permissive approach through plan-making to

deliver more affordable homes. A key way in which affordable needs can be met, at scale, is through an uplift in the housing requirement and widening the choice of allocations, particularly in the rural areas.

It is noted that paragraph 3.15 of the Housing Topic Paper discounts an adjustment for affordable housing needs, however it only assesses this on the basis of increasing to address absolute affordable housing need. While it is noted that an overall housing requirement of 1,220 dwellings per annum is unlikely to be feasible, the evidence underpinning the consultation does not conduct a sensitivity analysis to establish the appropriate balance above 550 dwellings per annum that may be feasible; in doing so would contribute towards meeting the affordable housing needs.

Unmet needs

The LPA will need to take into account any requests to accommodate unmet housing needs. It is noted that Havant Borough Council has made a formal request, and the December 2023 PfSH Spatial Position Statement demonstrates a shortfall across the wider geography and in six of the local authorities. No allowance is currently provided within the Policy SS3 housing requirement to contribute towards meeting these unmet needs, including those that may be requested as part of responses to this consultation.

Housing Market Areas

Paragraph 4.10 of the Housing Topic Paper outlines that the housing requirement figure of 550 homes per year and its split 57:43 between the NTV and STV HMAs has been assessed within the Sustainability Appraisal (SA). Having reviewed the SA, there is no assessment of differing proportions of growth between the HMAs and therefore the approach has not been justified. Instead, the SA at 5.40 references that “this split has been established on the basis of the population of each HMA” (see figure 4.1 of the SHMA). While population is an indicator, it projects existing proportions of population and does not reflect adjustments for circumstances defined in PPG at Paragraph: 010 Reference ID: 2a-010-20201216 and Paragraph: 024 Reference ID: 2a-024-20190220.

It is disagreed that the HMAs would be used as distinct areas for the purpose of calculating and apportioning the five-year housing land supply (HLS) in Test Valley, this does not accord with the NPPF that requires supply and deliver to be managed, for NPPF purposes, at the LPA-wide level.

Recommendations:

- **The Policy SS3 housing requirement should be greater than the minimum set by reference to the LHN using the standard method. The housing requirement is not positively prepared and justified taking into account the need to significantly boost the supply of housing and the PPG at 2a-010-20201216 and 2a-024-20190220.**
- **An additional buffer should be applied to the Borough-wide housing requirement to take into account the likelihood that more than one other local authority will identify unmet needs and request these be met within the Test Valley Local Plan.**
- **An uplift to the housing requirement for the Borough is justified to take into account the high levels of in-commuting and the past successful role of economic growth being hand-in-hand with significant growth in population.**
- **An uplift to the housing requirement for the Borough is also justified to give proper consideration towards how boosting the supply of housing above the LHN can contribute towards the demonstrable unmet local needs (in all parts of the Borough) for affordable housing. The evidence-base has not tested various scenarios except the absolute need, and this is not a justified way to explain why the plan has been prepared positively.**
- **Any HMA defined in the Local Plan must be for indicative purposes only and does not guide housing land supply and delivery, which must be managed for NPPF purposes at the LPA-level, not by reference to the HMAs.**
- **SHELAA Site References 202 and 14 represent an available, suitable and deliverable location for housing growth to contribute towards the minimum LHN or any upward adjustment of the housing requirement for the reasons set out.**



NOTES

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Ordnance Survey base mapping - supplied by client.

0 50 100 150m

N

KEY

	Site Boundary -	5.04ha
	Residential Development (circa 87 dwellings)	2.48ha
	Main Vehicular Site Access	
	Access Roads	
	Existing Vegetation (Existing Green Infrastructure)	
	Proposed Trees (Green Infrastructure)	
	Potential scrub / hedgerows / woodland (Green Infrastructure)	
	Potential open space (Green Infrastructure)	
	Potential Play Area	
	Potential pedestrian/cycle links	
	SUDs Basin	
	Potential views out to wider landscape from proposed open space	

DRAFT



HIGHWAY & TRANSPORT TECHNICAL ADVICE NOTE

PROPOSAL:	Residential Development
SITE:	Land to the south of Ox Drove, Andover
REFERENCE:	MT/RK/6075/HTTAN.2
DATE:	27 th March 2024

1 Introduction

- 1.1** This Highway and Transport Technical Advice Note has been prepared by Bellamy Roberts on behalf of Foreman Homes Ltd. to assess the highway and transport matters arising from the suggested residential development on land located to the southeast of Ox Drove, Andover.
- 1.2** This note identifies the highway and transport characteristics of the site and surrounding area and demonstrates the proposed development site would comply with the guidance within the National Planning Policy Framework (NPPF) (December 2023).
- 1.3** An extract of the site location plan is provided below in Figure 1 and the full plan is presented at [Appendix 1](#).

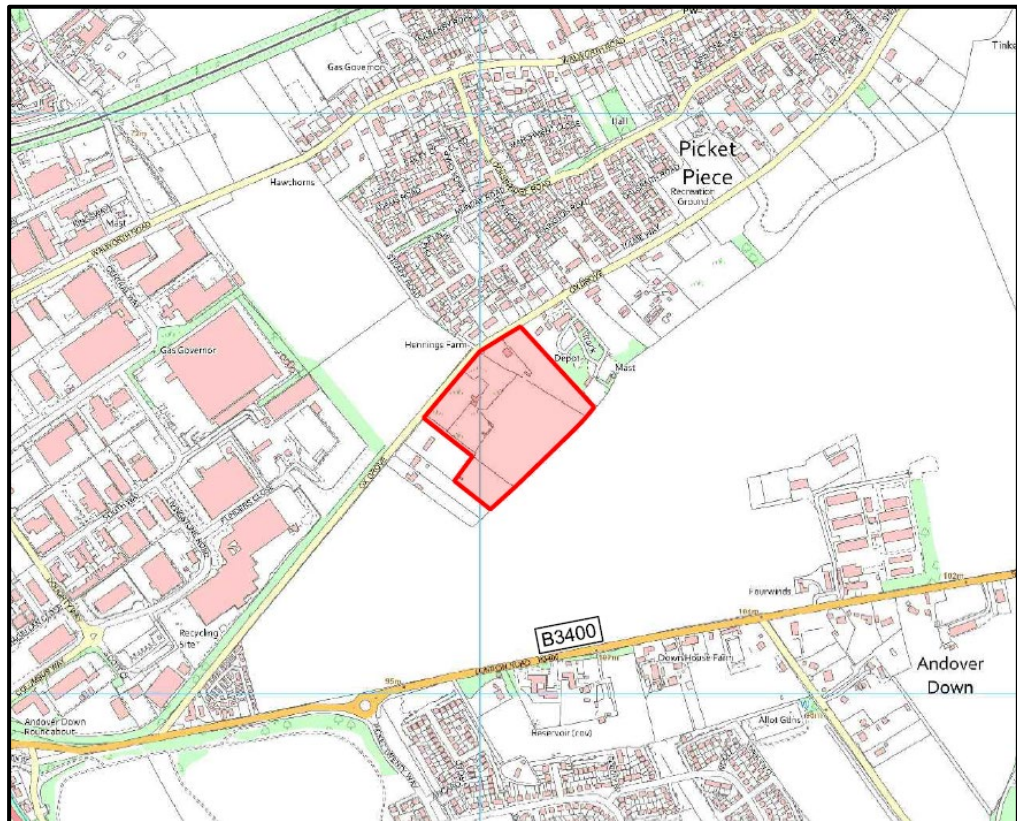


Figure 1: Site Location Plan

Planning History

- 1.4** Planning permission has previously been granted for the development of a single residential unit, with access provided from Ox Drove (Test Valley Borough Council ref. 14/00871 & 18/02393).
- 1.5** Subsequent to this, a planning application for 6 units was submitted in 2019 (TVBC ref. 19/02108). It was refused by TVBC and dismissed at Appeal in 2021, albeit the Appeal was not dismissed on highway grounds.
- 1.6** At the location of the proposed site access, Ox Drove is subject to a posted speed limit of 30mph. An Automatic Traffic Counter was installed on Ox Drove in June 2019 in support of the previous application for 6 units. The results of the ATC showed 85th percentile vehicle speeds of 39.2mph northbound and 41.8mph southbound. The recorded two-way flows were as follows:
- AM Peak Hour (0800-0900): 34 northbound & 34 southbound.
 - PM Peak Hour (1700-1800): 36 northbound & 37 southbound.



- 1.7** There are no footways along Ox Drove, however access is provided along Ox Drove to numerous residential dwellings and therefore pedestrian use of Ox Drove is established. As set out in the preceding paragraph, Ox Drove is lightly trafficked and suitable for pedestrian and also cycle use.
- 1.8** Nevertheless, funding secured as part of the nearby Picket Piece development (TVBC Ref. 13/00323) will provide a new footway/cycleway between the Picket Piece site and the B3400, along Ox Drove.

2 Consideration of the Site

2.1 This section of the Technical Note considers the four main elements required in order to establish whether a site is suitable for residential development.

- Appropriate opportunities to provide sustainable transport modes can be or have been taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets and parking areas, other transport elements etc, reflects current national guidance including National Design Guide and National Model Design Code;
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or highway safety can be cost effectively mitigated to an acceptable degree.

Personal Injury Accident Data

2.2 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the highway network in the vicinity of the application site.

2.3 Accident data has been obtained for the most recent 5-year period (1st December 2018 - 30th November 2023). The full collision data is presented at [Appendix 2](#).

2.4 The collisions are classed into three categories: 'slight', 'serious' and 'fatal'. The definitions of which are provided as follows:

- **Slight Injury.** Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight)
- **Serious Injury.** Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
- **Fatal Injury.** Injuries which cause death either immediately or at any time up to 30 days after the collision.

2.5

The results of this assessment can be seen in Figure 2.

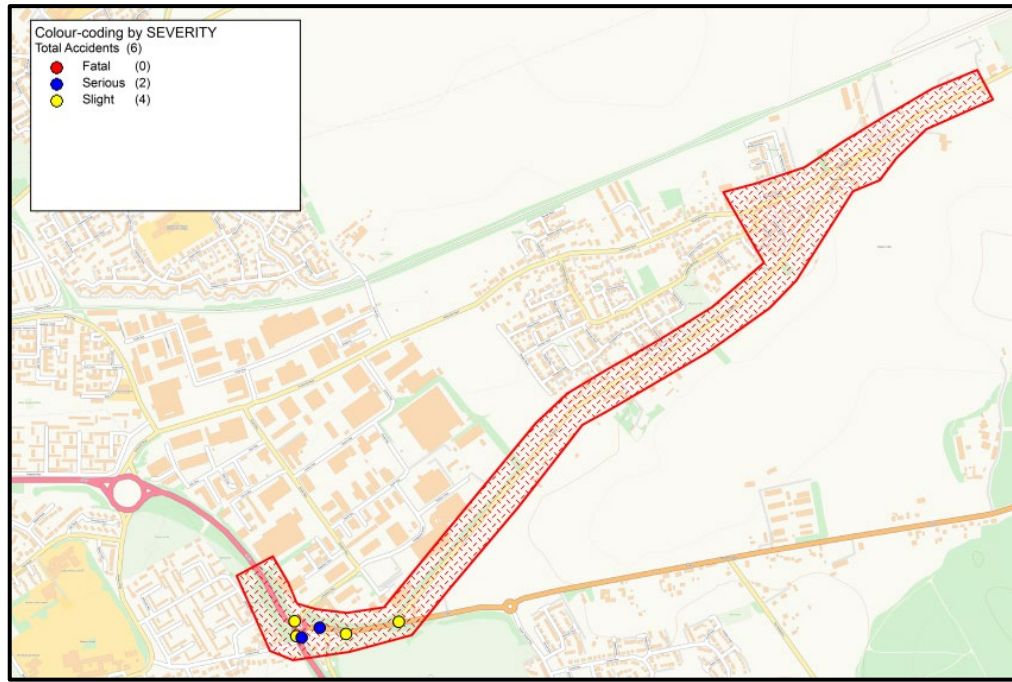


Figure 2: Summary of PIA Data (Hampshire Constabulary)

2.6

The data obtained from Hampshire Constabulary shows that a total of 4 slight and two serious accidents have occurred within the most recent 5-year period. Four of these occurred at the Andover Down Roundabout, one at the T-junction between Ox Drove and London Road, and one on London Road. None were recorded at or near the proposed site access.

2.7

The collision data suggests driver error was the causation factor in each instance and not deficiencies within the local highway network.

Accessibility

2.8

It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. It is generally considered that up to 5km is a reasonable distance to cycle to work or nearby facilities (ref. CIHT – Planning for Cycling (October 2014)).

- 2.9** The pedestrian and cycle isochrone plans are presented at [Appendix 3](#). These illustrate 2km walking distance and 8km cycling distance recognised within national guidance.
- 2.10** The nearest bus stops are located on Locksbridge Road (within the Picket Piece development), approximately 550m walking distance from the site access. Bus services 13 and 13a operate here (Monday-Saturday) between Picket Piece and Andover. A plan showing these bus routes is presented at [Appendix 4](#).
- 2.11** Andover railway station is approximately 4km walking/cycling distance west of the application site. This station is served by South Western Railway which provides regular eastbound services to London Waterloo and westbound services to Salisbury and Exeter St Davids.
- 2.12** In summary, the site is situated in a suitable location where residents and visitors have genuine opportunity to travel by sustainable means. Furthermore, a Travel Plan together with a Travel Welcome Pack would be provided in accordance with the Council's requirements to reduce the use of car borne traffic and safe and suitable access for all users.
- Vehicular and Pedestrian Access**
- 2.13** Vehicular access to the site will be achieved from the southern side of Ox Drove, utilising the arrangement previously agreed with the Highway Authority to serve the previous 6 unit scheme.
- 2.14** Visibility splays at the proposed access have been based on the recorded speeds from the 2019 ATC survey. This recorded the 85th percentile speeds were 39.2mph northbound and 41.8mph southbound.
- 2.15** With reference to Hampshire County Council Technical Guidance Note 3 (TG3), the commensurate visibility splays are 2.4m x 76m to the south and 2.4m x 84m to the north. A plan showing these achievable visibility splays, as agreed with Hampshire County Council, is presented at [Appendix 5](#).

- 2.16** Funding secured as part of the nearby Picket Piece development (TVBC ref. 13/00323) will provide a new footway/cycleway between the Picket Piece site and the B3400, along Ox Drove.

Parking Standards

- 2.17** The relevant parking standards for residential development are stated in Annex G of the Test Valley Borough Council Local Plan (2016). This is summarised as the following:

• 1 bedroom unit	-	1 space per unit	-	1 cycle
• 2 bedroom unit	-	2 spaces per unit	-	2 cycle
• 3 bedroom unit	-	2 spaces per unit	-	2 cycle
• 4+ bedroom unit	-	3 spaces per unit	-	2 cycle

- 2.18** It further states that for schemes with 5+ dwellings, visitor parking is required at a rate of 1 space per 5 dwellings.

- 2.19** Given that the scheme is not in detail, the road layout and parking provision for cars and cycle will be considered as part of a future planning application. However, suffice to say the site would be designed in accordance with national and local design requirements and will have regard to current parking standards, or those in operation at the time of any future planning application, to ensure the provision accords with relevant local parking guidance.

Impact from the Development on the local Highway Network

- 2.20** The TRICS (7.10.4) database has been interrogated to determine the likely traffic generation from the proposal. The site has been categorised as 'mixed affordable and private housing' within the TRICS database for sites located in England, excluding Greater London. The full TRICS output is presented at [Appendix 6](#).

- 2.21** An illustrative figure of up to 152 dwellings has been considered to reflect the upper quantum of the residential capacity that the site is considered suitable for in highway terms. Matters relating to highway capacity will be considered later in this report.

2.22 The calculated trip rates and subsequent traffic generation for the proposal is summarised in Table 1 below.

Table 1: Proposed Traffic Generation (152 units)

Time Period	Trip Rate (per unit)			Traffic Generation (152 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Morning Peak 0800-0900	0.163	0.384	0.547	25	58	83
Evening Peak 1700-1800	0.335	0.186	0.521	51	28	79

2.23 The proposal could therefore generate between 79-83 two-way movements during the morning and evening peak hour periods.

2.24 To determine the distribution of traffic from the development, the 2011 Census dataset "Location of usual residence and place of work" by method of travel to work has been considered. The area of residence is within the Test Valley 003 Middle-layer Super Output Area and the local authority districts selected for place of work are as follows:

Southampton	Wiltshire
Winchester	New Forest
Test Valley	West Berkshire
Basingstoke and Deane	Hart
East Hampshire	London
Eastleigh	

2.25 Table 2 shows the direction of travel from the proposed site using the 2011 Census data and the proposed traffic generation from TRICS.

Table 2: Direction of Travel from the Proposed Access

Direction of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Southwest (Andover)	24	55	48	27
Northeast (Whitchurch)	1	3	2	1

2.26 It is predicted that approximately 95% of total traffic generated by the site will travel southwest towards Andover and 5% will travel northeast towards Whitchurch.

2.27 A plan showing the proposed development traffic distribution is presented at [Appendix 7](#).

2.28 To determine whether the site access has sufficient capacity to accommodate the expected level of traffic generation, its capacity has been assessed using the Junction 9 PICAY software. The 2019 recorded flows along Ox Drove have been growthed (using TEMPRO) to reflect a Design Year of 2034. The TEMPRO growth rates are as follows:

- AM: 1.0571
- PM: 1.0569

2.29 As discussed earlier, an illustrative figure of 152 dwellings has been tested.

2.30 The PICADY report is attached at [Appendix 8](#) and a summary of the results showing the results of the capacity assessment of the site access is provided in Table 3.

Table 3: Summary of Junction Performance – 2034 Design Year

Arm Reference	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Site Access (left + right out)	0.1	5.71	0.09	0.0	5.44	0.04
Ox Drove (right in)	0.1	6.36	0.05	0.1	6.72	0.10

2.31 The analysis demonstrates minimal queueing and delay at the site access.

2.32 As the flows along Ox Drove are relatively light, it is considered that there will be no capacity issues on the wider network arising from a residential development of this quantum.



- 2.33** The net impact of the scheme would be insignificant, and the proposed access would have ample capacity to adequately serve the site.
- 2.34** In summary, the development site of up to 152 dwellings would be satisfactorily accommodated on the highway network in capacity and safety terms.

3 Summary and Conclusion

Summary

- 3.1 This Technical Note has considered the four main elements required within the NPPPF to establish whether the site is suitable for development.

