

Planning Policy

From: Eleanor King <
Sent: 14 September 2018 11:07
To: Planning Policy
Cc: Jonathan Steefe
Subject: Issues and Options Representation Submission
Attachments: The Grove Issues and Options Representations.zip

Good morning,

On behalf of the Broadlands Estate please find attached representations to the Test Valley Borough Council Issues and Options Consultation with a specific focus on the site known as The Grove, south of Romsey.

I would appreciate receipt of this email to ensure that the attached folder has been received in advance of the Consultation closing time later today.

Kind regards,

Senior Planner
Planning



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Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



Contents

1.	Introduction	1
2.	Issues and Options	7
3.	Conclusion	20

1. Introduction

- 1.1. On behalf of The Broadlands Estate, Savills is responding to the Test Valley Borough Council (TVBC) Issues and Options Consultation for the next Local Plan, published July 2018.
- 1.2. This representation responds to the relevant questions raised in the Issues and Options document, with a focus on the promotion of The Grove ("The Site"), which was assessed within the 2017 Strategic Housing and Economic Land Availability Assessment (SHELAA) (Ref: SHELAA159). The SHELAA questioned the suitability of the Site on grounds of its location in the countryside, and the potential constraints of Flood Risk, noise from the railway, and wildlife conservation sites. Since the SHELAA assessment, a series of technical reports have been prepared which conclude that the Site is available, suitable and deliverable as defined in the Revised National Planning Policy Framework (NPPF). The reports also demonstrate that there are no technical 'showstoppers' that would prevent the land coming forward for residential development. These technical reports have been submitted alongside this representation.
- 1.3. The following documents are appended to this representation:
 - Landscape and Visual Appraisal (Aspect)
 - Acoustic Memo (WSP)
 - Flood Risk and Drainage Note (WSP)
 - Highways and Transport Site Promotion Note (WSP)
 - Ecology Technical Note (Aspect)
- 1.4. The Revised National Planning Policy Framework (NPPF) was adopted by the Government on 24 July 2018, following the publication of the 'Planning for the Right Homes in the Right Places' consultation in September 2017. The Revised NPPF has introduced a number of new strategies, although continues to promote sustainable development as the key thread of the planning system, as well as the need to considerably boost housing supply. As recognised within the Issues and Options document, and as this document has now been published by the Government, it is a significant material consideration in relation to the preparation of TVBC's emerging Local Plan.
- 1.5. For plan making, the Government, through the Revised NPPF requires Local Authorities to plan positively, in a way that is aspirational but deliverable, and should seek opportunities to meet the development needs of the area, whilst being sufficiently flexible to adapt to rapid change (Paragraph 11(a)).
- 1.6. The current Development Plan for TVBC consists of the Revised Local Plan (DLP) 2011-2019, adopted in January 2016. This Issues and Options consultation is the first step undertaken by TVBC to prepare a new Local Plan.
- 1.7. For ease of reference, these representations are provided following the sequence of the Issues and Options consultation document.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



The Grove ("The Site")

- 1.8. The representations are submitted in respect of the Site, located approximately 3 miles south of Romsey. The Site comprises some agricultural fields with some small copses, and is bounded to the north by Lee Drove, to the west by the railway line, and to the east by the A3057. The M271 intersects the Site in the south and the Site sits strategically adjacent to the engineered junction off the M271.
- 1.9. The Site is strategically well placed within the sub-region to make a significant contribution to both housing growth and current movement patterns, being located in a sustainable location between Romsey and Southampton. As a result, there is the potential to deliver excellent transport links to Romsey and the M27, and it is located close to existing employment centres in both Test Valley and Southampton.

Highways/ Transport

- 1.10. The Site currently has multiple accesses from Lee Drove, Coldharbour Lane and the A3057, and the transport technical assessment undertaken by WSP confirms that five potential access points have been considered, split between the western and eastern parcels. A development at the Site could be served by an access off the Coldharbour Lane arm of the existing M271/A3057 roundabout, and a new junction could be included north of this roundabout onto the A3057. For the eastern parcel of the site, an access could be provided via the A3057, and the existing access via Upton Lane could provide enhanced pedestrian and cycle access to the site. An access strategy based on the creation of new junctions and the enhancement of existing site accesses, would allow development trips to join the local highway network in several locations, reducing the impact on a single junction and allowing traffic to disperse in differing directions.
- 1.11. There are a number of scheduled, and in some places commenced improvements to the nearby Strategic Road Network, including the M27 and M3 where new stretches of Smart Motorway are planned by Highways England, and the M271/A35 Redbridge Roundabout upgrade. These works, all of which are anticipated to be completed by 2021/2022, will benefit residents of a future development at the Site by minimising additional traffic on the local roads and improving journeys to Southampton and other sub-regional centres.
- 1.12. However, the proposed development of the Site will also provide opportunities for more sustainable methods of transport. In June 2017, Southampton City Council (SCC) published the Southampton Cycling Strategy 2017-2027, which outlines the approach for investing in and realising the vision of turning Southampton into a true Cycling City. There is a possibility that Cycle Route 3 could be extended to reach the proposed development, which would provide a sustainable and effective route into Southampton City Centre. Additionally, it should be possible to divert a local bus service between Romsey and Southampton, which operates at an existing frequency of one every 30 minutes.
- 1.13. Furthermore, in July 2018 SCC published the Connected Southampton Transport Strategy 2040 (Draft LTP4). This documented an idea for a Mass Rapid Transit (MRT) for the Solent region, and again explored ideas for park and ride sites around the city of Southampton. A development at the Site could look to include a Park and Ride service, or could utilise a new Park and Ride facility if a different location were constructed nearby. The Site is a suitable location for a Park and Ride due to its proximity to the M27, M271 and M3, and only approximately 6 miles to Southampton City Centre. This would allow future

residents better connection to the public transport network, reducing the need for the reliance on the private car.

Ecology

- 1.14. The nearest statutory designation to the Site is the River Test Site of Special Scientific Importance (SSSI) located approximately 775m to the west of the site at the nearest point. The Site has direct hydrological connectivity to this designation via the onsite watercourse, however adverse effects on the designation as the result of water quality can be avoided through the implementation of suitable construction safeguards. The Fir Tree Copse Site of Importance for Nature Conservation (SINC) non-statutory designation is located within the Site. It will be possible to retain and enhance this copse as part of a future masterplan at the site, and reduce any adverse impacts on this designation through management and fencing of sensitive areas. Further details regarding the ecology at the site can be found within the Ecology Technical Note which is submitted in support of these representations.

Minerals

- 1.15. The Site lies within the Hampshire Minerals and Waste Plan (2013) minerals consultation area. This plan is based on British Geological Survey data at 1:50,000 scale, meaning that it is only an Indicative suggestion of where minerals may be located. Therefore, during the course of promotion of and any future planning application for the Site, assessments will be undertaken to establish whether there are any mineral resources at the Site, and whether it would be viable to extract these resources. The viability of mineral resource extraction takes into account the current demand for the resource and other locations of this resource within the vicinity; the impacts of a result of extraction including on existing residents, landscape, ecology and visual interest/ character; the impact of the proposed development on the future potential to extract the resource, and whether masterplanning and proposed areas of public open space can continue to safeguard the minerals; and the benefits of the proposed development. Therefore, although the Site is located within a minerals consultation area, this will not prevent the Site coming forward for development.

Flooding and Drainage

- 1.16. The Environment Agency online map for planning, confirms that the majority of the Site is located in Flood Zone 1, with the lowest risk of flooding:

Figure 1: Environment Agency Online Map for Planning



- 1.17. There are some small areas of Flood Zones 2 (Medium Risk) and 3 (High Risk) in the far west of the site, associated with a watercourse in this location. However, all proposed development at the site, including residential, can easily be accommodated outside of these areas. Therefore, as the proposed development will be located within Flood Zone 1, it will not be at risk from flooding, and will not need to pass the Sequential or Exception Tests required by the revised NPPF.
- 1.18. The areas at risk of surface water flooding at the Site are broadly in line with the extent of the Flood Zones, although there are narrow bands at risk of surface water flooding located along two smaller watercourses within the Site and adjacent to the M271. As these areas are small, all of the proposed development will be located outside of the areas at risk of surface water flooding. There are also no records of historic flooding at the Site within the Hampshire Local Flood Risk Management Strategy, or the PUSH Strategic Flood Risk Assessment. Further details can be found within the Flood Risk and Drainage Note (WSP, August 2018) appended to these representations.

Noise

- 1.19. The 2018 SHELAA assessment of the Site stated that future development would be subject to significant noise disturbance as a result of the railway and motorway, which are both located adjacent to the Site boundaries. However, the Acoustic Memo (WSP, August 2018), appended to these representations, confirms that the noise from these sources will not actually have a significant impact on future residents at the Site following a simple mitigation strategy.
- 1.20. The railway line is in a cutting alongside the site's western boundary, and as the noise source is not elevated above the site, this allows for more effective noise mitigation. Although the height of the M271 differs in relation to the site, a masterplan for the future development of the Site can include areas of buffering, and can orient buildings to assist with screening the noise levels, ensuring that habitable rooms are not exposed to unacceptable noise levels. As a result of these strategies, the noise levels surrounding the Site will not have a significant impact on any future proposed development.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



A Strategic Development Opportunity

- 1.21. The revised NPPF (2018) continues to uphold the importance of the presumption in favour of sustainable development. Paragraph 8 of the revised NPPF, states that the planning system has a number of roles (economic, social and environmental) to play in achieving sustainable development. The revised NPPF highlights that plan making, and therefore TVBC's emerging Local Plan, should enable the delivery of sustainable development, and should positively seek opportunities to meet the development needs of the authority area. The strategic allocation of the Site will deliver sustainable development to Romsey and the District, consistent with the revised NPPF.
- 1.22. The proposed development will provide for much needed houses, and currently the capacity of the Site can deliver approximately 2,000 units, the Site offers the potential to achieve a wide range of housing sizes, mix and tenure to meet local needs.
- 1.23. As identified in the supporting technical documents which are appended to this report, there are no technical impediments to the delivery of the site. There are however a number of benefits that would be achieved through allocation and future development of the site.
- 1.24. The foremost opportunity which is provided by the Site is the ability to provide residential growth in Southern Test Valley (STV), without continued pressure on the settlement of Romsey. In recent plan periods, Romsey has seen significant growth to accommodate the housing needs for STV. It is important that STV plans and provides more housing for future plan periods, and the Site provides the opportunity to deliver that, taking pressure off Romsey and its services, especially as recent strategic allocations still have more years of delivery.
- 1.25. Another key opportunity afforded to the Site is its location. The Site lies within the main commuter belt between the settlements of Romsey and Southampton, and the wider locations of Wiltshire and Hampshire. A strategic residential development at the Site therefore has the ability to deliver housing within this important location with the aim of reducing high levels of private car commuter journeys by locating residents closer to the key employment locations, and providing enhanced public transport, cycle and pedestrian alternatives.
- 1.26. As noted by Appendix 5 of the Strategic Housing and Economic Land Availability Assessment (SHELAA) published by TVBC in February 2018, the Site is within single ownership. This means that a planning application coming forward at the Site can ensure a comprehensive masterplan of the whole area, avoiding piecemeal development that can be experienced on sites with multiple owners. Additionally, there is no requirement for land assembly to take place prior to the submission of a planning application, or the signing of a Section 106 legal agreement, saving time prior to both of these important steps. To this end, it is envisaged that the Site could commence delivery of dwellings early in the plan period, as well as contributing to the trajectory throughout. Not only will this assist TVBC with meeting its annual housing target at an early stage in the plan, the long-term build out of the Site will continue to support a five year housing land supply position in the Borough for 10-15 years.
- 1.27. The Site also has the ability to provide community and local infrastructure, and public open space to support future residents. A development of approximately 2,000 dwellings has the ability to integrate well into the existing population in Southern Test Valley, but will also require infrastructure in the form of education,

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



retail, employment, leisure and community facilities at varying types and scales. These facilities will support the future residents at the site, as well as existing residents located around the Site who will be able to make use of the new services offered. A comprehensive outline planning application at the site, will also ensure that any infrastructure requirements that are not provided on-site can be secured through a Section 106 agreement, or Community Infrastructure Levy (CIL) monies, to be provided through the build-out and lifetime of the proposed development.

- 1.28. Overall, as can be seen within the technical documents submitted in support of these representations, the Site offers a sustainable development location with no constraints to development following careful masterplanning and the inclusion of simple mitigation strategies. Unlike piecemeal development, a strategic allocation at the Site offers the opportunity to achieve a comprehensive development that plans for the future of both Test Valley and Southampton, with positive benefits to the local and sub-regional area. A future strategic allocation at the Site would contribute to the aims of the revised NPPF, and the objectives of TVBC that can be seen within the Issues and Options Consultation document.

2. Issues and Options

2.1. The comments on the questions posed within the Issues and Options consultation are set out below.

Q3: What should the Local Plan aspirations be for the next 20 years?

2.2. The Revised National Planning Policy Framework (NPPF) was published by the Government on 24 July 2018. This sets out, in Paragraph 16, six key principles which should be used in the preparation of Local Plans:

- a) Be prepared with the objective of contributing to the achievement of sustainable development;
- b) Be prepared positively, in a way that is aspirational but deliverable;
- c) Be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- d) Contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- e) Be accessible through the use of digital tools to assist in public involvement and policy presentation; and
- f) Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).

[Paragraph 16]

2.3. Based on these principles, it is therefore important that the emerging Local Plan is guided by clear and focussed aspirations, which also draw upon Test Valley Borough Council's Corporate Plan.

2.4. The Corporate Plan 2015-19 stated four main priorities for investment in order to make Test Valley a great place to live, work, enjoy and contribute. In relation to creating in a great place to live, the Corporate Plan identifies an objective of ensuring the supply of homes reflects local needs, and this should be a key aspiration of the new Local Plan.

2.5. Paragraph 3.5 of the Issues and Options consultation document states that Test Valley has the fifth highest house price in all of the local authorities in Hampshire, and Paragraph 5.31 states that house prices in Test Valley are more than 10 times average annual earnings, and the median affordability ratios from the Office of National Statistics (ONS) demonstrates that this has significantly grown in the Borough in the last three years. Affordability is therefore a key issue for Test Valley.

2.6. The 2017 consultation titled 'Planning for the Right Homes in the Right Places' notes that the affordability of homes in a local area needs to be included in the future planning for houses. Paragraph 13(c) of this document states: "*High house prices indicate a relative imbalance between the supply and demand for new homes, and makes housing less affordable. The affordability of new homes is the best evidence that supply is not keeping up with demand*" (emphasis added).

2.7. The delivery of new homes should therefore be a key aspiration and priority for the new Local Plan to help the local affordability.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- 2.8. Another key aspiration for the Local Plan, as well as addressing the needs of the Borough as a whole, should be to continue the strategy of recognising the differences between the North and South of the Borough, given the relationship of both Andover and Romsey to the adjoining Boroughs, cities, and housing market areas (HMAs). Test Valley, due to its administrative boundaries, has two clear centres: Andover in the north, and Romsey in the south, and these two locations are where approximately 46% of the population of the Borough is concentrated.
- 2.9. Andover has a high degree of self-containment, and the adopted Local Plan states that 70% of the residents living in the town also work there. Southern Test Valley however, is less self-contained due to its strong relationship with South Hampshire and its good transport links, meaning it experiences much more in- and out-commuting for both employment and other facilities such as leisure and retail.
- 2.10. The existing Adopted Local Plan 2011-2029 states: *"Since the 1980s the housing requirement for the Borough has been divided into two parts. This is to reflect the different housing market areas and the close relationship the southern part of the Borough has with the South Hampshire Sub-Region."* (Paragraph 5.24). Given how long this strategy has been prevalent within the Borough, and also the aspiration for Andover to maintain its degree of self-containment, it is believed that this split should remain a continued aspiration in the new Local Plan and its spatial strategy.
- 2.11. As stated in the Adopted Local Plan, Southern Test Valley has a strong sub-regional position as it forms part of the Partnership for Urban South Hampshire (PUSH). Noting this importance, it is therefore recognised that sub-regional aims should be included in the priorities and aspirations of the new Local Plan.
- 2.12. PUSH has adopted five priorities, which can be summarised as follows:
- To promote economic success by seeking to create a diverse economy where business, enterprise and individuals can flourish.
 - To provide the homes we need in sustainable communities.
 - To build more cohesive communities and reduce inequalities.
 - To invest in infrastructure and sustainable solutions.
 - To promote a better quality of life by safeguarding our environment and investing in our urban areas.
- 2.13. These priorities, which feed into the PUSH Business Plan, policies and strategies, show the partnership's commitment to long term, managed and conditional economic growth and regeneration, and to the delivery of the housing, infrastructure, facilities and services necessary to achieve it.
- 2.14. The Borough also has other connections that should be maximised, for example with the Enterprise M3 Local Enterprise Partnership (LEP), or the Solent LEP, both of which seek to drive the economic growth within the sub-regional area, to develop an adequate pipeline of new local housing provision, and to drive skills provision in the area to be highly attuned to the needs of local businesses and the growth ambition of priority sectors.
- 2.15. The Local Plan aspirations should therefore recognise the sub-regional position and importance of Test Valley, especially in relation to housing provision and economic growth.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- 2.16. Finally, one of the aspirations of the new Local Plan should be effective co-operation with neighbouring authorities. For the first time, the Revised NPPF has made a clear distinction between strategic policies and local policies. Paragraph 21 states that local plans should make it clear which policies are strategic and that they should be limited to those necessary to address the strategic priorities of the area, importantly including any relevant cross-boundary issues. In order to achieve this, the Revised NPPF states that *"strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans"* (Paragraph 25), as effective and on-going joint working between authorities is *"integral to the production of a positively prepared and justified strategy"* (Paragraph 26).
- 2.17. As a result, the Local Plan should include working closely and effectively with adjoining local planning authorities and include strategic cross boundary policies. Specifically, the importance of neighbouring Southampton should be recognised. Figure 11 of the Issues and Options Consultation shows the commuting relationships with neighbouring authorities. Unlike Winchester, which has a higher proportion of out-commuting, or Wiltshire, which has a higher proportion of in-commuting, Southampton experiences nearly a similar amount of in-commuting and out-commuting from Test Valley, at 4,674 and 4,827 people respectively. This therefore demonstrates a key relationship between Southampton and Test Valley. This is an important consideration and should form part of the Sustainability Appraisal, guiding the new Local Plan.
- 2.18. The Revised NPPF therefore requires authorities to prepare and maintain one or more Statements of Common Ground. These should be used to document the cross-boundary matters that are being addressed, and how the authorities are co-operating to address these. This should be undertaken throughout the plan-making process and should be a key aspiration for the new Local Plan. Therefore, the plan is not created in an insular manner, but instead develops a sound spatial strategy and objectives which help to deliver the much needed homes and economic growth within the sub-region.

Q4: Should the Local Plan's housing requirement be consistent with the Government's standard methodology?