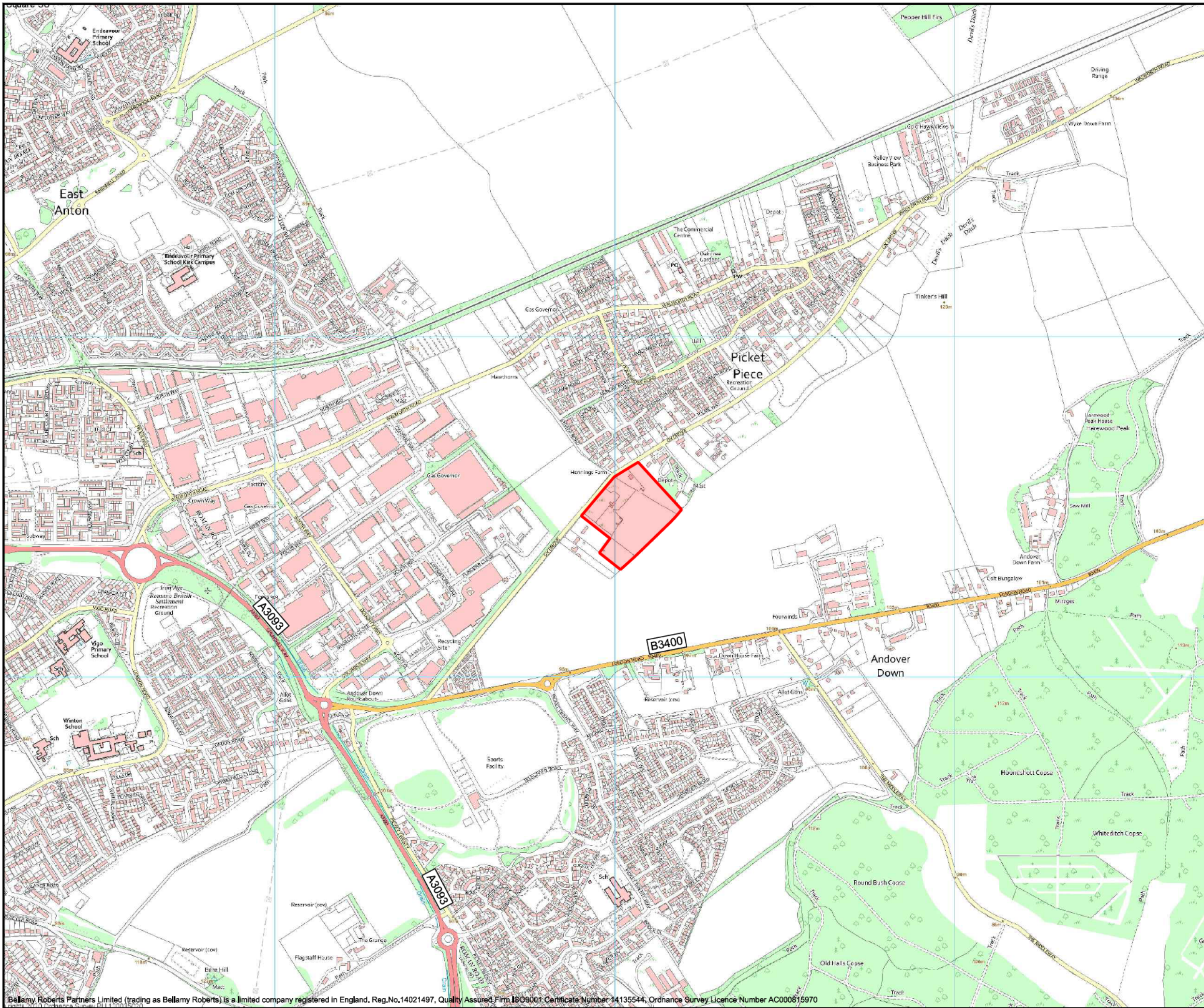
Conclusion

- 3.2 The conclusions reached find that:
- Appropriate opportunities to take up sustainable transport modes can be provided;
 - Safe and suitable access to the site can be achieved for all users;
 - The parking would reflect current government and local guidance; and
 - There would be no impact on the network in congestion or safety terms.

APPENDICES

APPENDIX 1

Site Location Plan



Notes

Site

A Site boundary updated

AMENDMENT



CLIENT
Foreman Homes Ltd.

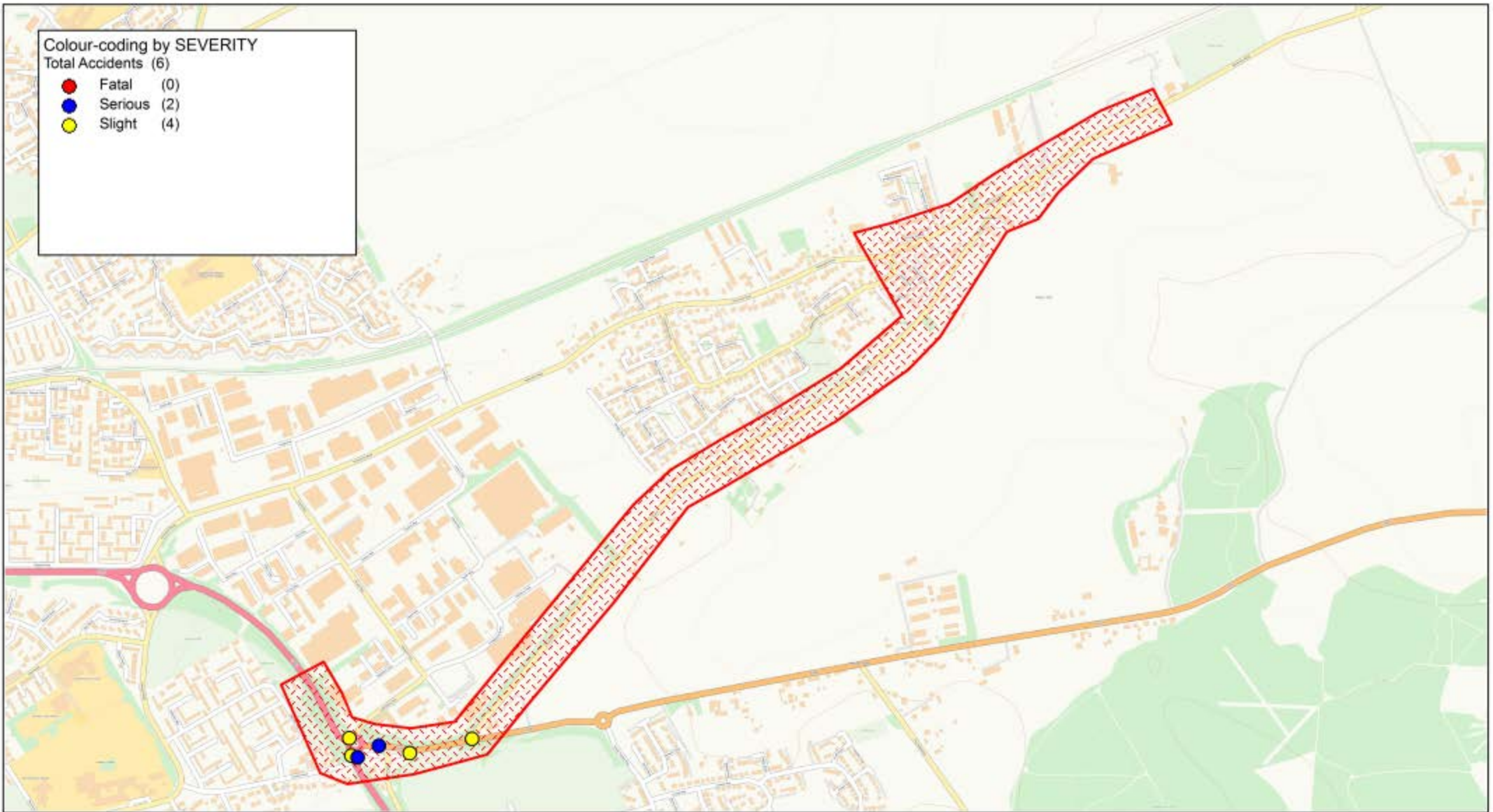
PROJECT
Andreena, Ox Drove, Andover

TITLE
Site Location Plan

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 15/03/24	DRAWING No. 6075 / 301	REV No. A
SCALE NTS @ A3		

APPENDIX 2

Collision Data



Selected map area

© Crown copyright. All rights reserved
Hampshire Police
Licence No. 01021C 2024

SCALE	1 : 14000
DATE	25/03/2024
DRAWING No.	
DRAWN BY	

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Ox Drove, Andover")

Selected Polygon:CG Ox Drove, Andover

44190142499 25/04/2019 Time 1850 Vehicles 2 Casualties 1 Serious
E:438207 N: 145913 First Road: B 3400 Road Type Single carriageway
Speed limit: 50 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Other object in carriageway
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (M/CYCLE) TRAVELLING E ALONG B3400 LONDON ROAD LEFT THE RBT AND THEN TRIED TO OVERTAKE VEH2 (CAR) ON THE HATCHINGS IN THE CENTER OF THE CARRIAGEWAY. VEH1 THEN HITS DEBRIS AND LOSES CONTROL, CAUSING RIDER TO FALL.

Occurred on B3400 LONDON ROAD, 35 METERS E OF JUNCTION WITH A3093, ANDOVER, HAMPSHIRE.

Vehicle Reference 1 Motorcycle over 500cc Overtaking moving vehicle O/S
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Other object Off road: Lamp post
Nearside Age of Driver 49 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 49 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Ox Drove, Andover")

44190317562 06/09/2019 Time 1107 Vehicles 2 Casualties 1 Slight
E:438454 N: 145931 First Road: B 3400 Road Type Single carriageway
Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING SW ALONG OX DROVE TURNED RIGHT ONTO B3400 LONDON ROAD INTO THE PATH OF VEH2 (CAR) TRAVELLING E ALONG B3400 LONDON ROAD.
Occurred on B3400 LONDON ROAD AT JUNCTION WITH OX DROVE, ANDOVER, HAMPSHIRE.

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 37 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Ox Drove, Andover")

44200086284 06/03/2020 Time 2300 Vehicles 2 Casualties 1 Slight
E:438134 N: 145887 First Road: A 3093 Road Type Single carriageway
Speed limit: 50 Junction Detail: Roundabout Give way or controlled B 3400
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 2	
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING N ALONG A3093 GOES TO ENTER ANDOVER DOWN RBT BUT BRAKES
SUDDENLEY TO GIVE WAY TO A VEH AND IS STRUCK IN THE REAR BY VEH1 (CAR) WHO FAILED TO
REACT IN TIME
Occurred on A3093 CHURCHILL WAY AT JUNCTION WITH B3400 LONDON ROAD, ANDOVER, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CG Ox
Drove, Andover")

Notes:

44210485153 03/12/2021 Time 1325 Vehicles 2 Casualties 2 Slight
E:438129 N: 145933 First Road: A 3093 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A3093 CHURCHILL WAY ENTERED RBT WITHOUT GIVING WAY TO
VEH2 (CAR) ALREADY ON THE ROUNDABOUT TRAVELLING NE.

Occurred on A3093 CHURCHILL WAY AT JUNCTION WITH COLUMBUS WAY, ANDOVER, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: Lamp post
Nearside Age of Driver 31 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CG Ox
Drove, Andover")

44220140939 10/04/2022 Time 1516 Vehicles 2 Casualties 1 Slight
E:438289 N: 145893 First Road: B 3400 Road Type 2
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:	Failed to look properly	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 P/CYCLE TRAVELLING SW ALONG B3400 BUS LANE, CYCLES TOO CLOSE TO VEH2 BUS ALSO TRAVELLING SW ALONG B3400 BUS LANE, RIDER CAS1 COLLIDES WITH NEARSIDE OF VEH2.
Occurred on B3400 LONDON ROAD, AT JUNCTION WITH B3400 LONDON ROAD BUS LANE, ANDOVER, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
Bus lane No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Bus or coach Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
Bus lane No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/12/2018 and 30/11/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("CG Ox
Drove, Andover")

44220329138 14/08/2022 Time 1013 Vehicles 2 Casualties 1 Serious
E:438151 N: 145882 First Road: A 3093 Road Type 1
Speed limit: 50 Junction Detail: Roundabout Give way or controlled B 3400
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 002	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SOUTH THROUGH RBT COLLIDES WITH VEH 2 (MOBILITY SCOOTER) CROSSING
THE CARRIAGEWAY FROM EAST TO WEST
Occurred on RBT AT JUNCTION OF A3093/B3400, ANDOVER

Vehicle Reference 1 Car Going ahead left bend
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Mobility Scooter Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Overturned
Location at impact Entering main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 74 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 74 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/12/2018 and 30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("CG Ox
 Drove, Andover")

Notes:

Accidents involving:

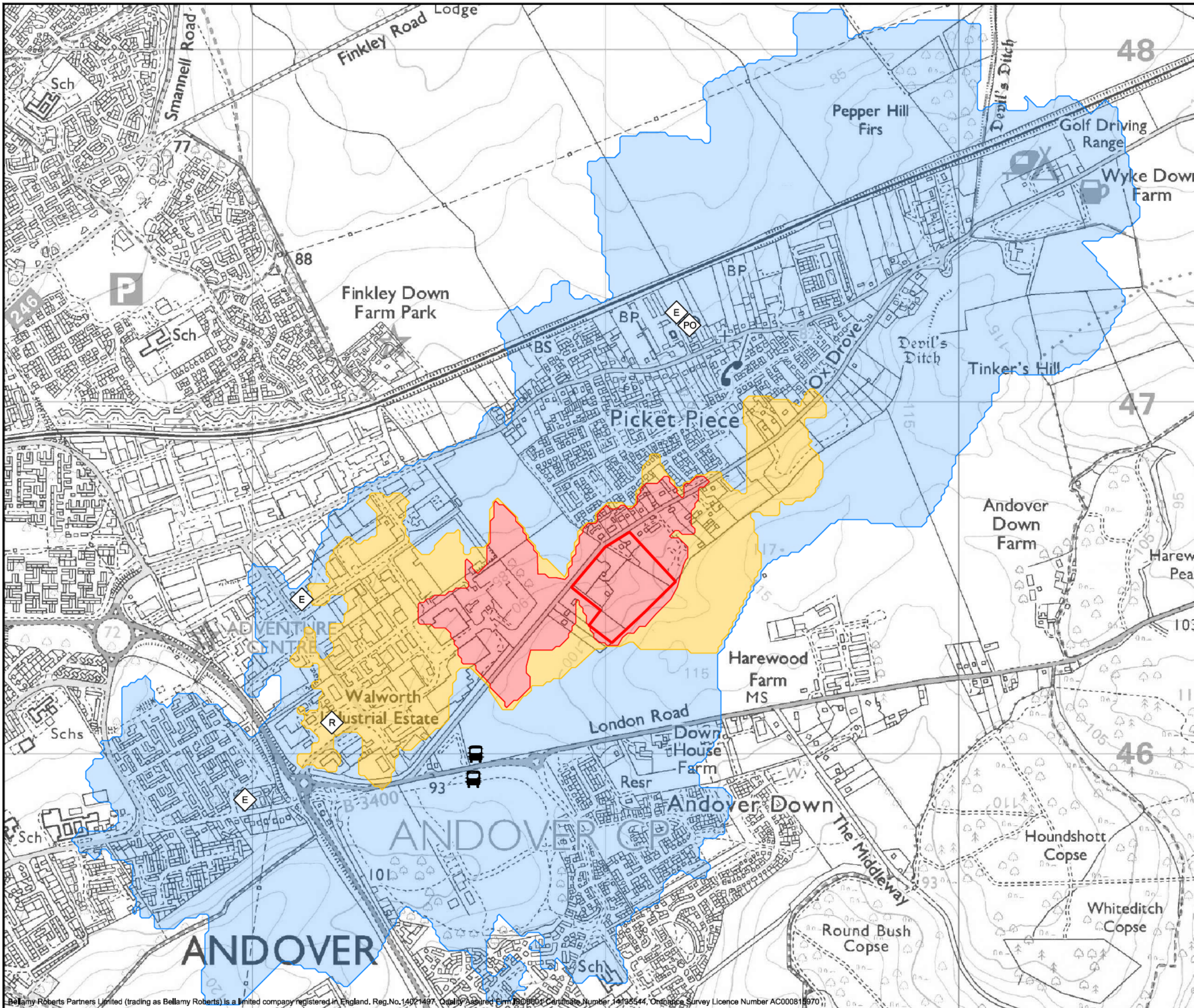
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	3	3
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	1	1
Horses & other	0	1	0	1
Total	0	2	4	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	4	5
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	1	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	2	5	7

APPENDIX 3

Pedestrian & Cycle Isochrones



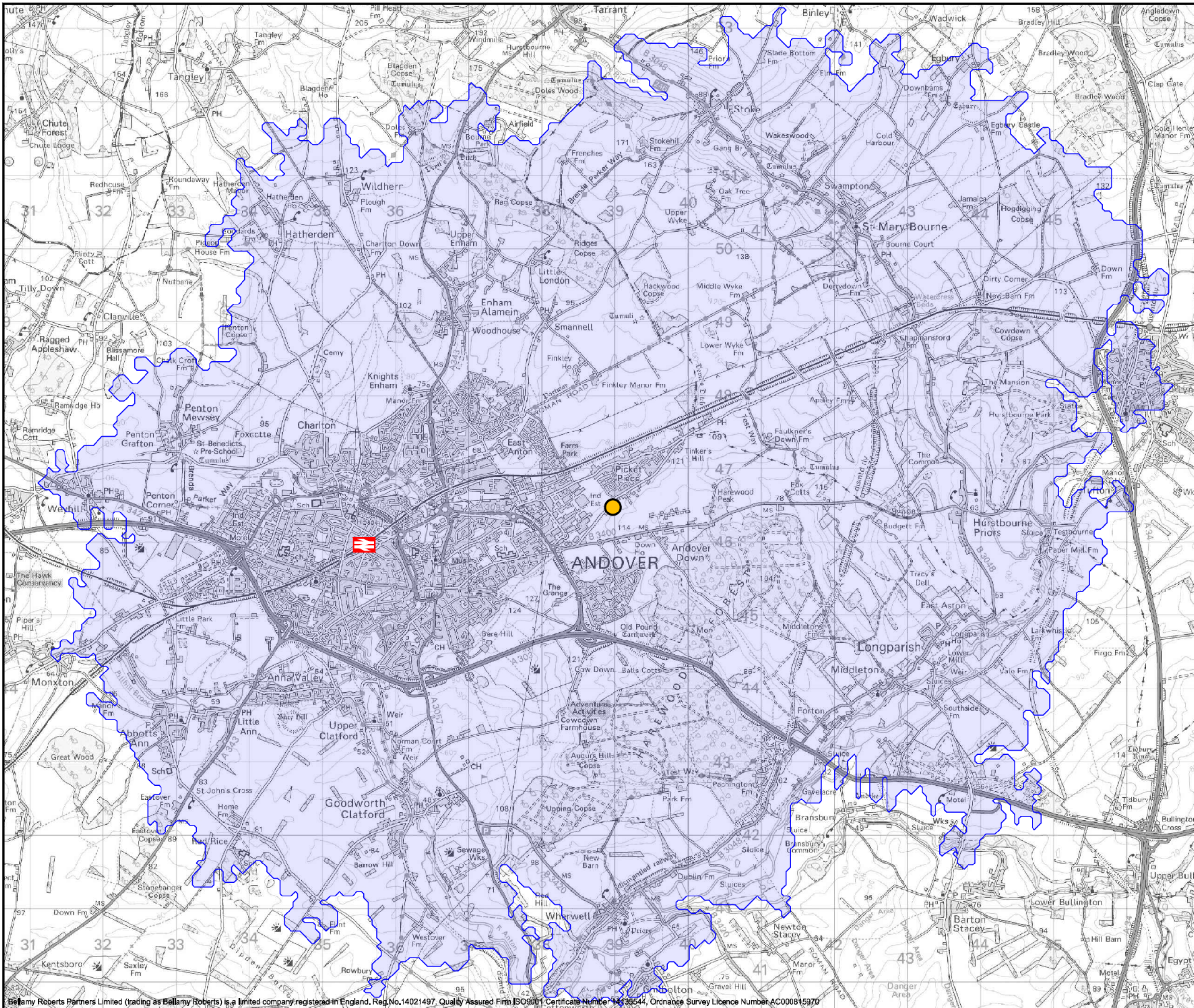
Notes

- Site
- Pedestrian Isochrones
 - 400m
 - 800m
 - 2000m
- Facilities
 - PO Post Office
 - E Places to Eat/Drink
 - SS Secondary School
 - R Shops/Supermarket
 - L Library
 - Bus Stop

A	Site boundary updated	MB	25/03/24	PK
REVISION	AMENDMENT	DRN	DATE	CHK


Bellamy Roberts

CLIENT	Foreman Homes Ltd.		
PROJECT	Andreena, Ox Drove, Andover		
TITLE	Pedestrian Isochrones		
DRAWN BY	MB	DESIGN BY	MT
DATE	15/03/24	DRAWING No.	6075 / 302
SCALE	NTS @ A3	REV No.	A



Notes

- Site
- Cycle Isochrone
- 8km
- Facilities
- Train Station



Bellamy Roberts

CLIENT
Foreman Homes Ltd.