- 2.19. The Local Plan's housing requirement should be consistent with the standard methodology, recognising that this is a baseline and a minimum.
- 2.20. The Revised NPPF includes a new standard methodology for calculating an area's Objectively Assessed Need (OAN), based on the anticipated 10-year household growth, with uplifts relating to affordability. Paragraph 60 of the Revised NPPF states: *"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 – unless exceptional circumstances justify an alternative approach"*.
- 2.21. At this stage, it is understood that there are no exceptional circumstances prevalent in Test Valley that would advocate the use of an alternative approach. The Government estimates that only around 13% of Test Valley is constrained by designations such as Green Belt, National Parks, Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest (SSSI), which is not a significant coverage, and would not justify an alternative approach to housing need assessment. Therefore, the Local Plan's housing requirement should be consistent with the standard methodology and the planning policy guidance for assessing local housing need.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- 2.22. As stated, Test Valley is facing an affordability crisis, as currently house prices are more than 10 times average annual earnings (Paragraph 5.31, Issues and Options Consultation Document). The issues surrounding affordability were highlighted in the 'Planning for the Right Homes In the Right Places' consultation, which recognised that household formation can be constrained by the supply of available homes, as new households cannot form if there is nowhere for them to live, or alternatively people cannot move to an area if they cannot find appropriate accommodation that they can afford (Paragraph 18).
- 2.23. The standard methodology therefore includes uplifts to each LPA's requirement, based on the local affordability position, thereby ensuring that higher numbers of homes go to where there is a greatest need. Due to TVBC's high housing demand, and low affordability, the future housing requirement should use the standard methodology as a minimum level.

Q5: Should the Local Plan increase its housing requirement to help support economic growth?

- 2.24. The concept of the standard methodology was originally introduced by the Government in March 2018 during the consultation "Planning for the Right Homes in the Right Places". This consultation stated that the previous approach to assessing housing need was too complex, and it left substantial room for interpretation. The standard methodology was therefore introduced based on three components: a demographic baseline, a modification to account for market signals, and a cap to limit any increase an authority may face when they review the plan.
- 2.25. The consultation specifically stated that some local authorities would experience a reduction in local housing need compared to the existing approach, which was attributed to the "*method not making a specific adjustment to take account of anticipated approach*" (Paragraph 28). Therefore, the consultation states that plan makers may put forward proposals that lead to a local housing need above the standard methodology, as a result of increased employment (and hence housing).
- 2.26. As acknowledged in Paragraph 5.5. of the Issues and Options Consultation Document, the Local Plan can propose more homes than the standard methodology if there was an ambition for more employment within the Borough. Given Test Valley's location, and based on the sub-regional and strategic objectives, it is fundamental that there will be employment growth within the emerging Local Plan.
- 2.27. TVBC's Corporate Plan states that the Council will work with the EM3 Local Enterprise Partnership and the Solent Local Enterprise Partnership, to pursue strategic aims of economic growth and potential. The Plan also states: "*The next review of the Local Plan will also provide a long term strategic overview of what is needed to support economic development and we will make our offer clearer by developing an economic development strategy*" (Page 10).
- 2.28. At a sub-regional level, Southern Test Valley forms part of the area covered by the Solent LEP. In 2014, the Solent LEP adopted the 'Transforming Solent: Solent Strategic Economic Plan' which includes the following objectives:
- In addition to current forecasts, create an additional 15,500 new jobs in the Solent LEP area.
 - Achieve GVA growth of 3%.
 - Increase GVA per job by an additional £6,879 per job.
 - Improve productivity (GDP per head).

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- Increase employment rates to 80% from the current 78%, and improve economic activity rates from 80% to 81%.
- Enable the delivery of 24,000 new homes.

2.29. PUSH covers a broadly similar area to the Solent LEP, and it therefore prepared the 2016 Spatial Position Statement in line with the objectives set out in the Solent Strategic Economic Plan. PUSH, using the growth forecasts prepared by the Solent LEP, commissioned GL Hearn to undertake a review of economic and employment land in the area. Across the various authorities, PUSH, as a result of this study, has recognised a demand for around 1 million sqm of additional B-class employment floorspace to 2034.

2.30. The Position Statement therefore states that Test Valley should plan for a total B-Class floorspace of 142,000 sqm, of which 55,000 sqm would be office floorspace (B1a/b). These figures reflect the net increase in economic floorspace that has been anticipated for Test Valley by 2034.

2.31. These sub-regional commitments were recognised in the Revised Local Plan (DPD) adopted by TVBC in April 2016, which proposed a total of 63,000 sqm of B1, B2 and B8 employment allocations across four sites in the Borough. This figure was based on an identified need within Test Valley of 59,500 sqm of employment floorspace.

2.32. Given that only two years have elapsed since this plan was adopted, it is not thought that the economic environment, nor TVBC's Corporate Aims have changed significantly to see zero employment growth in the new Local Plan.

2.33. The relationship between new employment floorspace and new housing is key, and relates to whether the labour supply will be large enough to support the employment growth. If the labour force is not large enough, this can lead to increases in unsustainable in-commuting, and considering that there is already a large amount of in-commuting into Test Valley, this should be avoided. Additionally, if the labour force is not large enough to cope with the employment demand, this can reduce the resilience of local businesses.

2.34. It is therefore recommended that TVBC should increase the housing policy numbers above the standard methodology minimum, to account for continued employment growth as part of both its local and sub-regional commitments.

Q6: Do you think the HMA boundary is broadly right?

2.35. Test Valley, due to its administrative boundaries, has two clear centres: Andover in the north, and Romsey in the south, and these two locations are where approximately 46% of the population of the Borough is concentrated.

2.36. Andover has a high degree of self-containment, and the adopted Local Plan states that 70% of the residents living in the town also work there. Southern Test Valley however, is less self-contained due to its strong relationship with South Hampshire and its good transport links, meaning it experiences much more in- and out-commuting for both employment and other facilities such as leisure and retail.

2.37. The Planning Practice Guidance (PPG) states that three different sources should be considered when identifying housing market areas (HMAs), namely:

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- House prices and rates of change in house prices.
- Household migration and search patterns.
- Contextual data including Travel to Work areas, retail and school catchment area.

2.38. The Issues and Options consultation states: *"a HMA is a geographical area within which most people tend to both live and work, without the need to commute further afield"* (Paragraph 5.6). Based on this definition, as well as the contextual data recommended by the PPG, then Travel to Work Areas (TTWAs) are a suitable method to identifying HMAs, as these define approximate self-contained labour market areas. These are areas where most people both live and work, therefore relatively few people cross a TTWA boundary on their way to work, and they are based on statistical analysis, rather than administrative boundaries.

2.39. The Office for National Statistics (ONS) has identified 228 TTWAs in the UK, of which 151 are in England. Test Valley is covered by two TTWAs: Andover and Southampton. The Southampton TTWA covers Southern Test Valley, the New Forest Authority Area and National Park, Eastleigh and Winchester.

2.40. Given the geography of the Borough, and the key differences between the north and south, and the identified TTWAs that separate the Borough, it is felt that the division of Test Valley into two HMAs is the correct approach. This has been the consistent approach in previous planning policies and the currently adopted Local Plan.

2.41. Beyond identifying the two HMAs, it will be important for the Local Plan to recognise the strategic relationships that exist between Southern Test Valley and the surrounding authority areas. As stated, this forms an identified TTWA, as well as being unified through the PUSH initiatives.

2.42. The Revised NPPF recognises the importance of strategic matters that cross administrative boundaries, and the Government has now introduced a requirement for plans to be supported by Statements of Common Ground to demonstrate effective joint working.

2.43. It cannot be said at this stage whether Southampton City Council (SCC) will have the ability to deliver its full housing requirement, as preparation of its next Local Plan has not yet commenced. However, based on the standard methodology for housing need, SCC's housing figures are likely to increase from 815 dwellings per annum (dpa), the currently adopted figure, to 942 dpa. In addition, this does not contain any uplift that SCC may wish to include as a result of proposed economic growth. Therefore, a Statement of Common Ground should be prepared with SCC at the earliest stage in order to inform TVBC's new Local Plan, and Paragraph 60 of the Revised NPPF does state a requirement to plan for uplift in housing need, in order to meet any neighbouring authority's unmet need.

Q7: Are there any other approaches to distributing development across the Borough that we should consider?

2.44. As stated, the north/south split of the Borough should be continued in the new Local Plan, reflecting the characteristics of both areas, and the importance of the sub-regional and cross-boundary relationships that the Borough currently has.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- 2.45. However, development in the south of the Borough has been only focussed on Romsey which has seen significant and planned growth over recent plan periods, more recently through the New Neighbourhood at Whitenap, which allocates approximately 1,300 dwellings together with a range of facilities (Adopted Policy COM3).
- 2.46. It is recognised that there is pressure in Southern Test Valley to retain the gaps around settlements, such as North Baddesley, which plays an important role in helping to define their character and in shaping the settlement pattern of the area. This is likely to influence the future distribution of development in the south of the Borough.
- 2.47. Additionally, development in the south of the Borough should focus on links with surrounding settlements, particularly Southampton, and existing movement patterns.
- 2.48. Overall, this leads to a strategic opportunity at the Site, located close to both Southampton and Romsey, within the heart of the main movement patterns between the two centres where much needed housing could be provided, thus considerably reducing the level and nature of commuting.

Q8: Do you have any comments on the approaches suggested above?

- 2.49. In order to deliver the housing need, the Mixed Approach set out in Paragraph 5.26 would be supported. A combination of the options will help:
- Community led schemes
 - Parish: development in sustainable smaller villages
 - Large scale developments, as advocated in Paragraph 72 of the Revised NPPF
- 2.50. The importance of community-led planning is recognised, and the Revised NPPF includes a requirement for 10% of housing requirement to be on sites not larger than one hectare, which would be a suitable size to be delivered through strategies such as Neighbourhood Plans or Brownfield Registers. However, it is recommended that this is not a suitable strategy to bring forward the full housing requirement over a plan period.
- 2.51. TVBC adopted the Community Infrastructure Levy (CIL) in January 2016, and as such, all developments within the Borough will contribute to the delivery of both Borough-wide and local infrastructure through this mechanism. However, many smaller developments, such as residential developments on sites under one hectare, are unable to provide any additional significant new infrastructure beyond the CIL contribution. Many on-site facilities provided alongside major residential applications provide benefits to future residents, but importantly to existing residents of the Borough. This is especially true where residents currently travel long distances, or across an authority boundary in order to utilise such facilities.
- 2.52. Therefore, there are significant benefits yielded from larger developments that would be missed, if TVBC's spatial strategy was limited to only 'Community Led Distribution' or 'Proportionate Distribution to the Parishes'. It is therefore recommended that strategic Local Plan Allocations are identified which make a significant contribution across the Borough and Sub Region.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



Q10: Do you think we should continue with seeking up to 40% of new homes to be affordable, or should we change the percentage?

- 2.53. The new Local Plan should consider fully the thrust of the Revised NPPF and any new policies should be justified by a sound and robust evidence base. In accordance with Paragraph 34 of the Revised NPPF, these policies should also not undermine the deliverability of the plan.
- 2.54. Annex 2 of the Revised NPPF defines affordable housing which now includes starter homes and discounted market sale, as well as social or affordable rent. The future affordable housing policies need to be flexible and include the new definitions of affordable housing, to ensure that housing need is delivered in the most suitable way across the variety of sites that will come forward during the plan period. Recognition in policy of private rented tenure and the manner in which affordable housing is provided within such Private Rented Sector (PRS) schemes, will be important to include within the Local Plan, to address evolving accommodation requirements of the population.

Q13: How should we meet the requirement for Self-build plots?

- 2.55. The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016), provides a legal definition of self-build and custom housebuilding, but importantly it does not distinguish between the two. Both are where an individual or an association of individuals, build or commission the completion of houses to be occupied as homes by those individuals. As the Act does not specify a difference between the two, the Local Plan should ensure that any policies relating to Self-build plots, also refer to Custom Housebuilding, allowing flexibility for the choice of delivery of either to be determined by the market demand for such plots.
- 2.56. It is recommended that the Local Plan should reflect that there may be a need for custom and self-build plots within the Borough, however it should not specify a percentage that should be achieved on all development sites. This is due to the fact that not all development sites will be suitable for custom or self-build plots, whereas others may come forward to be entirely delivered as custom or self-build properties. Instead, it is suggested that the Local Plan should seek to negotiate the inclusion of custom or self-build plots on a case-by-case basis, taking into account factors such as the proposed development and the site.

Q15: Should the Council change its approach and set out a requirement that certain sites should provide for the needs of such groups as the elderly?

- 2.57. As with custom and self-build properties, not all sites are going to be suitable for the needs of certain groups. Elderly residents for example, have different needs to younger people or households with families, meaning developments for this specific group are likely to be driven by different factors. The Revised NPPF requires the needs of a number of different groups to be assessed, including the elderly, families with children, students, and service families. It is therefore recommended that the Local Plan considers the needs of certain groups within the Borough as part of their Local Housing Need Assessment, but negotiates the requirements from a development site on a case-by-case basis.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



Q16: Should we include a policy that requires a mix and type of housing, or should the housing market inform what mix and type of housing policy to build?

- 2.58. The housing market should inform what mix and type of housing should be built, to fundamentally ensure that it is delivered at the rate envisaged in the Local Plan trajectory. This is imperative if the local planning authority is to maintain a five year housing land supply and meet the new Housing Delivery Test in the future.
- 2.59. The housing market is dynamic and constantly changing. In recent years, completely new tenures such as Starter Homes and Build to Rent have developed and these are characterised by housing typologies and mixes which are not normally seen in more traditional housing stock. A policy that is too prescriptive about the mix and type of houses, would restrict these types of development even though they are meeting a distinct need within the market. The NPPF now recognises these new tenures.
- 2.60. Additionally, as recognised, Test Valley is divided into two distinct HMAs. It may be that, at any one time, the housing mix which is in demand in one HMA, is different to that which is in demand in the other HMA.
- 2.61. Therefore, in order to remain flexible to future changes, and to recognise the different market areas within the Borough, the Local Plan should not include a policy requiring a specific housing mix or type, and instead this should be driven by the housing market.

Q18: Should the Council establish density standards in the Local Plan?

- 2.62. It is recommended, in line with the Revised NPPF Paragraph 123, that minimum density standards are only adopted for the defined town centres of Romsey and Andover, and not for any other part of the Borough.
- 2.63. Whilst some benefit in applying minimum density standards can be seen, there is a concern that at planning application stage, if this is too rigidly enforced, it may stymie some applications. There may be valid reasons to have a lower density development where this is more responsive with the local character surrounding an application site. Local context, including character, and also the need for certain types of housing tenure in certain locations may require high density, especially apartments, which may not be appropriate in other locations. Therefore, to impose a density standard in a blanket fashion would be divisive for rural communities.
- 2.64. The introduction of minimum density standards across the Borough also raises questions about how this will be calculated. For example, if it used the whole development site, i.e. gross development area including open space and non-residential land areas, this would have the effect of distorting actual density. It may be that certain parts of a site are not suitable for housing, such as areas within Flood Zone 3 or for topographical reasons, so to include these within the density calculation would be unreasonable. As this is more likely to occur in rural sites or those outside of the town centre, the minimum density policies should be restricted to the town centres of Romsey and Andover.
- 2.65. It is therefore recommended that minimum density standards are only adopted in distinct areas of the Borough. However, care still needs to be taken with regard to the character of each area. For example, Romsey is a historic town, which was founded in the Middle Ages, and increasing the density within the settlement could have significant negative impacts on the town, its conservation area and its many heritage

assets. Therefore, there still needs to be other sources of supply within Southern Test Valley to ensure that the character of Romsey is retained.

Q19: Do you think we should established Internal space standards for future homes?

2.66. In March 2015, the Government introduced Nationally Described Space Standards for future residential dwellings. These optional standards can only be applied where there is evidenced local need for the introduction of minimum space standards, and where viability of development is not compromised.

Q20: Do you think we should establish standards for accessible, adaptable and wheelchair user dwellings?

2.67. The Building Regulations include optional standards for accessibility. This should be used to determine the number of accessible, adaptable and wheelchair user dwellings on a site-by-site basis, taking into account details such as the current market demand, development type and location. Paragraph 16(f) of the Revised NPPF states that local plans should avoid unnecessary duplication, therefore policies should not be included if the details are already covered by adopted regulations. It is recommended that no specific standards are necessary in the Local Plan in relation to accessibility.

Q25: Should we continue to protect all existing community facilities and services?

2.68. Existing community facilities and services can have a significant impact on the lives of local people, particularly in rural areas where the access to such amenities are limited, and therefore they should be afforded some protection. However, it should be recognised where an existing community facility and/or service is not delivering the optimum quality for the local community, and therefore its replacement with a new, better, more efficient facility may be appropriate. It is important to note that quantity or size of a facility does not necessarily mean quality and efficiency, and any policy should allow the loss of these amenities if a proposal includes the re-provision or enhancement in whole or in part of a new community facility, even if a new facility will be of a reduced size by a better quality.

Q28: What provisions or control should be made relating to people working from home?

2.69. It is recommended that the Local Plan contains no controls or restrictions relating to people working from home. The Revised NPPF states that planning policy should be flexible enough to accommodate needs, such as new and flexible working practices. There may be opportunities for large allocations to deliver flexible office space for residents who choose to work from home, and therefore the Local Plan should remain open and flexible to this changing environment.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



Q33: Should we continue to retain the principle of Local Gaps? Should we define specific boundaries or a more general policy which aims to avoid coalescence?

2.70. Parts of Test Valley, particularly in the south of the Borough, contain a number of individual settlements with unique characters. Local Gaps have previously been used to protect and enhance these individual characters, and it is therefore felt that they should continue to be retained within the emerging Local Plan.

Q34: Should the Local Plan identify and designate Local Areas of Green Space or should this be undertaken via Neighbourhood Plans?

2.71. If it is considered necessary, the designation of Local Areas of Green Space should be undertaken by the Local Plan rather than Neighbourhood Plans. Paragraph 100 of the Revised NPPF includes the three criteria that should be used to design a Local Green Space, stating it must be:

- i. In reasonably close proximity to the community it serves;*
 - ii. Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
 - iii. Local in character and is not an extensive tract of land.*
- [Paragraph 100]*

2.72. There are a number of examples where Neighbourhood Plans trying to designate Local Green Spaces have been found unsound at Examination for not meeting all of these criteria. Therefore, any Neighbourhood Plan seeking to do so should consult carefully with TVBC before seeking such a designation.

Q35: Should the next Local Plan continue to promote water efficiency from new developments?

2.73. The Local Plan should advocate the use of Building Regulations to determine the level of water efficiency that should be achieved by new developments. Paragraph 16(f) of the Revised NPPF states that local plans should avoid unnecessary duplication, therefore policies should not be included as the details are already covered by adopted regulations.

Q38: Should the Local Plan encourage energy efficiency when constructing new development?