PROJECT
Andreena, Ox Drove, Andover

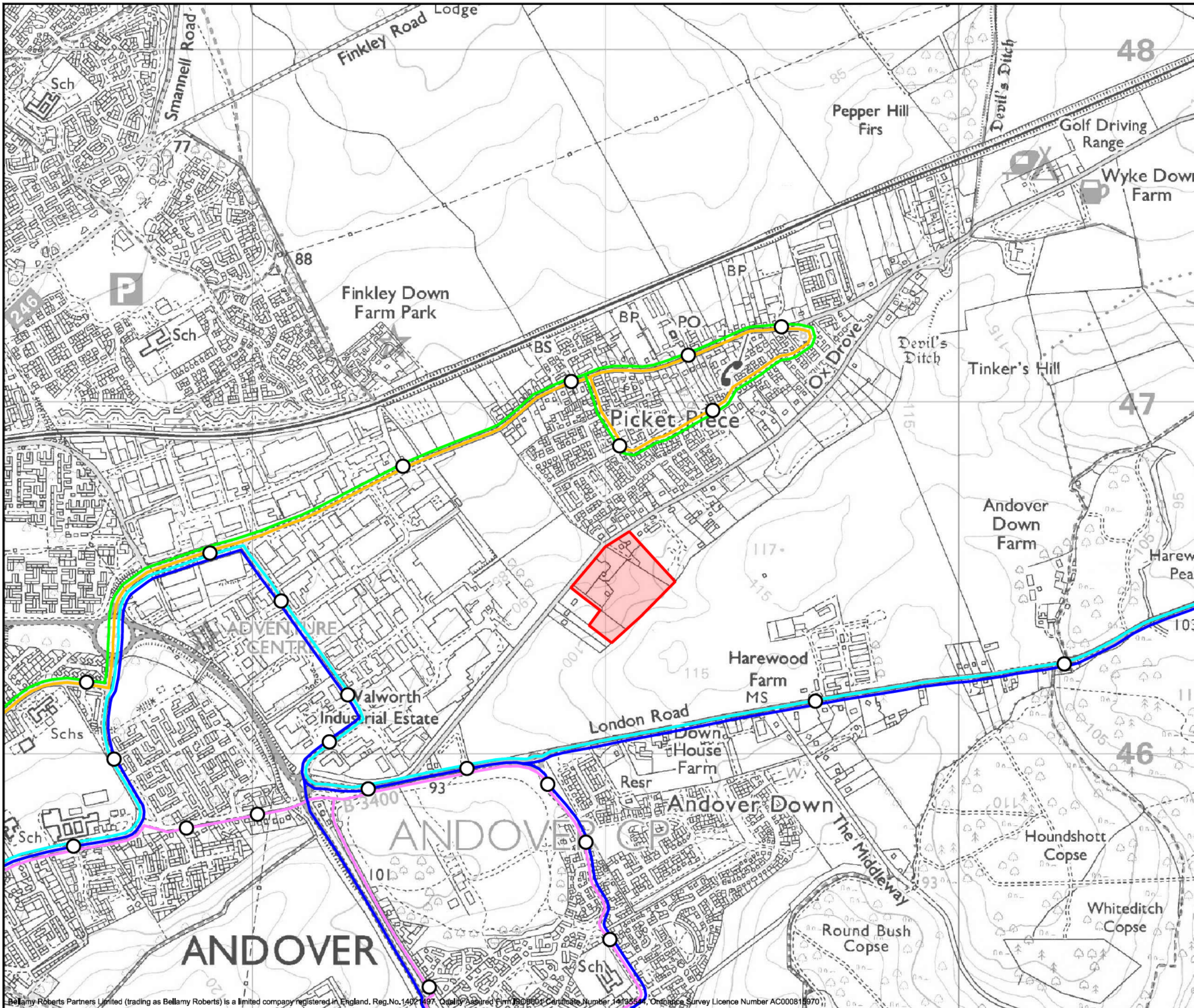
TITLE
Cycle Isochrone

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 15/03/24	DRAWING No. 6075 / 303	REV No.
SCALE NTS @ A3		

Bellamy Roberts Partners Limited (trading as Bellamy Roberts) is a limited company registered in England. Reg.No.14021497. Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number AC000815970

APPENDIX 4

Bus Routes



Notes

- Site
- Bus Stop

Bus Routes

- 13
- 13a
- P20
- 76
- 676

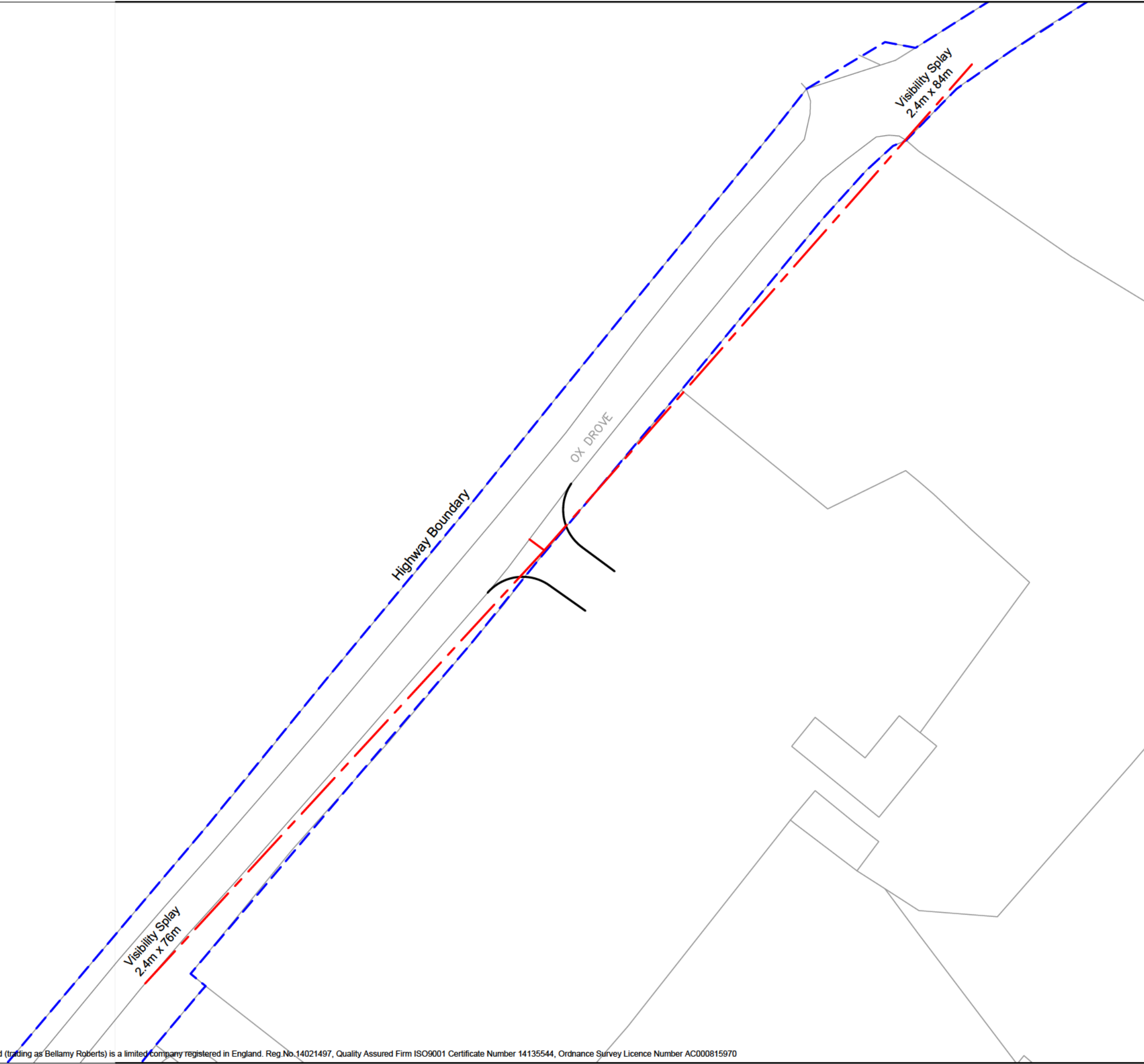
A	Site boundary updated	MB	25/03/24	PK
REVISION	AMENDMENT	DRN	DATE	CHK

Bellamy Roberts

CLIENT		Foreman Homes Ltd.	
PROJECT		Andreena, Ox Drove, Andover	
TITLE		Pedestrian Isochrones	
DRAWN BY	DESIGN BY	CHK BY	MT
MB	-		
DATE	DRAWING No.		REV No.
15/03/24	6075 / 302		A
SCALE	NTS @ A3		

APPENDIX 5

Access



Notes



CLIENT Foreman Homes Ltd.		
PROJECT Andreena, Ox Drove, Andover		
TITLE Access Visibility Splays		
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 18/03/24	DRAWING No. 6075 / 001	
SCALE 1:500 @ A3	REV No. 	

APPENDIX 6

Full TRICS Output

Calculation Reference: AUDIT-200601-240312-0358

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	BO BEDFORD	1 days
	ES EAST SUSSEX	8 days
	HC HAMPSHIRE	7 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	MW MEDWAY	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	8 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	9 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	2 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 20 to 423 (units:)
Range Selected by User: 9 to 1874 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	6 days
Tuesday	6 days
Wednesday	18 days
Thursday	16 days
Friday	8 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	49 days
Directional ATC Count	5 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	45

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	47
Out of Town	2
No Sub Category	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	29 days - Selected
Servicing vehicles Excluded	64 days - Selected

Secondary Filtering selection:

Use Class:

C3	54 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	16 days
10,001 to 15,000	17 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 75,000	10 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	16 days
250,001 to 500,000	5 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	10 days
1.1 to 1.5	38 days
1.6 to 2.0	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	40 days
No	14 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	54 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BD-03-M-01 HOLMEFIELD VIEW BRADFORD	SEMI DETACHED & FLATS	BRADFORD
	Edge of Town Residential Zone Total No of Dwellings: 31 <i>Survey date: THURSDAY 14/03/19</i>		<i>Survey Type: MANUAL</i>
2	BH-03-M-01 OVERDOWN RISE PORTSLADE	MIXED HOUSES & FLATS	BRIGHTON & HOVE
	Edge of Town Residential Zone Total No of Dwellings: 125 <i>Survey date: THURSDAY 09/03/23</i>		<i>Survey Type: MANUAL</i>
3	BO-03-M-01 NORSE ROAD BEDFORD	TERRACED HOUSES	BEDFORD
	Edge of Town No Sub Category Total No of Dwellings: 184 <i>Survey date: THURSDAY 15/10/20</i>		<i>Survey Type: MANUAL</i>
4	CA-03-M-01 BANNOLD ROAD WATERBEACH	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 52 <i>Survey date: WEDNESDAY 20/06/18</i>		<i>Survey Type: MANUAL</i>
5	CA-03-M-02 FORDHAM ROAD SOHAM	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 87 <i>Survey date: WEDNESDAY 26/05/21</i>		<i>Survey Type: MANUAL</i>
6	CU-03-M-04 STANHOPE ROAD CARLISLE	SEMI-DETACHED & TERRACED	CUMBERLAND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 20 <i>Survey date: FRIDAY 24/06/16</i>		<i>Survey Type: MANUAL</i>
7	DC-03-M-02 KINGS ROAD DORCHESTER FORDINGTON	TERRACED & BUNGALOWS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 <i>Survey date: FRIDAY 16/09/16</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-M-02	MIXED HOUSES & FLATS	DEVON
	SAINT PETER' SQUAY		
	TOTNES		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL
9	EC-03-M-01	MIXED HOUSES	CHESHIRE EAST
	HIND HEATH ROAD		
	SANDBACH		
	WHEELLOCK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	234	
	Survey date: WEDNESDAY	05/05/21	Survey Type: MANUAL
10	ES-03-M-07	MIXED HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
11	ES-03-M-10	MIXED HOUSES & FLATS	EAST SUSSEX
	DITTONS ROAD		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
12	ES-03-M-11	MIXED HOUSES & FLATS	EAST SUSSEX
	HEMPSTEAD LANE		
	HAILSHAM		
	UPPER HORSEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	354	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
13	ES-03-M-14	MIXED HOUSES & FLATS	EAST SUSSEX
	KINGS DRIVE		
	EASTBOURNE		
	UPPERTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: THURSDAY	15/11/18	Survey Type: MANUAL
14	ES-03-M-15	MIXED HOUSES	EAST SUSSEX
	FIELD END		
	MARESFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	80	
	Survey date: WEDNESDAY	13/03/19	Survey Type: MANUAL
15	ES-03-M-16	MIXED HOUSES & FLATS	EAST SUSSEX
	BARNHORN ROAD		
	BEXHILL		
	LITTLE COMMON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	119	
	Survey date: WEDNESDAY	10/07/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	ES-03-M-19 PARK ROAD HAILSHAM	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	149	
	Survey date: THURSDAY	17/06/21	Survey Type: MANUAL
17	ES-03-M-21 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	392	
	Survey date: MONDAY	28/03/22	Survey Type: MANUAL
18	HC-03-M-06 HUNTS POND ROAD NEAR FAREHAM TITCHFIELD	HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL
19	HC-03-M-11 ALDERMASTON ROAD BASINGSTOKE	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town No Sub Category Total No of Dwellings:	238	
	Survey date: THURSDAY	07/03/19	Survey Type: MANUAL
20	HC-03-M-14 ROMSEY ROAD WINCHESTER STANMORE	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	200	
	Survey date: WEDNESDAY	26/05/21	Survey Type: MANUAL
21	HC-03-M-15 COOMBE ROAD YATELEY	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	150	
	Survey date: MONDAY	16/05/22	Survey Type: MANUAL
22	HC-03-M-17 RAWLINGS LANE ALTON	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	275	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

LIST OF SITES relevant to selection parameters (Cont.)

23	HC-03-M-18 HAVANT ROAD HAVANT BEDHAMPTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS 149 17/03/23	HAMPSHIRE	<i>Survey Type: MANUAL</i>
24	HC-03-M-19 WINCHESTER ROAD BASINGSTOKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 286 27/06/23	HAMPSHIRE	<i>Survey Type: MANUAL</i>
25	HF-03-M-03 WEST ROAD SAWBRIDGEWORTH Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TERRACED & DETACHED 80 03/11/22	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
26	KC-03-M-03 BUNYARD WAY MAIDSTONE ALLINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 140 22/05/18	KENT	<i>Survey Type: MANUAL</i>
27	KC-03-M-04 HERMITAGE LANE MAIDSTONE BARMING Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES AND FLATS 250 10/06/21	KENT	<i>Survey Type: MANUAL</i>
28	MW-03-M-01 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 128 21/06/23	MEDWAY	<i>Survey Type: MANUAL</i>
29	NF-03-M-04 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 70 19/09/19	NORFOLK	<i>Survey Type: MANUAL</i>
30	NF-03-M-36 ATLANTIC AVENUE NORWICH SPROWSTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES & FLATS 239 11/09/17	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
31	NF-03-M-40 NORWICH COMMON WYMONDHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 321 13/10/20	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

32	NF-03-M-47 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		90	
	Survey date: WEDNESDAY		22/09/21	Survey Type: DIRECTIONAL ATC COUNT
33	NF-03-M-53 MENDHAM LANE HARLESTON	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		120	
	Survey date: WEDNESDAY		21/09/22	Survey Type: DIRECTIONAL ATC COUNT
34	NF-03-M-57 DEREHAM ROAD NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		423	
	Survey date: THURSDAY		22/09/22	Survey Type: DIRECTIONAL ATC COUNT
35	NF-03-M-59 NORWICH COMMON WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		153	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
36	NF-03-M-62 CAWSTON ROAD AYLSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		250	
	Survey date: WEDNESDAY		21/09/22	Survey Type: MANUAL
37	NF-03-M-63 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		100	
	Survey date: WEDNESDAY		21/09/22	Survey Type: MANUAL
38	OX-03-M-01 WENMAN ROAD THAME	MIXED HOUSES		OXFORDSHIRE
	Edge of Town Industrial Zone Total No of Dwellings:		100	
	Survey date: THURSDAY		28/06/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

39	SC-03-M-10 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	108	
	Survey date: THURSDAY	09/06/22	Survey Type: MANUAL
40	SC-03-M-13 HOLLAND ROAD OXTED	DETACHED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	168	
	Survey date: TUESDAY	22/11/22	Survey Type: MANUAL
41	SP-03-M-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:	181	
	Survey date: WEDNESDAY	23/10/19	Survey Type: MANUAL
42	TW-03-M-01 WESTLANDS NEWCASTLE CHAPEL HOUSE	DETACHED & BUNGALOWS	TYNE & WEAR
	Edge of Town Residential Zone Total No of Dwellings:	27	
	Survey date: FRIDAY	13/11/15	Survey Type: MANUAL
43	TW-03-M-02 BENTON ROAD NEWCASTLE UPON TYNE	MIXED HOUSES & FLATS	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	108	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
44	WK-03-M-01 BIRMINGHAM ROAD STRATFORD UPON AVON	MIXED HOUSES & FLATS	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	395	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
45	WK-03-M-02 BISHOPTON LANE STRATFORD UPON AVON BISHOPTON	MIXED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	130	
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL
46	WM-03-M-01 MEADOWSWEET AVENUE BIRMINGHAM KINGS NORTON	SEMI DETACHED	WEST MIDLANDS
	Edge of Town Residential Zone Total No of Dwellings:	56	
	Survey date: MONDAY	09/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

47	WS-03-M-06	SEMI DETACHED/DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
48	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	192	
	Survey date: WEDNESDAY	27/04/16	Survey Type: MANUAL
49	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	23	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
50	WS-03-M-16	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	252	
	Survey date: WEDNESDAY	21/03/18	Survey Type: MANUAL
51	WS-03-M-18	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
52	WS-03-M-19	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: THURSDAY	17/10/19	Survey Type: MANUAL
53	WS-03-M-22	MIXED HOUSES & FLATS	WEST SUSSEX
	RUSPER ROAD		
	CRAWLEY		
	IFIELD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: MONDAY	19/10/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

54	WS-03-M-25	MIXED HOUSES	WEST SUSSEX
	CLAPPERS LANE		
	BRACKLESHAM BAY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	110	
	Survey date: WEDNESDAY	24/11/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address; the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	54	157	0.088	54	157	0.290	54	157	0.378
08:00 - 09:00	54	157	0.163	54	157	0.384	54	157	0.547
09:00 - 10:00	54	157	0.146	54	157	0.168	54	157	0.314
10:00 - 11:00	54	157	0.130	54	157	0.147	54	157	0.277
11:00 - 12:00	54	157	0.139	54	157	0.147	54	157	0.286
12:00 - 13:00	54	157	0.154	54	157	0.149	54	157	0.303
13:00 - 14:00	54	157	0.156	54	157	0.154	54	157	0.310
14:00 - 15:00	54	157	0.156	54	157	0.192	54	157	0.348
15:00 - 16:00	54	157	0.281	54	157	0.185	54	157	0.466
16:00 - 17:00	54	157	0.274	54	157	0.171	54	157	0.445
17:00 - 18:00	54	157	0.335	54	157	0.186	54	157	0.521
18:00 - 19:00	54	157	0.284	54	157	0.182	54	157	0.466
19:00 - 20:00	1	119	0.126	1	119	0.008	1	119	0.134
20:00 - 21:00	1	119	0.101	1	119	0.017	1	119	0.118
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.533			2.380			4.913

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

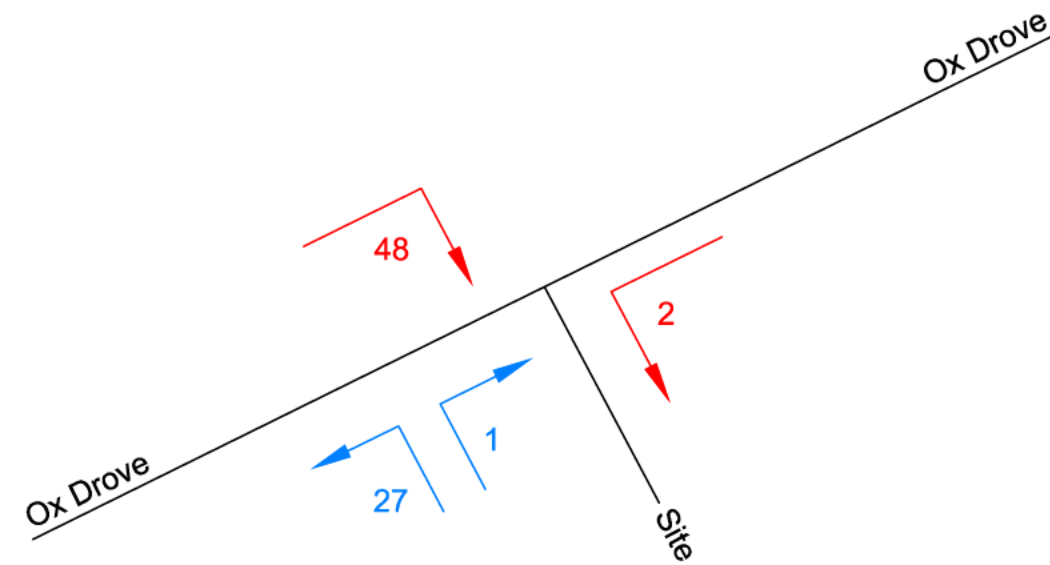
Trip rate parameter range selected:	20 - 423 (units:)
Survey date date range:	01/01/15 - 27/06/23
Number of weekdays (Monday-Friday):	54
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	39
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 7

Peak Flow Diagram

PM Peak





→ Arrivals



6075 / 401

APPENDIX 8

PICADY Report

<h1>Junctions 9</h1>		
<h2>PICADY 9 - Priority Intersection Module</h2>		
<p>Version: 9.5.2.1013</p>		
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<p> </p>		<p>www.trlsoftware.co.uk</p>
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Filename: Site Access.j9

Path: S:\Admin-Projects\6051-7000\6075\Junction Modelling

Report generation date: 20/03/2024 15:22:53

»2034 Design Year + Development, AM

»2034 Design Year + Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2034 Design Year + Development						
Stream B-AC	0.1	5.71	0.09	0.0	5.44	0.04
Stream C-AB	0.1	6.36	0.05	0.1	6.72	0.10

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

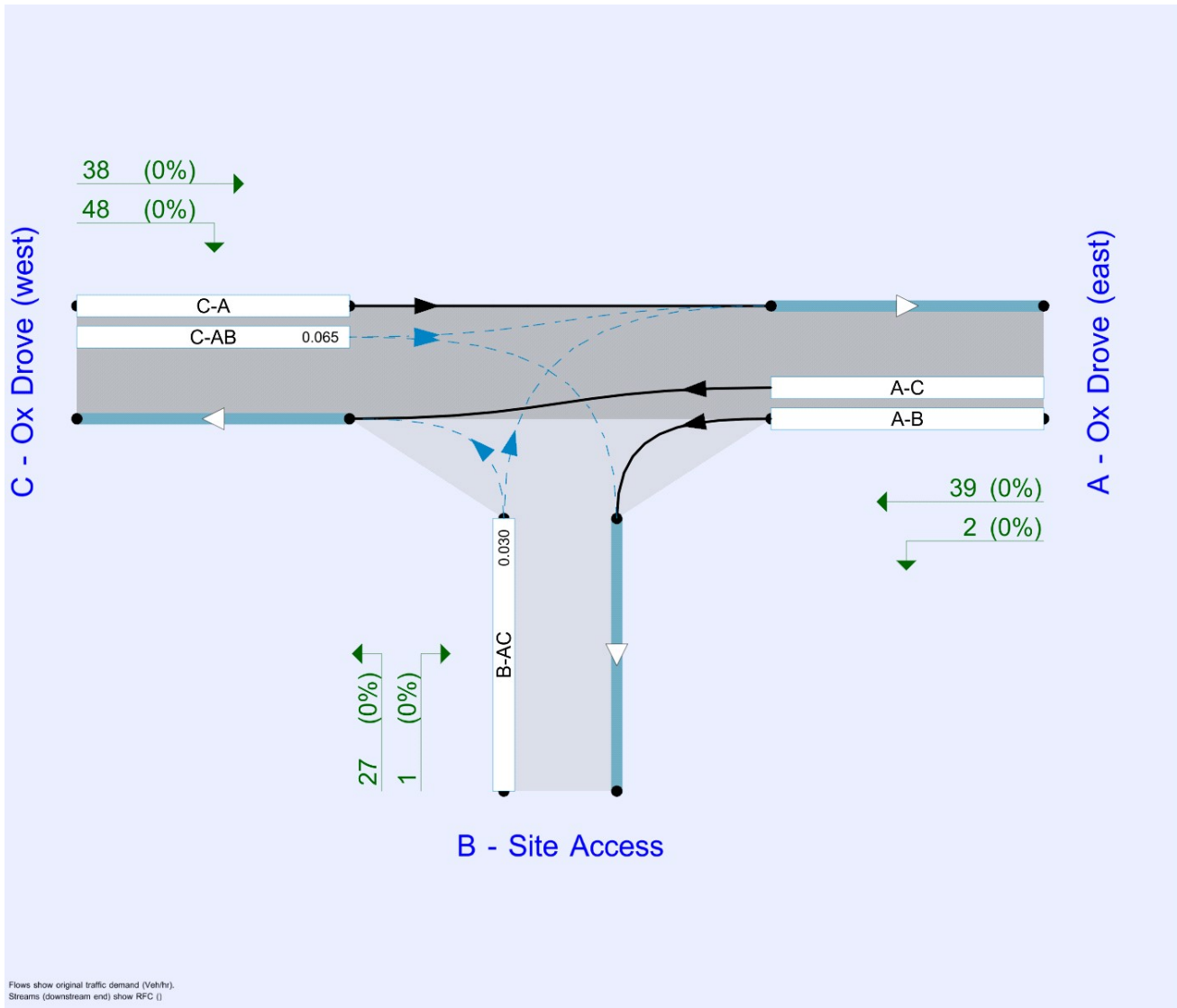
File summary

File Description

Title	
Location	
Site number	
Date	18/03/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BRIRoseKleingeld
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034 Design Year + Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	2034 Design Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2034 Design Year + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ox Drove (east)		Major
B	Site Access		Minor
C	Ox Drove (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ox Drove (west)	6.00			0.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	4.00	45	39

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.102	0.259	0.163	0.370
B-C	713	0.109	0.276	-	-
C-B	574	0.222	0.222	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2034 Design Year + Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ox Drove (east)		ONE HOUR	✓	41	100.000
B - Site Access		ONE HOUR	✓	57	100.000
C - Ox Drove (west)		ONE HOUR	✓	64	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Ox Drove (east)	B - Site Access	C - Ox Drove (west)
From	A - Ox Drove (east)	0	1	40
	B - Site Access	2	0	55
	C - Ox Drove (west)	40	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Ox Drove (east)	B - Site Access	C - Ox Drove (west)
From	A - Ox Drove (east)	0	0	0
	B - Site Access	0	0	0
	C - Ox Drove (west)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.09	5.71	0.1	0.5	A	52	78
C-AB	0.05	6.36	0.1	0.5	A	24	35
C-A						35	53
A-B						0.92	1
A-C						37	55

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	698	0.062	43	0.0	0.1	5.491	A
C-AB	19	5	588	0.032	19	0.0	0.0	6.327	A
C-A	29	7			29				
A-B	0.75	0.19			0.75				
A-C	30	8			30				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	696	0.074	51	0.1	0.1	5.583	A
C-AB	23	6	590	0.039	23	0.0	0.0	6.343	A
C-A	35	9			35				
A-B	0.90	0.22			0.90				
A-C	36	9			36				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	694	0.090	63	0.1	0.1	5.706	A
C-AB	29	7	594	0.048	29	0.0	0.1	6.363	A
C-A	42	10			42				
A-B	1	0.28			1				
A-C	44	11			44				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	63	16	694	0.090	63	0.1	0.1	5.706	A
C-AB	29	7	594	0.048	29	0.1	0.1	6.364	A
C-A	42	10			42				
A-B	1	0.28			1				
A-C	44	11			44				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	51	13	696	0.074	51	0.1	0.1	5.586	A
C-AB	23	6	590	0.039	23	0.1	0.0	6.344	A
C-A	35	9			35				
A-B	0.90	0.22			0.90				
A-C	36	9			36				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	43	11	698	0.062	43	0.1	0.1	5.498	A
C-AB	19	5	588	0.032	19	0.0	0.0	6.333	A
C-A	29	7			29				
A-B	0.75	0.19			0.75				
A-C	30	8			30				

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.04	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.06	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.06	0.00	0.00	0.06	0.06			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2034 Design Year + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2034 Design Year + Development	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ox Drove (east)		ONE HOUR	✓	41	100.000
B - Site Access		ONE HOUR	✓	28	100.000
C - Ox Drove (west)		ONE HOUR	✓	86	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Ox Drove (east)	B - Site Access	C - Ox Drove (west)
	A - Ox Drove (east)	0	2	39
	B - Site Access	1	0	27
	C - Ox Drove (west)	38	48	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Ox Drove (east)	B - Site Access	C - Ox Drove (west)
	A - Ox Drove (east)	0	0	0
	B - Site Access	0	0	0
	C - Ox Drove (west)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	5.44	0.0	0.5	A	26	39
C-AB	0.10	6.72	0.1	0.5	A	47	70
C-A						32	48
A-B						2	3
A-C						36	54

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	697	0.030	21	0.0	0.0	5.322	A
C-AB	38	9	587	0.065	38	0.0	0.1	6.555	A
C-A	27	7			27				
A-B	2	0.38			2				
A-C	29	7			29				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	695	0.036	25	0.0	0.0	5.369	A
C-AB	46	11	589	0.078	46	0.1	0.1	6.624	A
C-A	31	8			31				
A-B	2	0.45			2				
A-C	35	9			35				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	693	0.044	31	0.0	0.0	5.436	A
C-AB	57	14	593	0.096	57	0.1	0.1	6.718	A
C-A	38	9			38				
A-B	2	0.55			2				
A-C	43	11			43				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	8	693	0.044	31	0.0	0.0	5.436	A
C-AB	57	14	593	0.096	57	0.1	0.1	6.721	A
C-A	38	9			38				
A-B	2	0.55			2				
A-C	43	11			43				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25	6	695	0.036	25	0.0	0.0	5.370	A
C-AB	46	11	589	0.078	46	0.1	0.1	6.629	A
C-A	31	8			31				
A-B	2	0.45			2				
A-C	35	9			35				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21	5	697	0.030	21	0.0	0.0	5.323	A
C-AB	38	10	587	0.065	38	0.1	0.1	6.562	A
C-A	27	7			27				
A-B	2	0.38			2				
A-C	29	7			29				

Queue Variation Results for each time segment

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.09	0.03	0.26	0.47	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.25	0.46	0.48			N/A	N/A
C-AB	0.11	0.03	0.26	0.47	0.49			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.11	0.03	0.25	0.45	0.48			N/A	N/A

17:45 - 18:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

18:00 - 18:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A



Foreman Homes

Land at Ox Drove, Andover

PRELIMINARY LANDSCAPE AND VISUAL APPRAISAL

20 March 2024

FPCR Environment and Design Ltd

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FIGURES

Figure 1: Site Location Plan

Figure 2: Aerial Photograph

Figure.3: Landscape Character

Figure 4: Designations

Figure 5: Topography Plan

Figure 6: Visual Appraisal

Figures 7-12: Photo Viewpoints

APPENDICES

Appendix A: LVA Methodology and Appraisal Criteria

1.0 INTRODUCTION

- 1.1 FPCR Environment and Design Ltd (FPCR) is a multi-disciplinary environmental and design consultancy established over 60 years, with expertise in architecture, landscape, ecology, arboriculture, urban design, masterplanning and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and is frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.
- 1.2 This preliminary Landscape and Visual Appraisal (LVA) has been carried out for a proposed residential development on land at Ox Drove, Andover by FPCR. The purpose of this LVA study is to explore the landscape character and visual amenity associated with the site and to assess the ability of the landscape of the site within its context, to absorb change in the form of new development.
- 1.3 The level of impact and effects on landscape character¹ and visual amenity² have not been assessed at this stage as the masterplan and the design proposals are evolving. The report does however include a series of design principles that can help guide development on the site. These principles can be expanded through the design process and are focused on minimising landscape and visual impacts through well-designed mitigation and enhancement strategies.
- 1.4 Reasoned assumptions have been made on the landscape components of the site and its visibility based upon an initial field work analysis. It is likely that any future planning application for development on the site may need to include further, more detailed analysis through the means of a Landscape & Visual Appraisal (LVA). The baseline work of the LVA, alongside other environmental, planning and technical work, would guide the design process and the proposed development. The LVA would provide judgments on the magnitude of change and the level of effects on receiving landscape receptors³ and visual receptors⁴ as a result of the proposed development.

Site Location

- 1.5 Figures 1 and 2 show the location and context of the site. The site occupies a number of small field parcels on the south eastern side of Ox Drove on the eastern side of Andover. The residential area of Picket Piece is located adjacent to the north and the large Walworth Business Park is located to the west.

Proposed Development

- 1.6 There are no detailed proposals for the development of the site at this stage, however, the site has been reviewed with regard to potential residential development.

¹ Landscape Character: A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse [GLVIA3 definition]

² Visual Amenity: The overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of people living, working, recreating, visiting or travelling through an area [GLVIA3 definition]

³ Landscape receptors: Defined aspects of the landscape resource that have the potential to be affected by a proposal [GLVIA definition]

⁴ Visual receptors: Individuals and/or defined groups of people who have the potential to be affected by a proposal [GLVIA3 definition]

2.0 METHODOLOGY

- 2.1 This preliminary LVA has been prepared based upon the Guidelines for Landscape and Visual Impact Assessment, third edition (GLVIA3)⁵, published by the Landscape Institute and the Institute of Environmental Management and Assessment, in 2013. The full FPCR Methodology and Assessment Criteria is included at Appendix A.
- 2.2 This report provides an understanding of the landscape that would potentially be affected, in terms of constituent elements, character, condition and value. For the visual baseline this includes an understanding of the area in which people experience views of the site, and the nature of these views.
- 2.3 The GLVIA3 states:
- “LVIA can be carried out either as part of a broader EIA, or as a standalone ‘appraisal’ of the likely landscape and visual effects of a proposed development...*
- *As a standalone ‘appraisal’ the process is informal and there is more flexibility, but the essence of the approach – specifying the nature of the proposed change or development; describing the existing landscape and the views and visual amenity of the area that may be affected; predicting the effects, although not their likely significance; and considering how those effects might be mitigated – still applies”. (GLVIA paragraph 3.2)*
- 2.4 This report includes baseline studies, providing an understanding of the landscape that may be affected, its constituent elements, character, condition and value. For the visual baseline, this includes an understanding of the area in which a development may be visible, the people who may experience views, and the nature of views.

Landscape Effects

- 2.5 The baseline landscape is described by reference to existing published Landscape Character Assessments and by a description of the site and its context. Further field work would take place as part on an application process.
- 2.6 The baseline landscape is described by reference to existing published Landscape Character Assessments and by a description of the site and its context.
- 2.7 A range of landscape effects can arise through development. These can include:
- Change or loss of elements, features, aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape;
 - Addition of new elements that influence character and distinctiveness of the landscape;
 - Combined effects of these changes.

Visual Effects

- 2.8 A series of preliminary viewpoints and associated photographs are included within this appraisal. These provide representative views towards the site (and therefore development) for visual

⁵ Guidelines for Landscape and Visual Impact Assessment, Third Edition, Landscape Institute and the Institute of Environmental Management and Assessment, April 2013

receptors. The views also typically represent what can be seen from a variety of distances from the development and different viewing experiences.

2.9 It is important to remember that visual receptors are all people.

“The visual receptors most susceptible to change are generally likely to include:

- *Residents at home;*
 - *People, whether residents or visitors, who are engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape and on particular views;*
 - *Visitors to heritage assets, or to other attractions, where views of the surroundings are an important contributor to the experience;*
 - *Communities where views contribute to the landscape setting enjoyed by residents in the area;*
- Travellers on road, rail or other transport routes tend to fall into an intermediate category of moderate susceptibility to change. Where travel involves recognised scenic routes awareness of views is likely to be particularly high.” (GLVIA3 paragraph 6.33.)*

“Visual receptors likely to be less sensitive to change include:

- *People engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape;*
- *People at their place of work whose attention may be focused on their work or activity, not on their surroundings, and where the setting is not important to the quality of working life (although there may on occasion be cases where views are an important contributor to the setting and to the quality of working life).” (GLVIA3 paragraph 6.34.)*

3.0 PLANNING POLICY

National Planning Policy

National Planning Policy Framework (NPPF, December 2023)

- 3.1 The NPPF sets out the Government's economic, environmental and social planning policy and in combination these policies give the Government's vision of sustainable development. The NPPF emphasises the need for well-designed places, promoting healthy and safe communities and conserving and enhancing the natural environment.
- 3.2 Regarding landscape and green infrastructure, the Natural Environment section of the NPPF provides a policy context for the countryside and green infrastructure. The key objectives include protecting and enhancing valued landscapes and, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 3.3 Relevant sections include Section 15 'Conserving and enhancing the natural environment', with particular reference to paragraphs 180, 181 and 182.

Planning Practice Guidance (PPG)

- 3.4 The PPG was first published on 6th March 2014 and is a regularly updated online planning resource which provides guidance on the NPPF and the planning system. The NPPF continues to be the primary document for decision making.