2.74. The Local Plan should apply Fabric First principles, in order to encourage energy efficiency in new developments. This method ensures that energy efficient methods of design, such as optimising natural ventilation and maximising air-tightness, minimises the need for energy consumption. This is advocated in national policy through Paragraph 150 of the Revised NPPF, which states that new development should be planned for in ways that:

- i. Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and*

- ii. *Can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.*

[Paragraph 150]

- 2.75. It is not considered appropriate for the Local Plan to impose other targets or principles that may restrict the delivery and viability of future development, and may also now allow flexibility as new technology comes forward. Therefore it is recommended that the Local Plan only refers to energy efficiency targets adopted through national planning policy.

Q42: Should alternative open space for mitigation be provided as part of new developments or should land be specifically allocated, or a combination?

- 2.76. It is recommended that a combination approach is used within the Local Plan in terms of the provision of alternative open space to mitigate for recreational impacts on ecological designations. Not all sites will be in the right location or large enough to provide the required open space mitigation (SANG – Suitable Alternative Natural Greenspace), therefore a mechanism to contribute financially to the creation and ongoing management of strategic SANG is needed. Other sites may have sufficient capacity in suitable locations to provide the required open space to mitigate their own impact and should be permitted the option to do so, whilst development sites should also have the option to over-provide SANG, which could contribute to strategic SANG for the Borough to serve other developments. Therefore, a combination approach allows development sites of all sizes to come forward with suitable and bespoke mitigation.

Comment on Section 8

- 2.77. Paragraph 8.4 states that an Infrastructure Delivery Plan (IDP) will be produced to help identify the improvements needed. This document should not be prepared independently of the Local Plan, and instead should become an adopted document within the Local Plan/ Development Plan. There have been instances in other authorities where the IDP has not been revised at the same time as the Local Plan, as there is no national planning policy requirement to do so, meaning that decisions were made on an outdated document that has the potential to be in conflict with the adopted Development Plan. Many Inspectors are finding that IDPs should form part of, rather than stand apart from the Local Plan.

Q44: How can the Council promote more sustainable forms of transport such as walking, cycling and public transport?

- 2.78. There is currently a significant amount of commuting both in and out of Test Valley, with the majority of this being undertaken by private car. Similarly, many residents travel to centres such as Southampton for retail and leisure facilities which are not available in some of the more rural parts of the Borough. One of the main ways that the Council can help to reduce this reliance on the private car, is to allocate developments in sustainable locations, for example close to existing settlements and public transport routes. This locates residents closer to the employment, retail and leisure facilities that they wish to access, and also provides opportunities for direct public transport, pedestrian and cycle links in order to promote these methods of travel.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



- 2.79. Southampton City Council (SCC) published the Southampton Cycling Strategy 2017-2027 in June 2017, which outlines the approach for investing in and realising the vision of turning Southampton into a true Cycling City. There is a possibility that the Site could extend Cycle Route 3 to reach the proposed development, which would provide a fast and effective route into Southampton City Centre. Additionally, it should be possible to divert a local bus service between Romsey and Southampton, which operates at an existing frequency of one every 30 minutes.
- 2.80. In July 2018, SCC published the Connected Southampton Transport Strategy 2040 (Draft LTP4). This documented an idea for a Mass Rapid Transit (MRT) for the Solent region, and again explored ideas for park and ride sites around the city of Southampton. As part of TVBC's requirement to work with neighbouring authorities, extension of this MRT into southern Test Valley could significantly assist in the promotion of more sustainable forms of transport during the plan period.

Q45: How do you think the Council should be making provision for parking within new development?

- 2.81. Paragraph 8.13 of the Issues and Options document recognises that there is a growing number of electric vehicles on the roads, and therefore states that future parking standards should take this into account, including the ease of access to charging points. Although this should be recognised within the new Local Plan, any policy which seeks to specify a requirement for new developments to include charging points should be avoided.
- 2.82. According to the Society of Motor Manufacturers and Traders, the number of electric vehicles being registered in the UK has risen from around 6,000 in 2014, to around 48,000 in 2017, an increase of 800%. This significant change has demonstrated how rapidly the market and demand has increased in only a three year period. It is therefore impossible to predict what may occur within the Local Plan period in relation to these technologies. For example, there may be fundamental changes to the way electric cars are charged. Therefore, any policy which requires developments to provide charging points, based on the technology available now, may not be flexible enough to allow for future changes. It is therefore recommended that no specific policy is included in relation to electric cars.

3. Conclusion

- 3.1. These representations have been submitted on behalf of The Broadlands Estate, which is promoting a potential development located at the Site. The Site currently comprises some agricultural fields with some small copses. The Site is bounded to the north by Lee Drove, to the west by the railway line, and to the east by the A3057. The M271 intersects the Site in the south, and there are electrical pylons within the Site.
- 3.2. The Site is strategically well placed within the sub-region to make a significant contribution to both housing growth and current movement patterns, being located between Romsey and Southampton. As a result there are excellent transport links to both settlements and to the M27, and it is located close to existing employment centres in both Test Valley and Southampton.
- 3.3. For plan making, the Government, through the Revised National Planning Policy Framework (NPPF) required Local Authorities to plan positively, in a way that is aspirational but deliverable, and should seek opportunities to meet the development needs of the area whilst being sufficiently flexible to adapt to rapid change.
- 3.4. The revised NPPF sets out, in Paragraph 16, six key principles which should be used in the preparation of Local Plans. This includes being prepared with the objective of contributing to the achievement of sustainable development, being prepared positively in a way that is aspirational but deliverable, and containing policies which are clearly written and unambiguous, so it is evidenced how a decision maker should react to development proposals. It is therefore important that the emerging Local Plan is guided by clear and focussed aspirations, which also draw upon Test Valley Borough Council's Corporate Plan.
- 3.5. Other important aspirations for the new Local Plan include additional supply of housing to deal with the currently high affordability ratio; retention of the north/south split which recognises the characteristics and external relationships of the Borough; assisting in achieving sub-regional LEP objectives; working closely with neighbouring authorities; and recognising the strategic importance of Southampton as an adjacent city in both the Local Plan and its Sustainability Appraisal.
- 3.6. These representations have set out the view that TVBC should include an uplift on the standard methodology to account for economic and employment growth, and that the new Local Plan should retain the two Housing Market Areas (HMAs).
- 3.7. Overall, the new Local Plan should ensure that the adopted policies are not too restrictive to prevent development across the Borough of varying types and scale, and also to include sufficient flexibility to adapt rapidly to change as required by the NPPF. Additionally, in accordance with Paragraph 16 of the Revised NPPF, unnecessary duplication of policies should be avoided.
- 3.8. The Broadlands Estate would welcome the opportunity to engage with TVBC regarding these representations and the future promotion of The Grove to the Local Plan.

Representations to the Test Valley Local Plan Issues and Options

The Grove, Romsey



Jonathan Steele
Director



Eleanor King
Senior Planner





ACOUSTIC MEMO

TO		FROM	Louise Beamish
DATE	30 August 2018	CONFIDENTIALITY	Confidential
SUBJECT	The Grove– Acoustics		

Introduction

Test Valley Borough Council’s SHELAA assessment concluded that The Grove site is exposed to significant railway and motorway noise constraints.

Whilst it is obvious from aerial mapping that the site is exposed to motorway and railway noise, this should not be seen as a reason to deem the site undevelopable for residential use. WSP has worked on many sites with similar noise conditions and developed site specific mitigation to ensure that the future occupants of the site are not exposed to unreasonable levels of noise.

Noise Constraints and Mitigation

The railway line is at grade or in a cutting along the site’s western boundary. As the noise source is not elevated above the site, this allows for more effective noise mitigation. This could include appropriate and suitable mitigation such as an acoustic barrier¹ and/or a buffer to increase the distance between the railway and any noise sensitive buildings. This, in combination with appropriate setback distances where needed, will ensure that any future occupants of the site will be exposed to acceptable noise conditions.

The height of the M271 differs in relation to the site. The motorway is in cutting when compared to the area of the site to its south. However, it seems that the area of the site to its north is lower than the motorway, although this is difficult to determine with certainty from online mapping. However, for both areas of the site adjacent to the M271, appropriate or suitable mitigation such as acoustic barriers and/or buffers should be effective in reducing noise levels. In our experience, where the road is elevated, it is more effective to use proposed buildings to screen noise levels and to locate these buildings at an appropriate distance from the road. The internal arrangement of these buildings is key to ensuring that habitable rooms (bedrooms, living rooms and dining rooms) are not exposed to unacceptable noise levels. It is anticipated that suitable mitigation such as an acoustic barrier on the boundary with the M271 and appropriate setback distances will be acceptable for the area of the site to the south of the M271.

Conclusion

Based on our experience of similar sites, it is anticipated that with appropriate mitigation an acceptable noise climate for residential development can be achieved on the site.

It is, therefore, concluded that from a noise perspective the site should be deemed appropriate for residential use, subject to the above.

¹ A barrier could take the form of a close boarded timber fence, an earth bund or a combination of the two.

Ecology Technical Note

Project: The Grove, Coldharbour Lane, Southampton

TN02 Preliminary Ecological Review: Constraints and Opportunities

11 September 2018

1. INTRODUCTION AND METHODOLOGY

- 1.1. Aspect Ecology has been appointed by Broadlands Estate to advise on ecological matters to inform promotion of the site as residential development in Test Valley Borough Council's emerging Local Plan (TVBC). The site is located to the west of the M271 and A3057, and to the east of a railway line (see Plan 5061/BN1).
- 1.2. To inform the ecological constraints and opportunities of potential development at the site, a desktop study and appraisal has been undertaken by Aspect Ecology. This is further informed by a rapid walkover survey undertaken by Aspect Ecology in November 2016.
- 1.3. To gather information on records of protected or notable species within the site and its surrounds, in addition to details of any ecological designations, Hampshire Biodiversity Information Centre (HBIC) was contacted. Information on statutory designations was also obtained from the online Multi-Agency Geographic Information for the Countryside (MAGIC) database, which utilises data provided by Natural England (NE).