Local Planning Policy

Test Valley Borough Council – Revised Local Plan (2011-2029)

- 3.5 The adopted Local Plan sets out the visions and overall development strategy for the borough from 2011-2029, the Local Plan was adopted in 2016. The following policies/extracts are identified to be relevant to the Site and the proposed development in landscape and visual terms:

Policy E1: High Quality Development in the Borough

"Development will be permitted if it is of a high quality in terms of design and local distinctiveness. To achieve this development:

- a) should integrate, respect and complement the character of the area in which the development is located in terms of layout, appearance, scale, materials and building styles;*
- b) should not detract from the dominance of, or interrupt important views of, key landmark buildings or features;*
- c) should be laid out to provide connectivity between spaces and a positive relationship between public and private spaces; and*
- d) makes efficient use of the land whilst respecting the character of the surrounding area and neighbouring uses."*

Policy E2: Protect, Conserve and Enhance the Landscape Character of the Borough

“To ensure the protection, conservation and enhancement of the landscape of the Borough development will be permitted provided that:

- a) it does not have a detrimental impact on the appearance of the immediate area and the landscape character of the area within which it is located;*
- b) it is designed and located to ensure that the health and future retention of important landscape features is not likely to be prejudiced;*
- c) the existing and proposed landscaping and landscape features enable it to positively integrate into the landscape character of the area;*
- d) arrangements for the long term management and maintenance of any existing and proposed landscaping have been made; and*
- e) it conserves the landscape and scenic beauty of the New Forest National Park or the North Wessex Downs Area of Outstanding Natural Beauty where applicable; and*
- f) does not result in the loss of important local features such as trees, walls, hedges or water courses.*

Policy E6: Green Infrastructure

“Development will be permitted provided that:

- a) it protects, conserves and where possible, enhances the Borough’s Green Infrastructure network;*
- b) it avoids the loss, fragmentation, severance or a negative impact on the function of the Green Infrastructure network;*
- c) mitigation is provided where there would be an adverse impact on the Green Infrastructure network; and*
- d) where it is necessary for development to take place on identified areas of Green Infrastructure an appropriate replacement is provided.*

Draft Local Plan 2040

- 3.6 The draft Local Plan 2040 Regulation 18 Stage 2 is currently under consultation until Tuesday 2nd April 2024.

Other Relevant Strategies, Guidelines or Documents

- 3.7 Additional documents to be considered include:
- Cycle Strategy and Network SPD (September 2015) – this document identifies a ‘Proposed on road cycle route’ leading along Ox Drove
 - Landscape Checklist for New Development in Hampshire & Isle of Wight – provides guidance on submission requirements for external development works

4.0 LANDSCAPE CONTEXT

- 4.1 The baseline studies determine and describe the current condition of those aspects of the environment that are likely to be affected by any development.
- 4.2 The baseline studies have been formulated following a review of published landscape characterisation work, alongside preliminary field surveys of the site and the surrounding landscape. This has included an understanding of the area of the landscape that may be affected, and the area in which the development may be visible.

Designations

- 4.3 The following should be read in conjunction with Figure 4:
- The site and surrounding context are not covered by any landscape quality designation. The boundary of the North Wessex Downs AONB is located approximately 1.4km from the Site to the north of Walworth Road and Wyke Down Farm to the north east.
 - There are no listed buildings within or adjacent to the site. The nearest listed buildings are a Grade II Listed Granary and a Barn at Picket Twenty Farm just over 1km to the South West.
 - A number of PRow lead through the surrounding area. Public footpath 005/51/1 is located to the east beyond Andover Down Farm adjacent to Harewood Peak Wood while Public footpath 146/34/1 is located to the east beyond Harewood Peak House, heading towards Faulkner's Down Farm to the east. The long-distance PRow footpath route 203/43/1 Test Way is located to the east at Apsley Farm heading towards Walworth Road to the north. Public footpath 005/1/1 leads along the northern boundary of Round Bush Copse and Forest Lane and Public footpath 005/4/1 is located beyond the B3400, the Picket Twenty Sports Ground and the A3093 to the south west.

Landscape Character

National Character

- 4.4 National Character Area (NCA) profiles have been prepared by Natural England for the 159 NCAs defined across England. These NCA profiles include a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics. Figure 3 illustrates the NCAs and other defined character areas within the context of the site.
- 4.5 At this very broad landscape scale, the site lies within Natural England's National Character Area (NCA) 130 'Hampshire Downs'. This NCA stretches from Oxenwood, Basingstoke and Farnham to the north, Alton and New Alresford to the east, Winchester and Tyford to the south and Andover and Ludgershall to the west therefore covers a very extensive landscape area.

Hampshire Integrated Character Assessment (2012)

- 4.6 The Hampshire Integrated Character Assessment provides a county wide framework for more detailed local character assessments. These are generally undertaken by District and Borough Councils and protected landscape bodies. The integrated assessment provides details on county wide Landscape Character Areas (LCA), Landscape Character Types (LCT) and Townscape Assessments.

4.7 The Site is located within the Andover Open Downs (8d) LCA. Key characteristics are described as follows:

- *“Plateau downland with gentle undulating ridges and dry chalk valleys.*
- *Occasional prominent hills within the downland create visual features.*
- *Open, expansive landscape with long distant views across downland and the river valleys which dissect the plateau.*
- *Biodiversity value from Harewood Forest, and dispersed areas of chalk grassland, including internationally-designated sites.*
- *Predominately arable land use with limited pasture in the west and south on the fringes of Salisbury Plain and Boscombe Down East.*
- *There is little woodland cover creating a simple composition of landscape elements except where there are notable deposits of clay with flints - here woodland cover becomes dominant e.g. Harewood Forest.*
- *A landscape with significant time depth and important archaeology particularly from prehistoric and Roman periods, especially associated with the areas of open downland and higher areas - , including burial mounds and hill forts such as Danebury.*
- *Very regular formal enclosure pattern dates predominately from the 19th century. Defined in places by a weak hedgerow structure or no boundaries at all and particularly in the open downland tends to overwrite earlier field boundary patterns.*
- *Occasional parkland landscapes provide visual diversity.*
- *Urban edges of Andover extend into this character area.*
- *Dispersed pattern of nucleated villages and farmsteads.*
- *Tranquil and remote away from Andover and particularly in the south where there is little settlement.”*

Hampshire Townscape Assessment (2012)

4.8 The Andover Townscape Assessment provides details on the larger settlements located in Hampshire, with each assessment made up of Townscape Character Areas and Townscape Types. The Walworth Industrial Estate located to the north west of Ox Drove is located within Andover Character Area AND07 Andover industrial estate and Sub Character Area 07b Walworth Industrial Estate.

Local Character

Test Valley Landscape Character Assessment 2018

4.9 The Landscape Character Assessment was prepared by Terra Firma Landscape Architects on behalf of Test Valley in 2018. The report divides the borough into twelve main landscape character types (LCT) and further sub Landscape Character Areas (LCA). The Site falls within the LCT; 10 Open Chalklands and within the sub LCA; 10F Andover Chalk Downland.

4.10 The overarching description of the LCT; 10 Open Chalklands is described as follows:

“The Open Chalklands landscape character type is a large scale arable landscape, characteristic of the most extensively farmed chalkland areas, where the chalk geology is generally not masked by the deposit of Clay with Flints. The hedgerow structure is fragmented and commonly replaced by fences, adding to the open landscape character. A limited number of small hedged pasture fields are found adjacent settlements and farmsteads. Blocks or belts of trees occasionally break up this open landscape, but are infrequent with isolated woodlands often found adjacent to farmsteads. Small streams or winter bournes divide the type but generally it is noted for its dry valleys.

The settlement pattern is scattered and dominated by large farms. There is an occasional large house with parkland found sited within a dry valley. A pattern of right angled roads, often running straight for considerable distances and with wide verges, is typical of the Open Chalklands landscape type.”

- 4.11 The Site is also located within the sub LCA; 10F Andover Chalk Downland. Under Settlement Pattern the LCA description states:

“The east of Andover has expanded dramatically within the last few years, with a new neighbourhood to the west of Finkley Down and enclosing East Anton. Picket Piece originally a ribbon-style settlement, with properties also having extensive gardens behind has now been re-structured with a housing development. The area of Andover Down, originally a line of properties along the London Road, has now in part been back filled across to the west up to the A3093 with a new neighbourhood.”

- 4.12 Under Remoteness and Tranquillity the LCA description states:

“The impact of suburban elements has resulted in the loss of remoteness and tranquillity. Furthermore, the open nature of this landscape, further extends the negative impact of urban fringe land uses. However, in the north of this LCA, within areas of the undulating landscape pockets of remoteness can still be appreciated where the urban edge is less significant. To the south where the hedgerow pattern provides enclosure, areas of remoteness and tranquillity can still be experienced.”

- 4.13 The key valued characteristics of the LCA 10F Andover Chalk Downland are described as follows:

- *“An elevated downland landscape sloping down towards the River Anton and Andover, with far reaching views towards wooded horizons and to Danebury Hill;*
- *Development free roads: Romsey Road and Winchester Road descending down to the River Test valley. With long views across the River Anton valley to partially wooded horizons and Danebury Down visible to the west;*
- *Rural lanes with single-tracks, thick hedgerows with mature trees and soft un-engineered verges;*
- *Traditional building styles include brick and brick with flint walls with clay tiled roofs;*
- *Two Roman roads, the Ickneild Way and Portway, extend through this area, characteristically straight;*
- *Largely a landscape dominated by 19th century parliamentary enclosure;*
- *Disused pits marked in the landscape as small woodland copses;*
- *Woodland copses located on ridges;*

- *Good public access from southern side of A303(T) out to countryside and Harewood Forest;*
- *Mackrel's Down, typical downland landform;*
- *Undeveloped character of Goodworth Clatford retains historic integrity."*

4.14 The Landscape Strategy and Guidelines for LCA10F the Andover Chalk Downland are as follows:

"The Andover Chalk Downland is a fragmented and open landscape, with exposed views of the edge of Andover. The overall strategy is therefore to enhance and re-create a landscape structure of small woods and hedgerows within Andover Chalk Downland and to create new appropriate landscape features to contain and integrate Andover into its landscape and protect and enhance the key valued characteristics."

4.15 The key Urban Fringe characteristics of the LCA 10F Andover Chalk Downland are described as follows:

- *"Reinforce the edge of Andover through careful design and appropriate landscape planting;*
- *Avoid deterioration in the urban fringe landscape arising from poor design and intrusive development;*
- *Seek improved management and maintenance of farmsteads and farms in the urban fringe."*

5.0 BASELINE LANDSCAPE CHARACTER AND VISUAL AMENITY

Landscape Character

- 5.1 The baseline appraisal work has been formulated through a field visit and a review of the published landscape characterisation work. The following provides an overview.

Site and Immediate Context

- 5.2 The site covers three small land parcels adjacent to Ox Drove. Landcover mainly comprises rough grassland with areas of scrub and with boundary hedges of varying quality with some trees which provide containment to the site. A residential property is located within the northern parcel along with various sheds and outbuildings with a number of derelict out buildings within the rest of the site. The boundary of the site along Ox Drove includes a mix of an overgrown hedgerow that is gappy in places with sections of bramble and occasional ornamental trees and shrubs with sections of open timber post and rail fencing and gates. The southwestern boundaries of the site consist of trees that separates the site from residential dwellings to the south. Beyond these to the south west is the Harewood Farm residential allocated site. To the north east a tree lined boundary provides separation to properties to the north while the larger residential area of Picket Piece is located to the north. The existing Walworth Business Park is located to the west with the allocated business park extension located immediately opposite the site on the northern side of Ox Drove.
- 5.3 Beyond the south eastern site boundary is a large arable field which extends to London Road further to the east. The landform of the site slopes gently from the north west along Ox Drove towards the south east with the landform continuing to rise within the arable field. Tree cover is limited to field boundaries in the immediate context of the site with open arable fields while more extensive woodland is found to the south east which features a number of associated public rights of way and tracks.
- 5.4 In the wider context the network of arable fields extends around Andover Down Farm and Harewood Farm to the east and the Harewood Residential Park to the west. London Road is located beyond the arable fields to the south, with the housing of Andover Down spread along the road and extending to the south. The Picket Twenty Sports Ground and the new housing located off Picket Twenty Way is located to the south of London Road to the south west of the site.

Topography

- 5.5 The following should be read in conjunction with Figure 5.
- 5.6 The site is set within an undulating landform which generally rises away from the lower levels associated with Andover. The topography rises from Walworth Road located at approximately 70m Above Ordnance Datum (AOD) with localised high points located south east of the site along a local ridge with a high point of 120m AOD at Tinkler's Hill. This ridge creates separation between Picket Piece and Andover Down to the south. Public footpaths and lanes generally follow small valleys between the hills.
- 5.7 The topography of the site itself rises from lower levels of around 88m AOD along Ox Drove on the north western boundary, rising to nearly 105m AOD on the south eastern boundary.

Landscape Value

- 5.8 In terms of "landscape value" it is appropriate to examine the role of the site and its immediate context in terms of the range of local factors set out in LI TGN 02-21 and summarised in the methodology. This considers the landscape in terms of a range of factors as set out below. As a starting point, landscape designations have been considered.
- 5.9 Landscape Designations: The site and its wider landscape context are not subject to any national, local or other landscape designations. The boundary of the North Wessex Downs AOB is located approximately 1.4km to the north east.
- 5.10 Natural Heritage: Features of natural heritage are limited to the habitats found on site which include areas of rough grassland, scrub, boundary hedges and trees.
- 5.11 Cultural Heritage: There are no known heritage assets within the site or immediate vicinity which are likely to be affected by developing the site. The nearest listed buildings are located just over 1km to the south.
- 5.12 Landscape Condition: The site comprises of a mix of rough of grassland with scrub and boundary hedges which are gappy with a few trees. This combined with the derelict buildings results in a generally unmanaged appearance. The northern parcel with the existing dwelling appears more managed.
- 5.13 Associations: The site is not known to have any particular associations with any particular people e.g. artists or writers, or historic events that contribute to perceptions of the natural beauty of the area.
- 5.14 Distinctiveness: The site is located within the Andover Chalk Downland Landscape Character Area and partly reflects the description which refers to fragmented hedgerows and small fields associated with the settlement edge. The site is not particularly distinctive and is typical of an edge of settlement land parcel which is influenced by nearby development.
- 5.15 Recreational Value: The site is in private ownership and is not currently publicly accessible and has no direct recreational value.
- 5.16 Perceptual (Scenic): Scenic quality varies across the site with the site being more contained with limited views from the lower north western parts of the site, and greater views from the more elevated areas towards the south east. Views are however limited by boundary vegetation and landform.
- 5.17 Perceptual (Wildness and tranquillity): The site is located adjacent to the residential edge of Picket Piece, while the site is not particularly tranquil or 'wild' due to the audible nature of traffic passing along Ox Drove and London Road along with noise from Walworth Industrial Estate.
- 5.18 Functional aspects: The grassland, trees, scrub and hedgerows within the site have a certain functional value in terms of biodiversity, however the site does not form any particular function such as acting as a floodplain, forming part of a specific Green Infrastructure network or forming part of the setting to a designated landscape.
- 5.19 In conclusion and having appraised the above factors it is judged that the site and the immediate landscape is of **medium** landscape value.

Visual Amenity

- 5.20 The baseline visual study includes an understanding of the area in which the proposed development may be visible, the groups of people who may experience views, the viewpoints where they may be affected and the nature of these views.

Visual Receptors

- 5.21 Visual receptors include residents; users of public rights of way, open spaces, and recreational facilities; highways users; and people at their place of work. In general, the first two categories (residents and rights of way users) are normally of higher susceptibility to change, although the surrounding context can, in some cases, have a bearing on susceptibility.
- 5.22 The availability of views of the site for visual receptors has been undertaken in parallel with the baseline landscape study. This has determined those visual receptors within the landscape that have views of the site, considering factors such as landform, vegetation and buildings that determine the extent of actual visibility across the landscape.
- 5.23 A series of initial photographs have been taken to help demonstrate representative views for visual receptors within this landscape and to aid the descriptions of landscape character. These are shown in Figures 7-12.
- 5.24 'Photo Viewpoints', as referred to in this report are 'Type 1 Visualisations' or 'Annotated Viewpoint Photographs', as referred to in the Landscape Institute Technical Guidance Note on 'Visual Representation of Development Proposals' (TGN 06/19).
- 5.25 Further field work and photographs would be undertaken as part of any planning application in the form of a Landscape & Visual Appraisal.

Residential Properties and Settlement

- 5.26 Residential receptors are judged to be of high sensitivity. It was not possible to obtain views from properties as they are private views, but wherever possible photographs are taken from publicly accessible areas to provide an understanding of their visual experience. Where this hasn't been possible, professional judgment on visibility is derived through the field work analysis.
- 5.27 Nearby residential receptors include adjacent properties on Ox Drove and Strapp Road to the north east (Viewpoint 1). Views of the site from adjacent properties on Ox Drove are likely to be possible from ground and first storey windows although existing boundary hedgerows and trees will heavily filter views. Views from properties along Strapp Road to the north are also likely to be limited as these are set back from the road by trees and hedgerows with some properties siding towards the site.
- 5.28 Residential receptors located within Harewood Residential Park to the south west may experience some glimpsed views of the site although would be heavily filtered by boundary vegetation of properties to the south west of the site (Viewpoint 5).
- 5.29 Residential receptors located at a greater distance to the site include residents of properties on Arcaro Road and London Road to the south. Views for these receptors would be limited by roadside vegetation and the gently rolling landform, although the tops of trees on the south eastern site boundary are likely to be glimpsed from upper floors. Also at a greater distance to the north,

residential receptors along Walworth Road will also have limited views as a result of the gently landform and existing vegetation (Viewpoint 8).

Roads & Transport Users

- 5.30 Users of the local road network are judged to be of lower sensitivity as they are travelling through the landscape at speed and experience transient views of the landscape. These are considered to be of Medium-Low sensitivity.
- 5.31 Transient views will be possible for road users of Ox Drove as they pass the site (Viewpoints 1-4). Views into the site are currently partially limited by the roadside vegetation although greater visibility is possible through open timber fences and at gateways as illustrated by Viewpoints 1 and 2. Views for users of London Road to the south will be limited by roadside vegetation and the gently rising landform although the tops of trees on the south eastern site boundary can be glimpsed along the route (Viewpoint 5). Some views will be possible for users of Walworth Road, with the site visible on the rising landform as illustrated by Viewpoint 8, although these are limited to the stretch adjacent to the allocated land which is currently open but will be developed in the future. Views are currently filtered by existing vegetation on field boundaries.

Other Visual Receptors

- 5.32 Walworth Industrial Estate is located to the north west of the Site. Receptors at places of work are considered to be of lower sensitivity as the focus is primarily on the work being undertaken and not the surrounding landscape setting. While the industrial estate is located in close proximity to the site, it is unlikely that views of the site are possible due to the mature tree belt on the boundary of the business park and along Ox Drove. Harewood Farm is located to the south east of the site. It is unlikely that the site is visible from Harewood Farm, located low in the landscape beyond localised elevated changes in the topography.
- 5.33 Users of the Picket Twenty Sports Ground outdoor recreational facility are considered to be low sensitivity as the focus of users will be primarily on the activities taking place, such as use of the sports pitches and not the surrounding landscape setting. Whilst the site itself is not visible from this location, boundary vegetation and adjacent properties are visible due to the elevated position (Viewpoint 6). Views are however distant with the site locatable in the wider context of the residential properties of Harewood Residential Park and the dwellings located off Picket Twenty Way.
- 5.34 An area of open space is located to the north east of the site at Ox Drove Meadow. This area is located on an elevated position but the site is not visible due to existing vegetation and the landform (Viewpoint 7). Views are possible from the meadow to the north west with glimpsed views of housing within Picket Piece visible amongst mature trees.

Visual Amenity Summary

- 5.35 The preliminary baseline analysis and field work shows that the site is visually contained within the wider landscape, primarily as a result of the relatively small scale of the site located amongst existing development with vegetation on field and within property boundaries. Whilst some longer views towards the site are possible from Walworth Road to the north west, these are limited in extent and located adjacent to an area allocated for industrial development. Visual receptors that have views of the site are primarily restricted to those in close proximity including users of Ox Drove

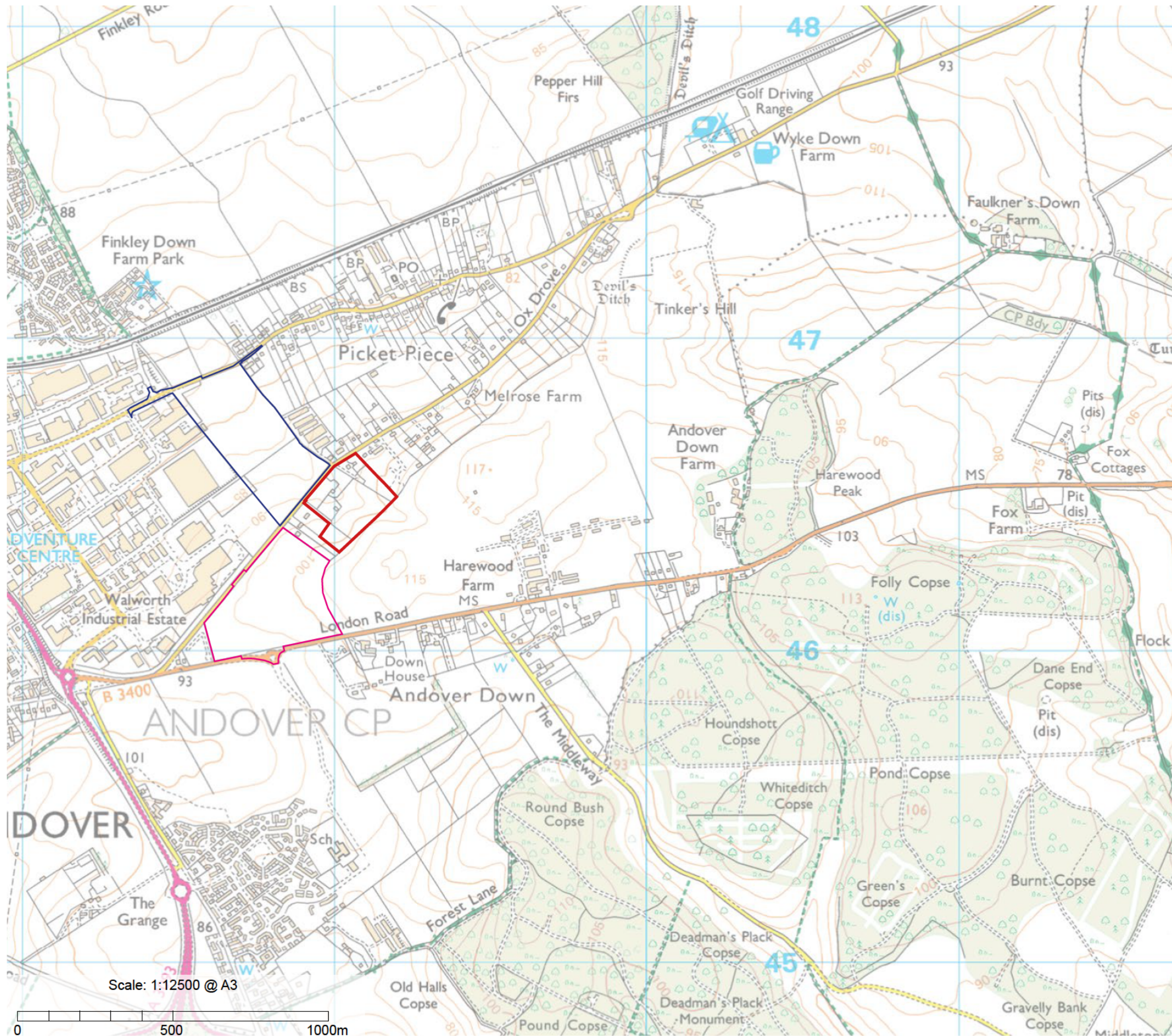
who would experience transient views through sections of open site boundary and adjacent residents to the north and south with views filtered by existing vegetation. The localised elevated topography to the south and south east of the site restricts visibility from the east and south east and where visible, the site is seen in the context of other development with views filtered by vegetation.

6.0 DESIGN APPROACH AND POSSIBLE MITIGATION

- 6.1 The analysis of the local landscape context and visual resource has identified a landscape that is potentially tolerant of change with the capacity to absorb a well-designed and considered development, subject to a sensitively designed masterplan which considers existing landscape features and includes an appropriate Green Infrastructure strategy.
- 6.2 Any future development proposals should include appropriate mitigation measures to limit effects on the local landscape character and visual amenity of nearby visual receptors. The following should therefore be considered as part of any development proposals for the site:
- Development proposals should have regard to policies within the Test Valley Revised Local Plan, in particular Policy E2 which requires development to respond to the landscape character of the borough and Policy E6 which refer to Green Infrastructure requirements.
 - Green Infrastructure proposals should reflect the landscape strategies identified for the Andover Chalk Downland LCA within the Test Valley Landscape Character Assessment which refer to enhancing and re-creating landscape structure with new landscape features to contain and integrate Andover into its landscape.
 - Boundary hedgerows and trees should be retained and enhanced where required through appropriate infill planting with a native species mix to strengthen the landscape structure and local field pattern. Buffer the south eastern edge of development with structural planting to help contain the development within the local landscape context.
 - Ecological and habitat requirements should be considered and incorporated into Green Infrastructure proposals through working with an ecologist. Structural planting to include predominantly native species with appropriate grassland mixes used to enhance biodiversity within the site.
 - Access into the site should be carefully designed with opportunities for enhancing the boundary hedgerow along OX Drove considered to help soften views of any development within the site.
 - Consider drainage requirements and location of SuDS features within lower levels of the site. Opportunities for habitat creation should also be considered associated with these features.
 - Built development should be carefully located within the site to avoid the higher landform towards the south east. Built form should reflect the existing extent of development within adjacent parcels along Ox Drove to respond to Policy E1 of the Test Valley Revised Local Plan.
 - Locate open space and Green Infrastructure predominantly towards the south eastern area of the site to retain an open and green area on the higher levels and give opportunities for views across the adjacent landscape.
 - Consider the provision of equipped play facilities in logical locations to provide recreational opportunities for residents.
 - Accommodate a circular route for pedestrians within the development as there are limited public rights of way in the immediate vicinity of the site.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 The site occupies a number of small field parcels on the south eastern side of Ox Drove on the eastern side of Andover. The residential area of Picket Piece is located adjacent to the north and the large Walworth Business Park is located to the west.
- 7.2 The site itself consists of a number of small sized field parcels which include areas of rough grassland and scrub with some boundary hedgerows and trees. The site lies adjacent to development to the north, west and south which is visible within local views as context to the site. The rising landform to the south east provides containment and limits views from the south east.
- 7.3 The site is located within the Andover Chalk Downland LCA and development of the site gives opportunities to respond to landscape strategies of the LCA.
- 7.4 A review of the local visual resource has identified that the site is of limited visibility within the local context and there are a low number of sensitive visual receptors which are located in close proximity to the site only.
- 7.5 It is considered that the site and local context has the ability to absorb change in the form or a suitably well-designed residential development, subject to appropriate green infrastructure proposals and that this would not result in unacceptable long-term harm to local landscape character and visual amenity.




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-  Site Boundary
-  Allocated Sites
 -  Harewood Farm, London Road, Andover Down, 180 dwellings (17/03153/OUTN)
 -  Eastern extension Walworth Business Park (16/01344/OUTN)

Scale: 1:12500 @ A3

0 500 1000m



client
Foreman Homes

project
Land at Ox Drove, Andover

drawing title
SITE LOCATION

scale
1:12,500 @ A3
drawing / figure number

drawn
JGB / CEH

issue date
20 March 2024
rev




Figure 1



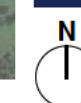
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Site Boundary

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project
Land at Ox Drove,
Andover
drawing title
AERIAL



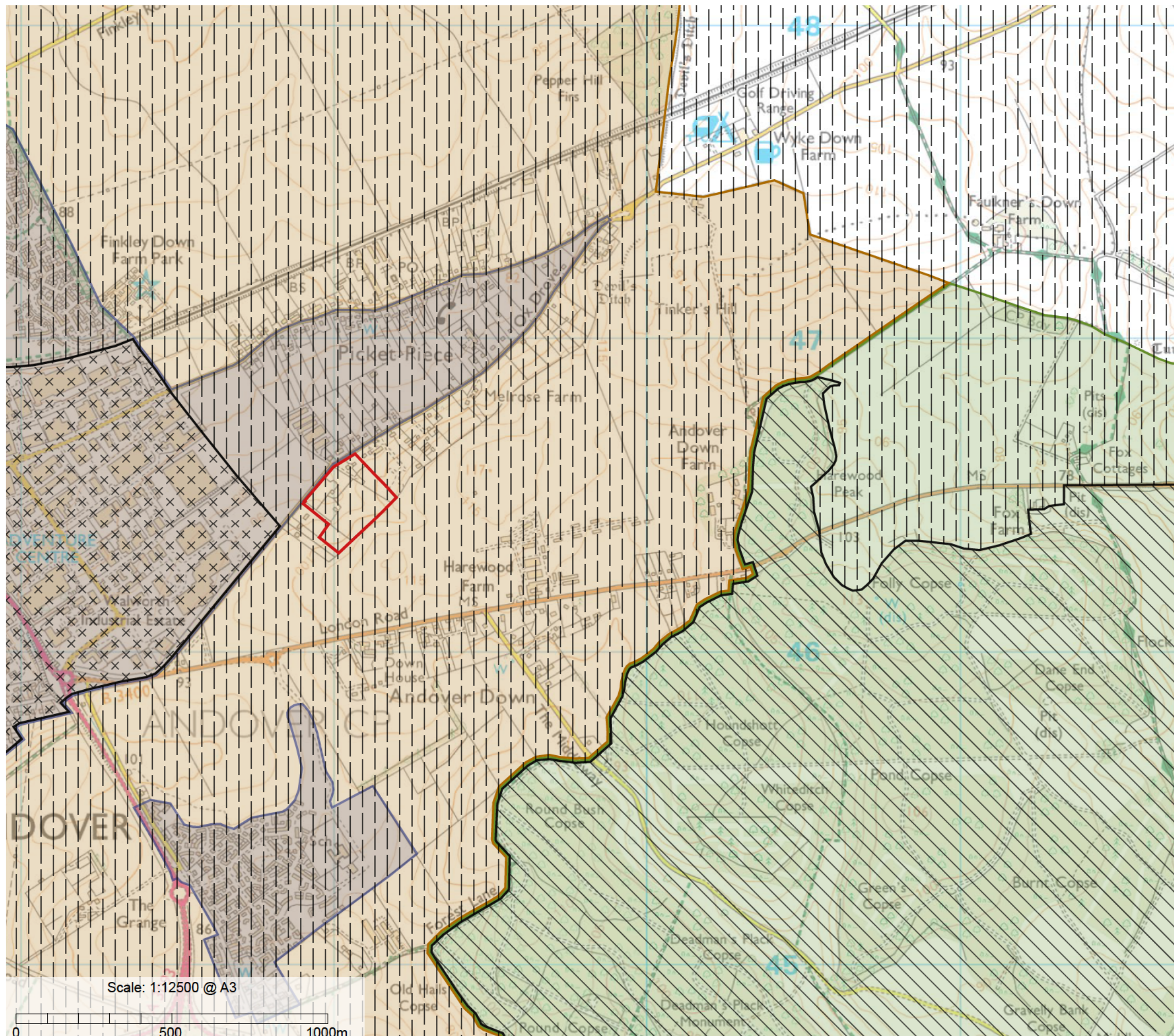
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drawing / figure number

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JGB / CEH

issue date
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rev

Figure 2

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
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 Site Boundary

National Landscape Character Area


Site falls entirely within Hampshire Downs
(National character area 130)

Hampshire integrated Character Assessment (2012)


 Downland Mosaic Large Scale


 Open Downs
Andover Open Downs (8d)

Andover Townscape Assessment (2012)

 Andover
LCA AND07 Andover Industrial Estate
Sub Character Area -
07b Walworth Industrial Estate

Test Valley Landscape Character Assessment (2018)

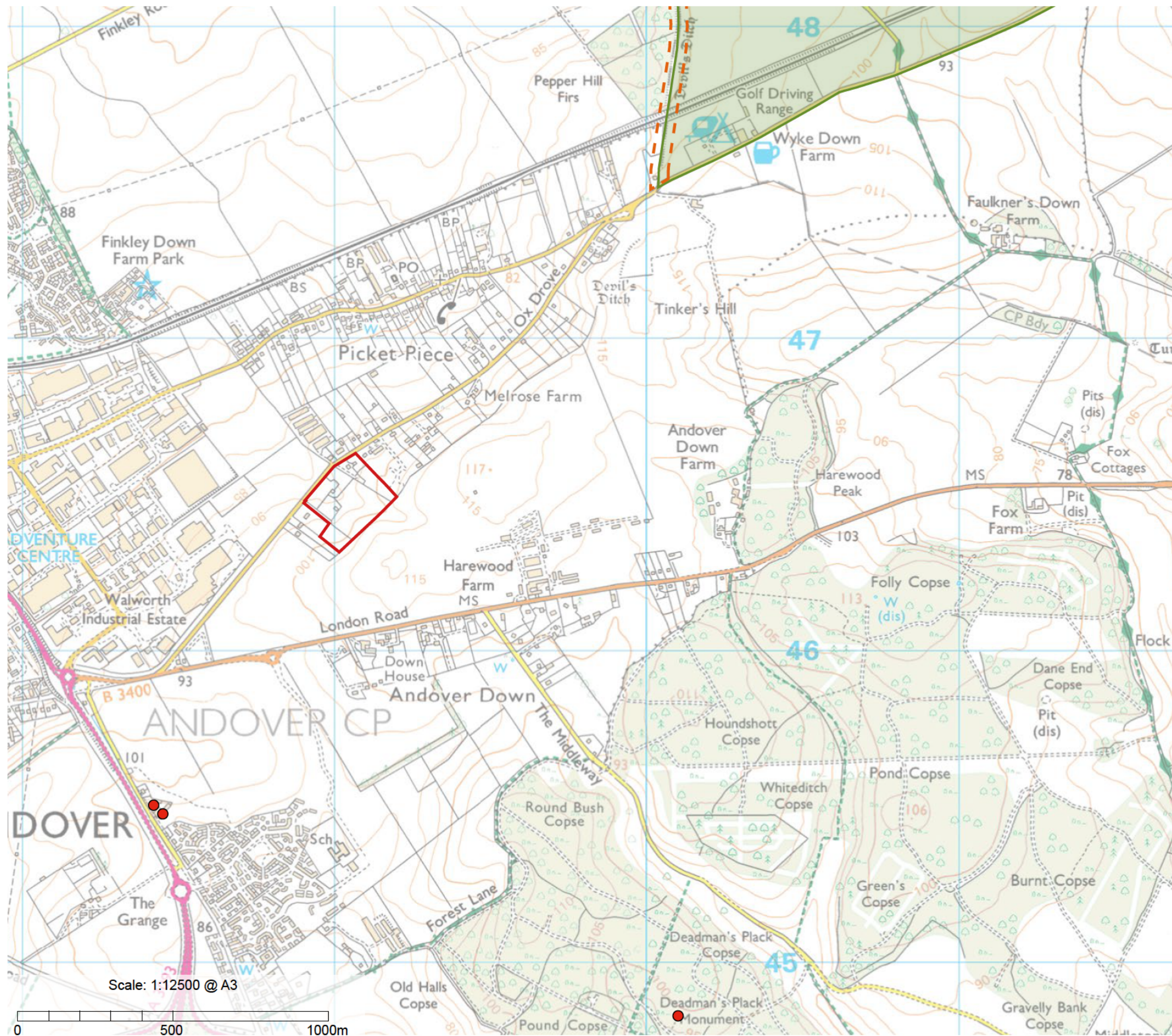
 **LCT - 6**
Enclosed Chalk and Clay Woodland
LCA - 6D
Harewood Forrest Woodland Downs

 **LCT - 10**
Open Chalklands
LCA - 10F
Andover Chalk Downland

 Urban





client
Foreman Homes
project
Land at Ox Drove,
Andover
drawing title
LANDSCAPE CHARACTER

scale
1:12,500 @ A3
drawing / figure number
Figure 3
drawn
JGB / CEH
issue date
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-  Site Boundary
-  Listed Building
-  Scheduled Monument
-  Area of Outstanding Natural Beauty (AONB) North Wessex Downs

Scale: 1:12500 @ A3
0 500 1000m



client
Foreman Homes

project
**Land at Ox Drove,
Andover**

drawing title
DESIGNATIONS

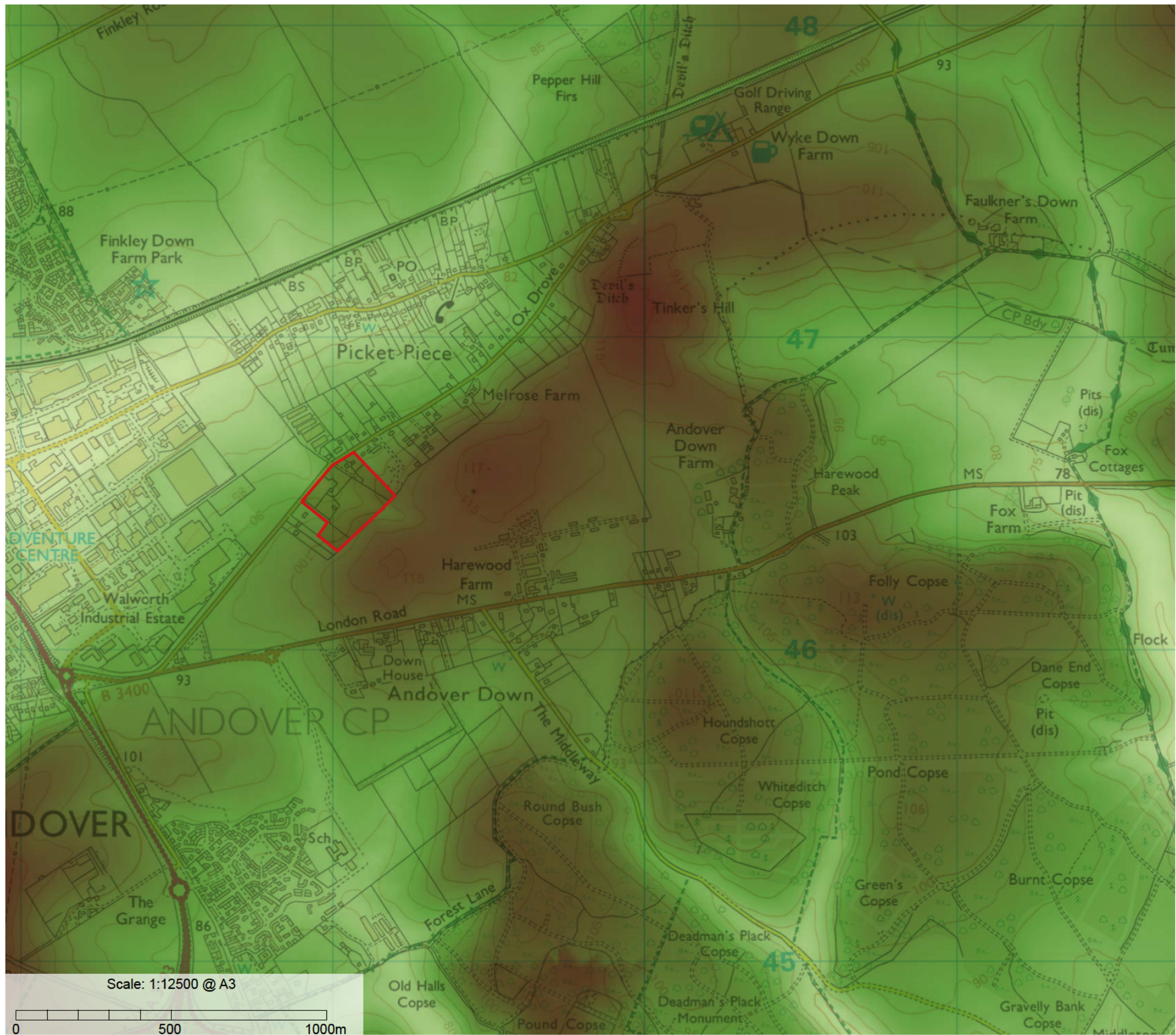
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20 March 2024
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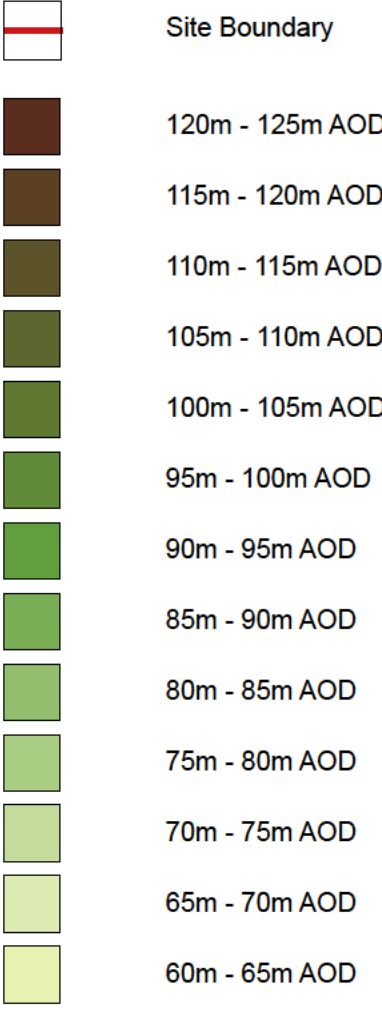