2. ECOLOGICAL DESIGNATIONS

Statutory Designations

- 2.1. No statutory designations are located within or immediately adjacent to the site. The nearest statutory designation to the site is River Test Site of Special Scientific Interest (SSSI) located approximately 775m to the west of the site, as shown on Plan 5061/BN2. The SSSI is designated for its chalk stream habitat, being one of the most species-rich lowland rivers in England and which supports 13 notified habitats. The river flows in a southerly direction through Solent Maritime SAC approximately 1.9km to the south of the site, before discharging into Southampton Water and The Solent.
- 2.2. A number of European-level designations are also located within 10km of the site, as set out below:
 - Solent and Southampton Water Special Protection Area (SPA)/Ramsar located approximately 1.6km to south of the site;
 - Solent Maritime Special Area of Conservation (SAC) located approximately 1.9km to south;

- Emer Bog SAC located approximately 3.5km to the north;
- New Forest SAC and SPA/Ramsar located approximately 4.6km and 6.6km to the west respectively;
- River Itchen SAC located approximately 7.6km to the east; and
- Mottisfont Bats SAC located approximately 9.6km to the north.

Constraints and Opportunities - European-level designations

- 2.3. A number of European-level designations are present within the wider proximity to the site. Following a review of TVBC's Habitat Regulations Assessment (dated November 2013) and associated documentation, it can be concluded that there are unlikely to be any adverse effects on Mottisfont Bats SAC as a result of the proposals due to the distance between the site and the designation. However, potential adverse effects could arise on Solent and Southampton Water SPA/Ramsar, New Forest SAC and Emer Bog SAC as a result of recreational pressure, whilst given the hydrological connectivity of the site to Solent Maritime SAC, the proposals could also result in an adverse effect on this designation as a result of water quality. Accordingly this matters are considered further below.

Recreational pressure

- 2.4. TVBC has provided advice setting out the Council's approach in relation to recreational pressure on Solent and Southampton Water SPA/Ramsar and New Forest SAC, as set out below.
- 2.5. *Solent and Southampton Water SPA/Ramsar* – TVBC has been working in partnership with a number of organisations to establish a Solent Recreation Mitigation Strategy¹. The strategy sets out that developments within 5.6km of the designation would be required to mitigate for recreational pressure either through a financial contribution or provision of a bespoke mitigation package (i.e. provision of alternative green space). Subject to the implementation of such mitigation, it can be concluded that the proposals will result in no adverse effect on Solent and Southampton Water SPA/Ramsar as a result of increased recreational pressure.
- 2.6. *New Forest SAC and SPA/Ramsar*– TVBC has developed an interim mitigation framework, which was agreed by the Council's Cabinet on 1st October 2014. This guidance sets out that developments within 13.6km of the designation would be required to mitigate for recreational pressure either through provision of suitable alternative natural green space (SANG) (based on a standard of 8ha per 1000 population), a bespoke mitigation package or a financial contribution to off-site mitigation measures, as well as a financial contribution towards ongoing monitoring. Based on the size and quantum of development, it is envisaged that SANG will be provided. Subject to the implementation of such mitigation, it can be concluded that the proposals will result in no adverse effect on New Forest SAC and SPA/Ramsar as a result of increased recreational pressure.
- 2.7. *Emer Bog SAC* - In relation to Emer Bog SAC, no specific advice is provided by TVBC. However, TVBC's Habitat Regulations Assessment identifies that the majority of visitors to the designation arrive by foot, with very few parking spaces limiting the opportunities for visitors arriving by car. As such, given the geographic separation of the SAC from the site, subject to the provision of onsite open space, it is likely that adverse effects on this designation could be avoided.

¹ Bird Aware Solent (December 2017) Solent Recreation Mitigation Strategy

Water Quality

- 2.8. The site is hydrologically connected to Solent Maritime SAC via the River Test SSSI. However, adverse effects on this designation can be avoided through the implementation of suitable construction safeguards when working in proximity to the onsite watercourse. Indeed, the removal of land from agricultural improvement will likely increase the water quality of the watercourse within the site, therefore providing improvements to the water quality associated with the designations downstream.

Conclusion

- 2.9. In conclusion, the development has the potential to result in adverse effects on a small number of European-level designations. As such, an Appropriate Assessment² will need to be undertaken at the appropriate time to assess such effects. However, based on strategic mitigation, the provision of SANG and safeguards during construction, it is considered that any adverse effects resulting from the proposals can be fully mitigated for.

Constraints and Opportunities - Other Statutory Designations

- 2.10. The nearest statutory designation to the site is River Test SSSI located approximately 775m to the west of the site at its closest point. The site has direct hydrological connectivity to this designation via the onsite watercourse, which discharges into the River Test SSSI at its southern-most point. As discussed in relation to Solent Maritime SAC, however, adverse effects on this designation as a result of water quality can be avoided through the implementation of suitable construction safeguards.

Non-statutory Designations

- 2.11. A non-statutory designation, namely Fir Copse Site of Importance for Nature Conservation (SINC), is located within the site itself, as shown on Plan 5061/ECO2. The SINC, located within the south-east of the site, is designated under criterion 1B³ for the presence of 'other woodland where there is a significant element of ancient semi-natural woodland surviving'.
- 2.12. The woodland is not identified as supporting Ancient Woodland on MAGIC's online database, but it is understood to have been present at the time of the Ordnance Survey First Edition, dated 1810, indicating a woodland of some antiquity.
- 2.13. The next nearest non-statutory designation, namely Nightingale Wood and Outlier SINC, is located approximately 20m to the east of the site beyond the A3057 road, as shown on Plan 5061/ECO2. This SINC is designated for the presence of ancient semi-natural woodland and ancient replanted woodland, along with notable species including Wood Horsetail *Equisetum sylvaticum*, Eared Willow *Salix aurita*, Marsh Fern *Thelypteris palustris* and Great Crested Newt *Triturus cristatus*.
- 2.14. A road verge of ecological importance (RVEI) is also located within/adjacent to the site, namely A3057 Romsey Road, Nursling, which covers the roundabout and verges on all exits, as shown on Plan 5061/ECO2. This RVEI is designated for its floral species interest, namely Bee Orchid *Ophrys apifera* and Spotted Orchid *Dactylorhiza fuchsii*.

² In line with the CJEU judgments in Case C323/17 People Over Wind and Sweetman v. Coillte Teoranta

³ English Nature, Hampshire County Council 'Criteria for selecting Sites of Importance for Nature Conservation in Hampshire'

Constraints and Opportunities

- 2.15. Fir Copse SINC will be retained and protected under the proposals, with an appropriate buffer provided from built development. Potential recreational effects could be mitigated through providing access management measures within the SINC, such as footpaths, fencing of sensitive areas, and interpretation boards. As such, it is considered unlikely that the development will result in adverse effects on this designation. On the contrary, the proposals present the opportunity to enhance the woodland, such as through management, planting of native species or removal of invasive species as appropriate.
- 2.16. Subject to the implementation of standard construction safeguards, Nightingale Wood SINC should be unaffected as a direct result of the proposals. Consideration should be given to the A3057 Romsey Road, Nursling RVEI should improvements be required to the roundabout to facilitate development works. It is noted that the RVEI is at the lowest level of ecological designations referred to in the hierarchy at paragraph 174a of the NPPF and accordingly the interest is at only the local level. Nonetheless, should works to the roundabout be required, it is recommended that mitigation is put in place to relocate the grassland interest (turfs) so as to safeguard their interest. In terms of indirect effects, both woodlands appear inaccessible to public, such that they are unlikely to receive any current visitor usage. With regard to Nightingale Wood SINC in particular, the woodland appears from the desktop study to comprise private land with no public access aside from two Public Right of Way's at the boundaries.
- 2.17. As such, subject to a sensitively designed masterplan, provision of alternative open space and implementation of construction safeguards, non-statutory designations within and adjacent to the site, in addition to more distant designations, will be suitably safeguarded under the proposals.

3. HABITATS AND ECOLOGICAL FEATURES

- 3.1. From a review of aerial mapping and the rapid walkover survey undertaken in 2016, the site is dominated by arable land, along with grassland fields, woodland, hedgerows, trees, a watercourse and a number of farm buildings. Habitats of elevated value are likely to comprise woodland, the hedgerow network, standard trees and watercourse.
- 3.2. A number of notable plant species have been recorded in the local area, including Green-winged Orchid *Anacamptis morio*, Cornflower *Centaurea cyanus*, Chamomile *Chamaemelum nobile*, Green-flowered Helleborine *Epipactis phyllanthes var. vectensis*, Summer Snowflake *Leucajum aestivum subsp. Pulchellum*, River Water-dropwort *Denanthe fluviatilis* and Stream Water-Crowfoot *Ranunculus penicillatus subsp. Pseudofluitans*. The habitats present provide little opportunity for these species and such species are considered unlikely to be present, although further consideration will be given to the potential presence of these species during further ecological surveys of the site.
- 3.3. **Constraints and Opportunities**

The majority of habitats present are likely to be of negligible to low ecological value and are therefore not considered to form a constraint to any development proposals. Habitats likely to be of elevated value, including woodland, the hedgerow network, standard trees and watercourse can be readily incorporated into any proposals, whilst the opportunity exists under the proposals to enhance these features. In particular, there are potential opportunities to increase the ecological value of the watercourse though the removal of

surrounding land from agricultural use and creation of a sensitively designed buffer zone along the watercourse corridor.