Figure 4



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client
Foreman Homes

project
**Land at Ox Drove,
Andover**

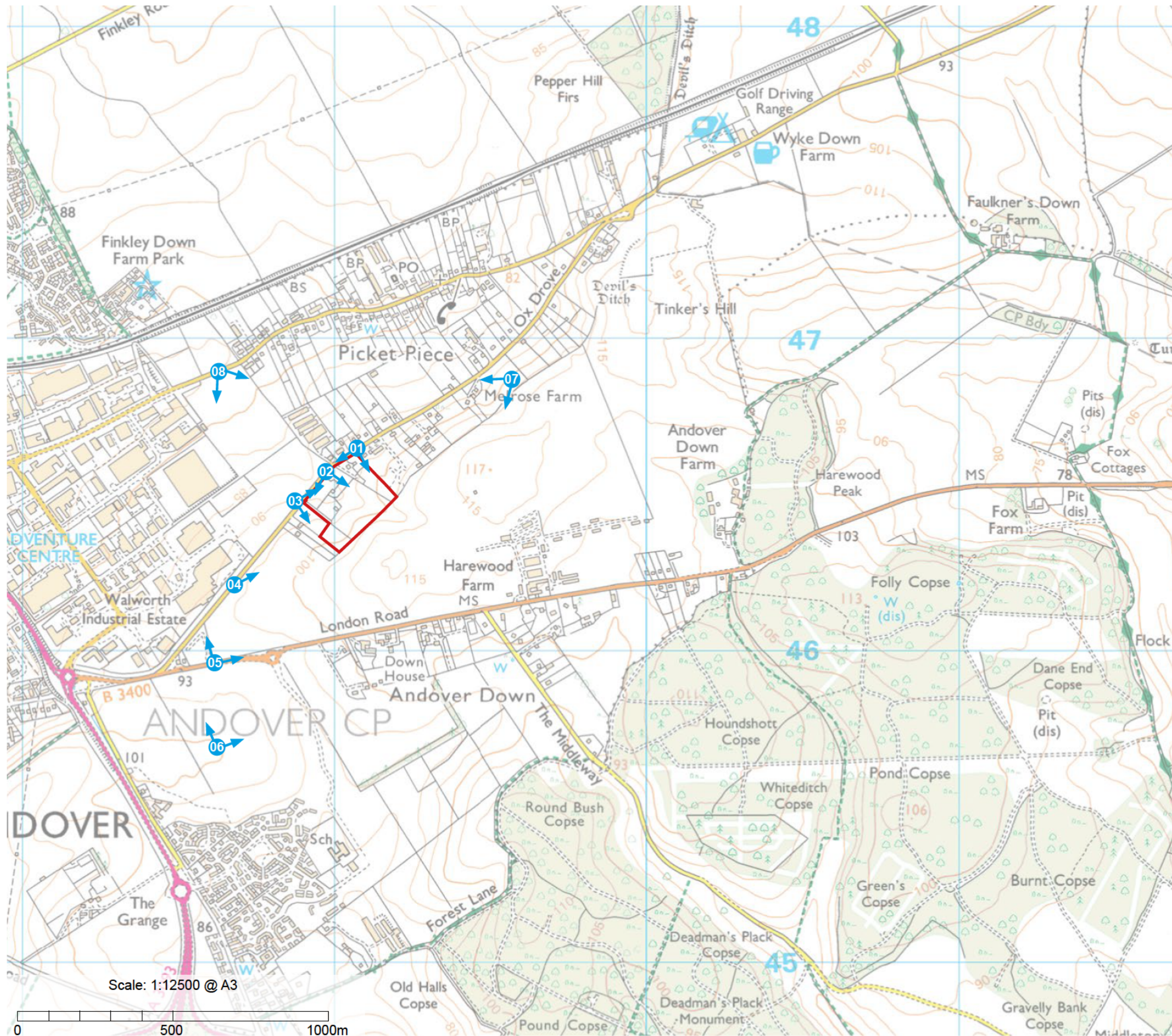
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TOPOGRAPHY

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drawn
JGB / CEH



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Figure 5



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-  Site Boundary
-  Photo Viewpoint Location



client
Foreman Homes

project
Land at Ox Drove, Andover

drawing title
VISUAL APPRAISAL

scale
1:12,500 @ A3

drawn
JGB / CEH

issue date
20 March 2024

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


Figure 6



Photo Viewpoint 1: View south across site from Ox Drove



Photo Viewpoint 2: View south across site from Ox Drove



Photo Viewpoint 3: View east towards site from Ox Drove

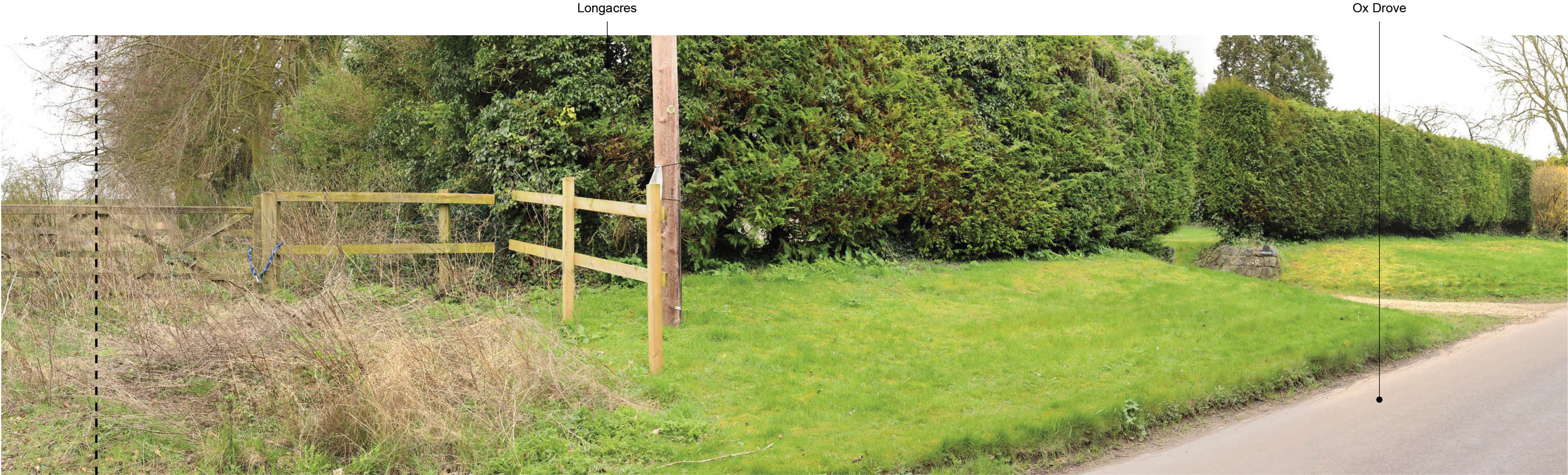


Photo Viewpoint 3: Continued





Photo Viewpoint 3
Date & time of photo: 13 March 2024, 13:25
Camera make & model, & sensor format:
Canon EOS 6D, FFS
Horizontal Field of View: 87°
Direction of View: 140°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1
Projection: Cylindrical
Enlargement factor: 100%

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client
Foreman Homes
project
Land at Ox Drove,
Andover
drawing title
PHOTO VIEWPOINT 3

drawn
JP
drawing / figure number
Figure 8

issue date
March 2024
rev
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Photo Viewpoint 4: View north east towards site from Ox Drove

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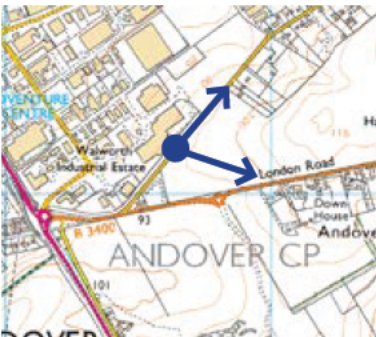


Photo Viewpoint 4
Date & time of photo: 13 March 2024, 11:58
Camera make & model, & sensor format:
Canon EOS 6D, FFS
Horizontal Field of View: 162°
Direction of View: 70°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1
Projection: Cylindrical
Enlargement factor: 100%

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Harewood Residential Park

Walworth Industrial Estate

Ox Drove



Photo Viewpoint 5: View north east towards site from London Road (B3400)

Ox Drove

Approximate
location of site

London Road
(B3400)



Photo Viewpoint 5: continued



Photo Viewpoint 5
Date & time of photo: 13 March 2024, 11:24
Camera make & model, & sensor format:
Canon EOS 6D, FFS
Horizontal Field of View: 160°
Direction of View: 350°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1
Projection: Cylindrical
Enlargement factor: 100%

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Photo Viewpoint 6: View north east towards site from Picket Twenty Sports Ground



Photo Viewpoint 7: View south west from Ox Drove Meadows

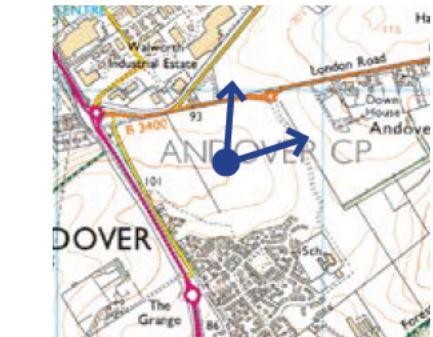


Photo Viewpoint 6
Date & time of photo: 13 March 2024, 11:59
Camera make & model, & sensor format:
Canon EOS 6D, FFS
Horizontal Field of View: 87°
Direction of View: 270°, bearing from North



Photo Viewpoint 7
Date & time of photo: 13 March 2024, 13:26
Camera make & model, & sensor format:
Canon EOS 6D, FFS
Horizontal Field of View: 87°
Direction of View: 140°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1
Projection: Cylindrical
Enlargement factor: 100%

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Walworth Road

Existing dwellings located off Strapp Road

Location of site

Ox Drove



Photo Viewpoint 8: View south east from Walworth Road

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Photo Viewpoint 8
Date & time of photo: 13 March 2024, 13:55
Camera make & model, & sensor format:
Canon EOS 6D, FFS
Horizontal Field of View: 87°
Direction of View: 45°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1
Projection: Cylindrical
Enlargement factor: 100%

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Appendix A

Appendix A

Landscape and Visual Appraisal – Methodology and Assessment Criteria

Introduction

- 1.0 The methodology for the Landscape and Visual Appraisal (LVA) undertaken for the proposed development is detailed in the LVA report. The following information should be read in conjunction with this methodology.
- 1.1 As advised in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) (GLVIA3), the judgements made in respect of both landscape and visual effects are a combination of an assessment of the sensitivity of the receptor and the magnitude of the landscape or visual effect. The following details the definitions and criteria used in assessing sensitivity and magnitude for landscape and visual receptors.
- 1.2 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as High/ Medium or Moderate/ Minor etc. This indicates that the assessment lies between the respective definitions or encompasses aspects of both.

Landscape

Landscape Sensitivity

- 1.3 Landscape receptors are assessed in terms of their 'Landscape Sensitivity'. This combines judgements on the value to be attached to the landscape and the susceptibility to change of the landscape from the type of change or development proposed. The definition and criteria adopted for these contributory factors is detailed below.
- 1.4 There can be complex relationships between the value attached to landscape receptors and their susceptibility to change which can be especially important when considering change within or close to designated landscapes. For example, an internationally, nationally or locally valued landscape does not automatically or by definition have a high susceptibility to all types of change. The type of change or development proposed may not compromise the specific basis for the value attached to the landscape.

Landscape Value

- 1.5 Value can apply to a landscape area as a whole, or to the individual elements, features and aesthetic or perceptual dimensions which contribute to the character of the landscape. The following criteria have been used to categorise landscape value. Where there is no clear existing evidence on landscape value, an assessment is made based on the criteria/ factors identified below (based on the guidance in the Landscape Institute Technical Guidance Note 02/21 "Assessing landscape value outside national designations", (which provides more up to date guidance than Box 5.1 of GLVIA3).

- Natural Heritage
- Cultural Heritage
- Landscape Condition
- Associations
- Distinctiveness
- Recreational
- Perceptual (scenic)
- Perceptual (Wildness and tranquillity)
- Functional

Landscape Value	Definition
High	Landscape receptors of high importance based upon factors of natural and cultural heritage, condition, distinctiveness, recreational value, perceptual qualities associations and functional aspects.
Medium	Landscape receptors of medium importance based upon factors of natural and cultural heritage, condition, distinctiveness, recreational value, perceptual qualities and quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities, associations and functional aspects.
Low	Landscape receptors of low importance based upon factors of natural and cultural heritage, condition, distinctiveness, recreational value, perceptual qualities and quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities, associations and functional aspects.

Landscape Susceptibility to Change

- 1.6 This means the ability of the landscape receptor (overall character type/ area or individual element/ feature) to accommodate the change (i.e. the proposed development) without undue consequences for the maintenance of the baseline position and/ or the achievement of landscape planning policies and strategies. The definition and criteria for the assessment of Landscape Susceptibility to Change is as follows:

Landscape Susceptibility to Change	Definition
High	A highly distinctive and cohesive landscape receptor, with positive characteristics and features with no or very few detracting or intrusive elements. Landscape features intact and in very good condition and/ or rare. Limited capacity to accept the type of change/ development proposed.
Medium	Distinctive and more commonplace landscape receptor, with some positive characteristics/ features and some detracting or intrusive elements. Landscape features in moderate condition. Capacity to accept well planned and designed change/ development of the type proposed.
Low	Landscape receptor of mixed character with a lack of coherence and including detracting or intrusive elements. Landscape features that may be in poor or improving condition and few that could not be replaced. Greater capacity to accept the type of change/ development proposed.

Magnitude of Landscape Effects

- 1.7 The magnitude of landscape effects is the degree of change to the landscape receptor in terms of its size or scale of change, the geographical extent of the area influenced and its duration and reversibility. The table below sets out the categories and criteria adopted in respect of the separate considerations of Scale or Size of the Degree of Change, Reversibility the geographical extent and duration of change are described where relevant in the appraisal.

Scale or Size of the Degree of Landscape Change

Scale or Size of the Degree of Landscape Change	Definition
High	Total loss of or substantial alteration to key characteristics / features and the introduction of new elements totally uncharacteristic to the receiving landscape. Overall landscape receptor will be fundamentally changed.
Medium	Partial loss of or alteration to one or more key characteristics / features and the introduction of new elements that would be evident but not necessarily uncharacteristic to the receiving landscape. Overall landscape receptor will be obviously changed.
Low	Limited loss of, or alteration to one or more key characteristics/ features and the introduction of new elements evident and/ or characteristic to the receiving landscape. Overall landscape receptor will be perceptibly changed.
Negligible	Very minor alteration to one or more key characteristics/ features and the introduction of new elements characteristic to the receiving landscape. Overall landscape receptor will be minimally changed.
None	No loss or alteration to the key characteristics/ features, representing 'no change'.

Geographical Extent

Geographical extent	Definition
Extensive	Notable change to an extensive proportion of the geographic area.
Moderate	Notable change to part of the geographic area,
Minimal	Change over a limited part of the geographic area.
Negligible	Change over a very limited part of the geographical area

Duration

Duration	Definition
Short term	The change will occur for up to 5 years.
Medium Term	The change will occur for between 5 and 10 years.
Long term	The change will occur for over 10 years

Reversibility

Reversibility	Definition
Irreversible	The development would be permanent and the assessment site could not be returned to its current/ former use.

Reversible	The development could be deconstructed/ demolished and the assessment site could be returned to broadly its current/ historic use (although that may be subject to qualification depending on the nature of the development).
------------	---

Visual

Sensitivity of Visual Receptors

- 1.8 Visual sensitivity assesses each visual receptor in terms of their susceptibility to change in views and visual amenity and also the value attached to particular views. The definition and criteria adopted for these contributory factors is detailed below.

Visual Susceptibility to Change

- 1.9 The susceptibility of different visual receptors to changes in views and visual amenity is mainly a function of; firstly, the occupation or activity of people experiencing the view at particular locations; and secondly, the extent to which their attention or interest may therefore be focussed on the views and visual amenity they experience.

Visual Susceptibility to Change	Definition
High	Residents at home with primary views from ground floor/garden and upper floors. Public rights of way/ footways where attention is primarily focussed on the landscape and on particular views. Visitors to heritage assets or other attractions whose attention or interest is likely to be focussed on the landscape and/ or on particular views. Communities where views make an important contribution to the landscape setting enjoyed by residents. Travellers on recognised scenic routes.
Medium	Residents at home with secondary views (primarily from first floor level). Public rights of way/ footways where attention is not primarily focussed on the landscape and/ or particular views. Travellers on road, rail or other transport routes.
Low	Users of outdoor recreational facilities where the view is less important to the activities (e.g. sports pitches). Travellers on road, rail or other transport where views are primarily focussed on the transport route. People at their place of work where views of the landscape are not important to the quality of the working life.

Value of Views

- 1.10 The value attached to a view takes account of any recognition attached to a particular view and/ or any indicators of the value attached to views, for example through guidebooks or defined viewpoints or references in literature or art.

Value of Views	Definition
High	A unique or identified view (e.g. shown as such on Ordnance Survey map, guidebook or tourist map) or one noted in literature or art. A view where a heritage asset makes an important contribution to the view.
Medium	A typical and/ or representative view from a particular receptor.
Low	An undistinguished or unremarkable view from a particular receptor.

Magnitude of Visual Effects

- 1.11 Magnitude of Visual Effects evaluates each of the visual effects in terms of its size or scale, the geographical extent of the area influenced and its duration and reversibility. The table below sets out the categories and criteria adopted in respect of the Scale or Size (including the degree of contrast) of Visual Change. The distance and nature of the view and whether the receptor's view will be stationary or moving are also detailed in the Visual Effects Table.

Scale or Size of the Degree of Visual Change	Definition
High	The proposal will result in a large and immediately apparent change in the view, being a dominant and new and/ or incongruous feature in the landscape.
Medium	The proposal will result in an obvious and recognisable change in the view and will be readily noticed by the viewer.
Low	The proposal will constitute a minor component of the wider view or a more recognisable component that reflects those apparent in the existing view. Awareness of the proposals will not have a marked effect on the overall nature of the view.
Negligible/ None	Only a very small part of the proposal will be discernible and it will have very little or no effect on the nature of the view.

Level of Effect

- 1.12 The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.
- 1.13 GLVIA3 notes, at paragraphs 5.56 and 6.44, that there are no hard and fast rules with regard to the level of effects, therefore the following descriptive thresholds have been used for this appraisal:
- **Major**
 - **Moderate**
 - **Minor**
 - **Negligible**

- 1.14 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as, for example, Major/ Moderate or Moderate/ Minor. This indicates that the effect is assessed to lie between the respective definitions or to encompass aspects of both.

Appendix B - Site Appraisal: Andreena Land South of Ox Drove, Andover compared to ISA Preferred Pool of Sites for Andover

SA Objective	Criteria	Land at Andreena (LPA)	Land at Andreena (MLP)	Land at Manor Farm (NA5)	Land at Bere Hill Farm (NA6)	Land at Bere Hill	Land at Finkley Down Farm	Land South of London Road	Penton Corner	Land South of Forest Lane
Objective 1: Ensure everyone has the opportunity to live in an appropriate and affordable home that meets their needs	A) Is the site able to address a particular housing need?	?	+	?	?	?	?	?	?	?
Objective 2: Ensure the local economy is thriving with high and stable levels of growth, whilst supporting productivity and the promotion of a diverse economy, with the availability of a skilled workforce	A) Is the site likely to increase future economic and employment opportunities?	0	0	+	0	0	0	0	0	0
	B) Is the site accessible to a strategic employment site by sustainable modes of transport?	++	++	++	++	++	++	++	++	++
	C) Is there connection to high quality broadband?	++	++	+	+	+	++	++	++	-
	D) Is the site accessible to Andover or Romsey Town Centres?	-	++	+	-	++	++	++	-	-
Objective 3: Maintain and improve access to services, facilities, and other infrastructure, whilst improving the efficiency and integration of transport networks and the availability and utilisation of sustainable modes of travel	A) Is the site accessible to early years education provision?	+/-	+/-	+/-	++	++	+/-	+/-	+/-	+/-
	B) Is the site accessible to a Primary School?	-	+/-	+	+/-	+/-	++	+/-	-	+/-
	C) Is the site accessible to a Secondary School?	-	+	+/-	+	++	+/-	+/-	-	-
	D) Is the site accessible to a Convenience Store including at a Local/District/Town Centre?	++	++	+/-	++	++	++	+/-	+/-	-
	E) Is the site accessible to a Primary healthcare facility (GP, Health Centre or Hospital? [this does not include dentist provision]	-	-	+/-	+/-	+/-	+/-	-	-	-
	F) Is the site accessible to a community facility?	+/-	+	++	-	++	++	+/-	++	+/-
	G) Can the site readily connect to cycleways and footpath networks?	+	+	++	++	++	++	+	+	+
	H) Is the site accessible to a bus or rail service?	+	+	+	-	++	++	++	+/-	-
	I) Is the site able to connect to the highway?	+	+	-	-	+	+	+	-	-
Objective 4: Encourage the efficient use of land and conserve soil resources.	A) Is the site on previously developed land?	+/-	+/-	-	-	-	-	-	+/-	-
	B) Will development result in the loss of best or most versatile agricultural land?	+	+	--	-	-	+/-	+/-	-	+/-
	C) Does the site fall within a mineral and waste consultation area?	0	0	+/-	0	0	+/-	0	0	+/-
	D) Does the site include a former landfill site?	0	0	0	0	0	0	0	0	0
Objective 5. Conserve and, where possible, enhance the water environment and ensure the sustainable management of water resources.	A) Is site within a groundwater source protection zone?	+	+	+/-	+	+	+/-	+	-	+

Objective 6: Seek to avoid and reduce vulnerability to the risk of flooding and the resulting detrimental effects to the public, economy and environment	A) Does the site contain areas at risk of or potential to be susceptible to flooding, either now or in the future?	++	++	+/-	++	++	+	++	++	+
Objective 7: Maintain and, where possible, enhance air quality	Would development of the site lead to concerns on air quality in light of national air quality objective levels?	0	0	0	0	0	0	0	0	0
Objective 8: Conserve and, where possible, enhance the Borough's landscape, townscapes and settlement character	A) Would development affect landscape character and / or protected landscapes?	-	+/-	+/-	+/-	+/-	+/-	+/-	-	+/-
	B) Does the site relate well to the existing settlement and to the immediate context/surrounding area?	+	+	+/-	+	+	+/-	+/-	-	+/-
	C) Does the site have the potential to impact the distinction between settlements, or lead to a risk of physical or visual coalescence, where this is relevant to settlement identity?	0	0	-	0	0	-	0	-	0
Objective 9: Conserve and, where possible, enhance the historic environment and the significance of heritage assets	A) Is development likely to conserve or enhance the significance of heritage assets, their setting, and the wider historic environment?	0	0	--	-	-	-	0	-	-
	B) Is development likely to conserve or enhance the significance of sites of archaeological interest?	+	+	?	?	?	?	?	?	?
Objective 10: Conserve and, where possible, enhance biodiversity and habitat connectivity	A) Will the development conserve and enhance protected sites (internationally, nationally and locally) in line with relevant legislation and national policy?	-	0	-	-	-	-	-	0	-
	B) Will the development conserve habitats and species, achieve net gains for biodiversity and enhance the local ecological network?	+	+	++	+	+	++	+/-	+/-	-
	C) Would development conserve and enhance quality local green infrastructure provision?	?	+	+	+	+	+	?	?	-
	D) Would development affect protected and unprotected trees?	+/-	+/-	+/-	+/-	+/-	-	-	-	-
Objective 11: Support the delivery of climate change mitigation and adaptation measures	A) Will the site contribute towards reducing our impact on the climate?	+/-	+	+	+/-	+	+/-	+	-	-
Objective 12: Seek to maintain and improve the health and wellbeing of the population	A) Is the site accessible to open space?	+	+	-	+	+/-	+	+	+/-	++
	B) Is the site accessible to sport facilities?	++	++	-	-	+	-	++	+	++
	C) Would development support the retention and / or enhancement of access and rights of way to the countryside?	+/-	+	+	+	+	+/-	+/-	+	+/-
	D) Would development of the site be able to minimise the risk of exposing people to inappropriate levels of noise pollution?	-	-	+	-	-	-	-	-	-

Appendix A - Site Appraisal: Andreena Land South of Ox Drove, Andover

SA Objective	Criteria	LPA Performance	MLP Performance	MLP Commentary
Objective 1: Ensure everyone has the opportunity to live in an appropriate and affordable home that meets their needs	A) Is the site able to address a particular housing need?	? No information provided.	+ Promotion of the site includes provision to meet a particular identified housing need e.g. specialised housing for older persons (C2)/ accessible / self and custom build plots	The site has been promoted and reevaluated with regard to potential residential development for up to 152 dwellings (as set out in the SHELAA). FHL provide confirmation that the site can come forwards to meet needs identified in the SHMA and future policy requirements.
Objective 2: Ensure the local economy is thriving with high and stable levels of growth, whilst supporting productivity and the promotion of a diverse economy, with the availability of a skilled workforce	A) Is the site likely to increase future economic and employment opportunities?	0 No employment uses proposed.	0 No employment uses proposed.	No employment uses proposed.
	B) Is the site accessible to a strategic employment site by sustainable modes of transport?	++ The site is within 1600m distance of a strategic employment site.	++ The site is within 1600m distance of a strategic employment site.	A strategic employment site lies immediately to the east of the site off Ox Drive. Site is 1.6km away from the entrance of Walworth Business Park.
	C) Is there connection to high quality broadband?	++ High quality connectivity (of at least 24 mbps) is available in close proximity to the site	++ High quality connectivity (of at least 24 mbps) is available in close proximity to the site	Standard connectivity (10-24 mbps) is available in close proximity to the site.
	D) Is the site accessible to Andover or Romsey Town Centres?	- There is limited public transport within 800m distance from the site and there are no major barriers to movement.	++ The site is within 400m of a frequent bus service or within 800m distance to the town centre, with an overall journey time, door to door of less than 1 hour.	Site is within 450m of a bus service (Mundy Road) into Andover Town Centre which is 3km away, this distance is within an 800m walkable distance and the overall journey time is less than 1 hour. The site should be scored (++)
Objective 3: Maintain and improve access to services, facilities, and other infrastructure, whilst improving the efficiency and integration of transport networks and the availability and utilisation of sustainable modes of travel	A) Is the site accessible to early years education provision?	+/- The site is within 1600m and 1.6km distance.	+/- The site is within 1600m and 1.6km distance.	Finkley Down Farm Nursery and Preschool is the closest early years provision to the site which is 1.6km away, accessible by foot.
	B) Is the site accessible to a Primary School?	- The site is within 1600m and 5km distance.	+/- The site is within 800m and 1.6km distance.	Pilgrim Cross Primary is the nearest school to the site at 1.2km which is safely accessible by foot.
	C) Is the site accessible to a Secondary School?	- The site is within 1600m to 5km distance, and/or has access to a direct train route within 400m to secondary school location (with an overall journey time of 1 hour maximum)	+ The site is within 1600m distance with indirect*** access to footpaths and/or cycleways	Winton Community Academy is the nearest secondary school to the site which 1.2km away, secondary school is accessible by foot and cycle via London Road underpass.
	D) Is the site accessible to a Convenience Store including at a Local/District/Town Centre?	++ The site is within 800m distance with direct access to footpaths and/or cycleways.	++ The site is within 800m distance with direct access to footpaths.	The site is 500m away from the One Stop at Picket Piece with access via to footpaths. Driving needed for larger stores.
	E) Is the site accessible to a Primary healthcare facility (GP, Health Centre or Hospital)? [this does not include dentist provision]	- The site is within 1.6 to 5km distance.	- The site is within 1.6 to 5km distance.	The site is within 2.9km of the Adelaide Medical Centre.
	F) Is the site accessible to a community facility?	+/- The site is within 800m to 1.6km distance.	+ The site is within 800m distance with direct access to footpaths and cycleways.	The site is within 600m of the Picket Piece Social Club and Village Hall and is 800m away from the Picket Twenty Sports Ground.
	G) Can the site readily connect to cycleways and footpath networks?	+ Direct access to cycleways and footpaths however limited connection to wider networks.	+ Direct access to cycleways and footpaths however limited connection to wider networks.	Ox Drove is lightly trafficked and there are various linkages to Picket Piece and to Picket Twenty that provide onward connectivity to networks.
	H) Is the site accessible to a bus or rail service?	+ Within 400m of an infrequent bus route or railway station to major destinations (or within 800m of a frequent bus service	+ Within 400m of an infrequent bus route or railway station to major destinations (or within 800m of a frequent bus service	Within 800m of an infrequent bus service into Andover. However, connections from Andover Train Station to major towns/cities is reliable and frequent. Walking to/from stops and station is accessible via foot.
	I) Is the site able to connect to the highway?	+ There are no access constraints.	+ There are no access constraints.	The Transport Technical Advice Note confirms no impediment to site access to serve the maximum level of residential capacity in the SHELAA. The site is a 2.4km drive away from the A303 which connects to other major towns, cities, and road connections.
Objective 4: Encourage the efficient use of land and conserve soil resources.	A) Is the site on previously developed land?	+/- The site includes some previously developed land (less than half).	+/- The site includes some previously developed land (less than half).	The majority of the site is greenfield. There is some limited residential development in the centre of the site.
	B) Will development result in the loss of best or most versatile agricultural land?	+ The site does not comprise best or most versatile agricultural land as defined by the NPPF.	+ The site does not comprise best or most versatile agricultural land as defined by the NPPF.	The site is not agricultural land.
	C) Does the site fall within a mineral and waste consultation area?	0 Site does not lie within a mineral consultation area.	0 Site does not lie within a mineral consultation area.	Site does not lie within a mineral consultation area so no impact.
	D) Does the site include a former landfill site?	0 Site does not include a former landfill.	0 Site does not include a former landfill.	Site does not include a former landfill so no impact.
Objective 5: Conserve and, where possible, enhance the water environment and ensure the sustainable management of water resources.	A) Is site within a groundwater source protection zone?	+ The whole of the site is outside of source protection zones.	+ The whole of the site is outside of source protection zones.	The whole of the site is outside of a source protection zone so no impact.
Objective 6: Seek to avoid and reduce vulnerability to the risk of flooding and the resulting detrimental effects to the public, economy and environment	A) Does the site contain areas at risk of or potential to be susceptible to flooding, either now or in the future?	++ The site is entirely within Flood Zone 1; low or no risk from surface water flooding; and is likely to be of limited susceptibility to groundwater flooding.	++ The site is entirely within Flood Zone 1; low or no risk from surface water flooding; and is likely to be of limited susceptibility to groundwater flooding.	Site is in flood zone 1, with low risk of surface water and groundwater flooding.
Objective 7: Maintain and, where possible, enhance air quality	Would development of the site lead to concerns on air quality in light of national air quality objective levels?	0 No change in air quality	0 No change in air quality	The proposed development of c152 dwellings would generate additional traffic movements on the local management road network but there are no air quality management areas in Test Valley Borough so AQMA would need to be further explored.

Objective 8: Conserve and, where possible, enhance the Borough's landscape, townscapes and settlement character	A) Would development affect landscape character and / or protected landscapes?	-	Site is likely to have a negative effect on the landscape character. The site may be more sensitive to development in terms of landscape impact.	+/-	Mixed impact across site some positive/negative impacts likely or mixed sensitivity	The Preliminary LVA by FPCR determines that the site can potentially accommodate change with localised visual impacts. The LVA summarises that not all parts of SHELAA 202 are developable and a landscape-led approach to mitigation is required to inform the masterplan that offers scope for some enhancements.
	B) Does the site relate well to the existing settlement and to the immediate context/surrounding area?	+	Has the potential to relate positively to the existing settlement edges and/or surroundings/context.	+	Has the potential to relate positively to the existing settlement edges and/or surroundings/context.	Close to other new developments to the northern edge of the site and development is sustainably located in relation to settlement and essential infrastructure and services.
	C) Does the site have the potential to impact the distinction between settlements, or lead to a risk of physical or visual coalescence, where this is relevant to settlement identity?	0	The site is unlikely to have an effect on the distinction/separation between settlements or result in a risk of physical or visual coalescence.	0	The site is unlikely to have an effect on the distinction/separation between settlements or result in a risk of physical or visual coalescence.	The site is outside of the Andover town centre and clearly forms part of the Picket Piece settlement. The development would not impact the distinction between the settlements as there is a clear separation of land separating the two settlements.
Objective 9: Conserve and, where possible, enhance the historic environment and the significance of heritage assets	A) Is development likely to conserve or enhance the significance of heritage assets, their setting, and the wider historic environment?	0	The development of this site would have no effect on the historic environment.	0	The development of this site would have no effect on the historic environment.	The site is not within a conservation Area and does not have an impact on the setting of a CA or Listed building.
	B) Is development likely to conserve or enhance the significance of sites of archaeological interest?	+	An archaeological constraint to bringing forward this site is unlikely/may encounter archaeology but unlikely for there to be an impact on the significance of archaeological asset or result in harm.	+	An archaeological constraint to bringing forward this site is unlikely.	There are no archaeological sites currently recorded.
Objective 10: Conserve and, where possible, enhance biodiversity and habitat connectivity	A) Will the development conserve and enhance protected sites (internationally, nationally and locally) in line with relevant legislation and national policy?	-	The development has the potential to result in or contribute to indirect and/or cumulative adverse effect on protected sites.	0	No protected sites or habitats identified on site or in the vicinity or are likely to be impacted.	The site would not have a direct impact on protected habitats. The sites of importance for nature conservation (SINC) located to the east of the site and south of London Road, along with ancient woodland located to the south of London Road are unaffected due to the separation.
	B) Will the development conserve habitats and species, achieve net gains for biodiversity and enhance the local ecological network?	+	Development has the potential to conserve habitats and species and would conserve the local ecological network.	+	Development has the potential to conserve habitats and species and would conserve the local ecological network.	There are no protected habitats within the site or adjacent. A phase 1 ecological survey would be required to determine species and habitats on site. Site size allows for mitigation and enhancement measures, as well as BNG to be delivered on site. The site has features of natural heritage and are limited to the habitats found on site which include areas of rough grassland, scrub, boundary hedges and trees.
	C) Would development conserve and enhance quality local green infrastructure provision?	?	Insufficient information available.	+	Promotion of the site includes provision that would enable the conservation and enhancement of green infrastructure.	The landscape principles of the FPCR report include provision that would enable the enhancement of green infrastructure with significant proportions of the site devoted to GI - the site currently has no public access
	D) Would development affect protected and unprotected trees?	+/-	The intensity of the site development is unlikely to be constrained by the presence of protected or unprotected trees, either on or adjacent to the site.	+/-	The intensity of the site development is unlikely to be constrained by the presence of protected or unprotected trees, either on or adjacent to the site.	There are no TPOs within the site or on the site boundary that would be affected by the development. There are unprotected trees on the site boundary, therefore a tree survey will be required to assess the trees on site and how they would be impacted from the proposed development.
Objective 11: Support the delivery of climate change mitigation and adaptation measures	A) Will the site contribute towards reducing our impact on the climate?	+/-	Site performed positively in relation to 50% of the criteria, or the majority attained a mixed performance on objectives 3, 4, 5, 6, 10.	+	Site performed positively in relation to the majority of criteria relating to objectives 3, 4, 5, 6, 10	Site represents an accessible location on a site that can accommodate change. It results in the partial development of PDL and will conserve and provide opportunities to enhance biodiversity. It is not at risk of flooding and provides opportunities to deliver climate change mitigations and adaptation.
Objective 12: Seek to maintain and improve the health and wellbeing of the population	A) Is the site accessible to open space?	+	There is a publicly accessible open space and/or equipped children's play space within 800m.	+	There is a publicly accessible open space and/or equipped children's play space within 800m.	Picket Piece Sports Ground is within approximately 650m of the site.
	B) Is the site accessible to sport facilities?	++	Distance to indoor sports facility and/or sports pitches with pavilion/changing facilities - up to 800m.	++	Distance to indoor sports facility and/or sports pitches with pavilion/changing facilities - up to 800m.	Picket Piece Sports Ground is within approximately 650m of the site.
	C) Would development support the retention and / or enhancement of access and rights of way to the countryside?	+/-	The development of the site is likely to retain the provision of public rights of way but the character of such routes is likely to alter as a result of development.	+	The development of the site has the potential to enhance access to the countryside and / or the availability of public rights of way / other links to countryside.	The promotion of the site includes an area of natural accessible greenspace which would improve access to the countryside in an area that currently has limited to no public access.
	D) Would development of the site be able to minimise the risk of exposing people to inappropriate levels of noise pollution?	-	Any part of the site is likely to be exposed to night time road traffic noise >50dB(A) and night time railway train noise >50dB(A), or industrial and commercial noise.	-	Any part of the site is likely to be exposed to night time road traffic noise >50dB(A) and night time railway train noise >50dB(A), or industrial and commercial noise.	The site is not within a DEFRA noise buffer zone but noise from the Walworth Business Park may be a source of disturbance as well as from Ox Drove Road adjacent to the site. However, there are other residential developments in close proximity that are a similar distance away from these sources.