4. FAUNA

- 4.1. The site has the potential to support a number of protected wildlife species. A preliminary assessment of the site's likely value to faunal groups is set out in the following sections, along with associated constraints and opportunities with regard to proposed development.

Bats

- 4.2. The background data returned from HBIC include records for Serotine *Eptesicus serotinus*, Natterer's Bat *Myotis nattereri*, Leisler's Bat *Nyctalus leisleri*, Noctule *Nyctalus noctula*, Nathusius's Pipistrelle *Pipistrellus nathusli*, Common Pipistrelle *Pipistrellus pipistrellus*, Soprano Pipistrelle *Pipistrellus pygmaeus* and Brown Long-eared Bat *Plecotus auritus* from the wider surrounds of the site. The site provides opportunities for both roosting and foraging/commuting bats in the form of the watercourse corridor, hedgerow network, woodlands and farm buildings, although much of the site, being dominated by arable land, is unlikely to be of elevated value to this species group.

Badger

- 4.3. The background data includes a single record of Badger *Meles meles* which, based on the grid reference provided, could potentially fall within the site itself. The site provides potential opportunities for this species in the form of hedgerows, woodland and grassland.

Dormouse

- 4.4. The background data includes records of Dormouse *Muscardinus avellanarius*, the nearest of which is located approximately 1.2km to the south of the site, beyond the M27 corridor. The site provides potential opportunities for this species in the form of a strong hedgerow and woodland network.

Other Mammals

- 4.5. The background data includes records of Brown Hare *Lepus europaeus* and Hedgehog *Erinaceus europaeus*, the closest of which to the site relates to Brown Hare and could potentially relate to the site itself. The site provides potential opportunities for both of these species. The watercourse could also be used by Water Vole *Arvicola amphibius* and Otter *Lutra lutra*.

Birds

- 4.6. A large number of records of birds have been returned in the background data, including species associated with farmland habitat. Given the diversity of habitats present within the site, including farmland, woodland, hedgerows and a watercourse, the site has the potential to support a diverse range of bird species.

Reptiles

- 4.7. A number of records of reptile species have been returned in the background data, including records located along the M271 corridor and Nightingale Wood. Although much of the site is unlikely to be of any elevated value for this species group, being dominated by arable land,

there may be potential for this species associated with any field margins, grassland habitat and watercourse corridor, whilst the adjacent railway line has the potential to provide connectivity to the wider landscape.

Amphibians

- 4.8. The background data includes a single record of Great Crested Newt, associated with a pond within Nightingale Wood SINC, located approximately 285m to the east of the site. At this distance, it is considered unlikely that the site forms important terrestrial habitat for the population associated with this pond, particularly given the separation by the A3057. From a review of OS mapping, no ponds are present within the site or its immediate surrounds, such that it is unlikely that any amphibians, including Great Crested Newt, are present within the site, although this should be confirmed following an extended Phase 1 habitat survey of the site.

Invertebrates

- 4.9. A number of records of notable invertebrate species have been returned in the background data, although much of the site is considered to be of little value to this faunal group. Habitats within the site with the potential to support invertebrate species include woodland, hedgerows and watercourse corridor, although these habitats are common in the locality and are unlikely to support an important invertebrate assemblage.

4.10. **Constraints and Opportunities**

- 4.11. A preliminary review of the site's likely value to faunal species finds that the majority of the site is likely of limited interest for fauna. However, some elevated potential is present, mostly along the site's linear features and the review has highlighted the potential for the presence of bats, Badger, Dormouse, Brown Hare, Hedgehog, Water Vole, Otter, bird and reptiles (as well as Great Crested Newt if any ponds are identified on site). Accordingly, survey work to determine the presence / absence of these species/faunal groups should be undertaken at the appropriate time. However, with a sensitively designed masterplan, it is considered that faunal species could be comfortably accommodated within any development scheme.

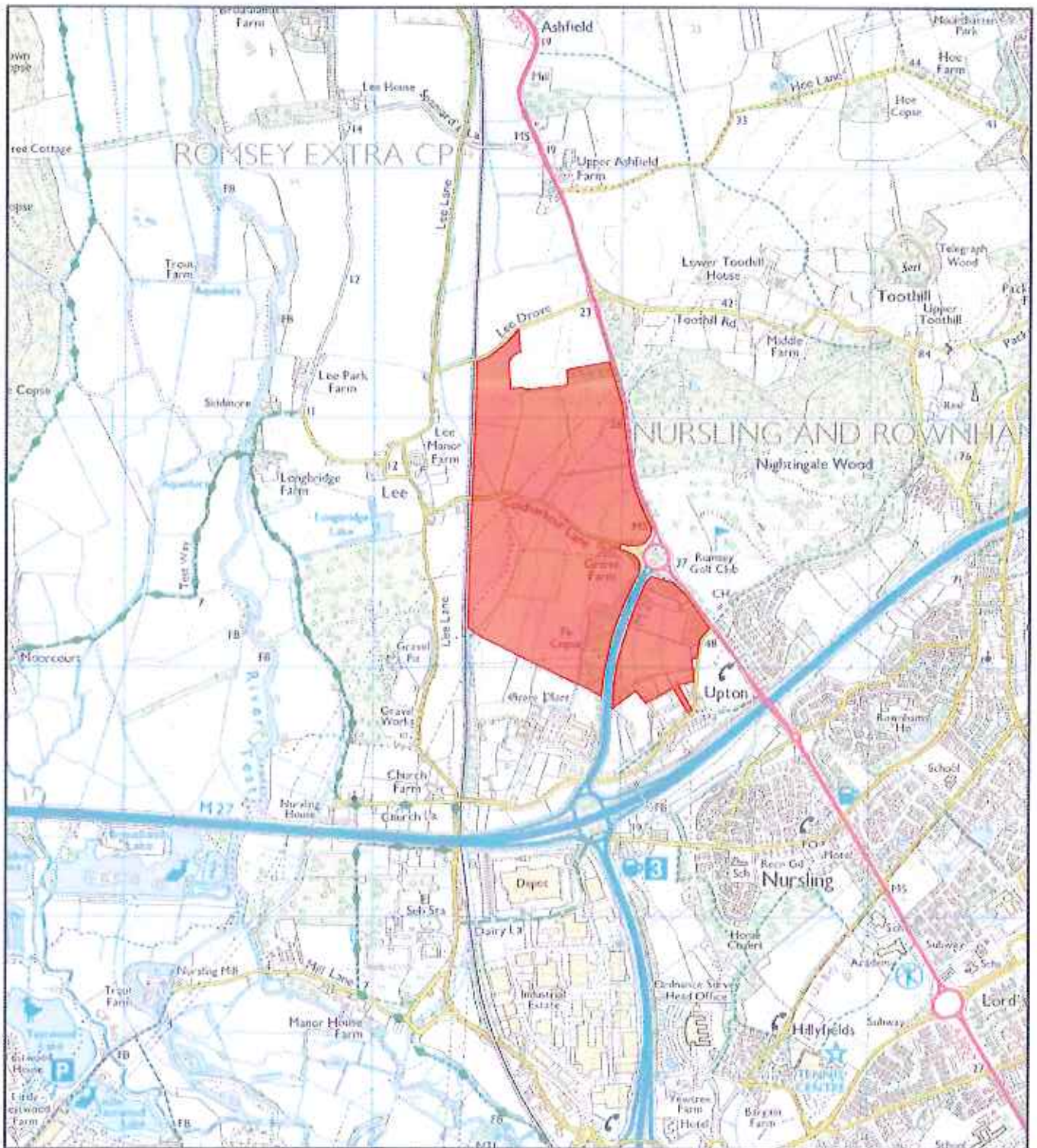
- 4.12. The proposals present an opportunity to provide an enhancement for faunal species, including:

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

- The inclusion of cut-outs in garden fences would maintain connectivity for small mammals across the site, whilst the provision of new landscape planting could provide benefits to a range of mammals, such as Hedgehog.

5. CONCLUSION

- 5.1. In conclusion, a number of constraints have been identified, primarily with regard to statutory and non-statutory designations, whilst survey work may identify the presence of priority habitats and protected species. However, it is considered that these constraints can be adequately accommodated by contributions to established mitigation strategies and through the provision of SANG alongside a sensitively designed masterplan, whilst opportunities for biodiversity benefits are available. Accordingly, at this stage the proposals are considered to be readily deliverable in ecological terms.



Key:

 Site Location

aspect ecology

Grove Farm, Coldharbour Lane,
Southampton

Site Location TITLE

5061/BN1 DRAWING NO.

- REV

September 2018 DATE





The Grove

FLOOD RISK AND DRAINAGE NOTE





The Grove

FLOOD RISK AND DRAINAGE NOTE

TYPE OF DOCUMENT: PUBLIC

**PROJECT NO. 70027637
OUR REF. NO. 70027637-BV**

DATE: SEPTEMBER 2018



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	For Client Rep (draft)	For Client Rep. (final0		
Date	17 Aug 2018	05 Sep 2018		
Prepared by	Bruno Venturini	Bruno Venturini		
Signature				
Checked by	Chris Patmore	Chris Patmore		
Signature				
Authorised by	Colin McKay	Colin McKay		
Signature				
Project number	70027637	70027637		
Report number				
File reference				



CONTENTS

1	BACKGROUND	1
1.1	PURPOSE OF THIS NOTE	1
1.2	SITE SETTING	1
1.3	EXISTING DRAINAGE AND WATERCOURSES	1
1.4	TOPOGRAPHICAL INFORMATION	1
1.5	GEOLOGY AND HYDROLOGY	1
2	PLANNING POLICY	2
3	OVERVIEW OF EXISTING FLOOD RISK	4
3.1	ENVIRONMENT AGENCY FLOOD ZONES	4
3.2	PLUVIAL/OVERLAND FLOWS (SURFACE WATER)	4
3.3	RESERVOIR FLOOD RISK	4
3.4	FLOOD DEFENCES	4
3.5	HISTORY OF FLOODING	4
4	DRAINAGE	5
4.1	INTRODUCTION	5
4.2	SURFACE WATER MANAGEMENT	5
5	CONCLUSION	7

APPENDICES

Appendix A – Flood Map Pack



EXECUTIVE SUMMARY

This assessment confirms that the Site is suitable for development in terms of flood risk and drainage.

This flood risk and drainage technical note has been written in support of representations for The Grove (hereafter referred as the Site). It is written in the context of identified constraints, risks and opportunities based on a desktop analysis.

The assessment of the existing and future flood risk has been undertaken for the Site with a review of national, regional and local policy in relation to flood risk and drainage and an assessment has been undertaken on how this can be applied to the proposed development.

The review of relevant policy confirms that there are no perceived "showstoppers" that would render the Site not suitable for development in terms of flood risk and drainage, subject to the usual mitigation strategies. This has been achieved by allocating all residential "more vulnerable" uses in Flood Zone 1 (the area of low flood risk which forms the majority of the development) and by ensuring that the development surface runoff is attenuated to greenfield rates. There are no issues in terms of safe and dry access from and to the development.

Contact name **Bruno Venturini**



1 BACKGROUND

1.1 PURPOSE OF THIS NOTE

This technical note is in support representations for this site; it demonstrates that it is suitable for development in terms of flood risk and drainage, subject to the usual mitigation strategies. This note is set out in the context of identified constraints, risks and opportunities based on a desk top analysis.

1.2 SITE SETTING

The Site is located approximately 3.5km south of Romsey town centre. The Site comprises of three parcels of land predominately in agricultural use. The Site is bordered to the north, east and west by woodland and agricultural land. The A3057 runs north to south through the three parcels of land. To the south is the M27 and residential buildings.

1.3 EXISTING DRAINAGE AND WATERCOURSES

Ordnance Survey mapping indicates several watercourses within the Site (refer to Site Location Plan in Appendix A). An unnamed Main River¹ runs in a general southern direction along the western side of the Site; it enters the Site beneath the railway at the western boundary and exists at the southern boundary. Three additional Ordinary Watercourses are present within the Site, two of which originate west of the A3057, flowing west to converge with the Main River. The third Ordinary Watercourse originates in woodland in the south of the Site to the west of the A3057, flowing south. All these watercourses are tributaries of the River Test. The River Test is located approximately 1km to the west of the Site.

1.4 TOPOGRAPHICAL INFORMATION

LIDAR² mapping, obtained from the Environment Agency, indicates that the elevations for the Site range from approximately 80.04m in the north east, to 8.20m in the south west corner of the Site. The LiDAR mapping shows that the Site generally falls from east to west, with shallow valleys along the alignment of the watercourses draining discrete sub-catchments.

1.5 GEOLOGY AND HYDROLOGY

British Geology Survey (BGS) online maps (accessed in August 2018) indicate that the Site is predominantly underlain by a bedrock of London Clay Formation – Clay, Silt and Sand; however there are small areas to the south and east of Nursling Sand Member – Clay, Silt and Sand. Superficial deposits are absent across much of the Site; however to the west and south there are areas of River Terrace Deposits. Environment Agency online resources (accessed in August 2018) indicate that the Nursling Sand Member and the River Terrace Deposits are designated Secondary A Aquifers. Secondary A Aquifers are permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases form an important source of base flow to rivers.

The Site is not within a Groundwater Source Protection Zone (refer to Environment Agency Source Protection Zones map in Appendix A).

¹ Main Rivers are usually larger rivers and streams. Other rivers are called Ordinary Watercourses. The Environment Agency carries out maintenance, improvement or construction work on Main Rivers to manage flood risk.

² Light Detection and Ranging is an airborne survey technique using GPS systems and lasers which is then processed to filter out buildings and vegetation. The LIDAR data for this area was flown to a 1m resolution with a ±15cm vertical (height) accuracy and ±40cm horizontal (planar) accuracy.

2 PLANNING POLICY

The National Planning Policy Framework (NPPF, updated in July 2018) and Planning Practice Guidance (PPG) for Flood Risk and Coastal Change define the types of development appropriate in each flood zone.

The Site is being considered for mixed use, including residential development, shops, community buildings and schools. Therefore, many of these development types will be classified as More Vulnerable by the NPPF PPG. More Vulnerable uses are considered appropriate in Flood Zone 1 and acceptable within Flood Zone 2 but will require successful application of the Exception Test if it is to be located within Flood Zone 3.

Shops are classed as Less Vulnerable, with no restrictions on which flood zones they can be located within, albeit every effort should be demonstrated to locate all development in areas of low to very low flood risk.

Following a review of local planning policy, the following policies are considered relevant with associated recommendations made for development of the Masterplan and/or scopes of work for progressing the proposed development through the planning system.

Recommendations from Local Planning Policy	Recommended Masterplan Mitigation
<p>Ensure that new development does not increase the risk of local flooding.</p> <p><i>(Source: Hampshire Local Flood Risk Management Strategy 2013)</i></p>	<p><i>Masterplan Mitigation Necessary</i> – The majority of the Site is situated within Flood Zone 1; however there are areas within Flood Zone 2 and 3 and areas of surface water flood risk in which development should be avoided.</p> <p><i>Masterplan Mitigation Necessary</i> – SuDS systems will be designed for the effects of climate change and located outside of the 1% AEP (including climate change allowance) flood extents for all watercourses.</p>
<p>Consider the impact of the flood risk management infrastructure on the frequency, impact, speed of onset, depth and velocity of flooding within the Flood Zones considering a range of flood risk management maintenance scenarios.</p> <p><i>(Source: PUSH Strategic Flood Risk Assessment)</i></p>	<p><i>Future Scope Consideration</i> – SuDS will be designed to ensure they operate effectively under a range of conditions, taking account of their position within the proposed development and implications of this on their operation under flood conditions on the receiving watercourses. Hydraulic modelling of watercourses on the Site will be necessary to confirm flood extents and hydraulic performance to inform the SuDS design.</p>
<p>Determine the variations in flood risk from all sources of flooding across and from their area.</p> <p><i>(Source: PUSH Strategic Flood Risk Assessment)</i></p>	<p><i>Masterplan Mitigation Necessary</i> - Ensure the onsite watercourses and their associated flood plains are considered when developing the masterplan. Ensure, at risk development is not built within Flood Zones 2 and 3.</p> <p><i>Future Scope Consideration</i> – The current flood extents do not account for the effects of government guidance on climate change allowances. Hydraulic modelling of the Site and proposed development will be necessary to confirm the flood extents and incorporated within the development plan.</p>



Recommendations from Local Planning Policy	Recommended Masterplan Mitigation
Consideration of the impact of climate change ³ upon flood risk within the PUSH area. <i>(Source: PUSH Strategic Flood Risk Assessment)</i>	<i>Future Scope Consideration – The current flood extents do not account for the effects of government guidance on climate change allowances. Hydraulic modelling of the Site and proposed development will be necessary to confirm the flood extents and incorporated within the development plan..</i>
Prevent inappropriate development in areas of high flood risk. <i>(Source: PUSH Strategic Flood Risk Assessment)</i>	<i>Masterplan Mitigation Required - All more vulnerable development is not to be located within Flood Zones 2 and 3 and areas of surface water flood risk.</i>

As the proposed development includes more vulnerable land uses and these are proposed to be located entirely in Flood Zone 1, it means that it will be fully compatible with the flood zones and the sequential approach will be passed without the need for passing the Exception Test.

³ In February 2016, the Environment Agency released 'Flood risk assessments: climate change allowances' guidance to support the NPPF. Within this guidance it states that flood risk assessments should consider both the central and upper end allowances for increases in peak rainfall intensity to understand the range of impacts that may occur as a result of climate change. Over the next 100 years the central and upper end allowances for increases in peak rainfall intensity are 20% and 40% respectively. This Constraints Note has included calculations to support a design based on a 20% increase in peak rainfall intensity (central allowance).

3 OVERVIEW OF EXISTING FLOOD RISK

3.1 ENVIRONMENT AGENCY FLOOD ZONES

The Environment Agency online resources (accessed in August 2018) indicate that much of the Site is within Flood Zone 1 (refer to Environment Agency Flood Map for Planning in Appendix A). Flood Zone 1 is land assessed as having less than a 0.1% annual exceedance probability (AEP).

The floodplain of the main river that runs along the western side of the Site results in this part of the Site falling within Flood Zone 2 and 3. Flood Zone 2 is land assessed as having between a 1% and 0.1% AEP. Flood Zone 3 is land assessed as having a 1% or greater AEP.

Flood zones for the Ordinary watercourses within the Site have not been defined by the Environment Agency.

3.2 PLUVIAL/OVERLAND FLOWS (SURFACE WATER)

The Environment Agency's Surface Water Flood Map (accessed in August 2018) indicates that the watercourse on the western boundary of the Site has a low to high risk of surface water flooding. Areas shown to be at low to high risk have between a 0.1% and >3.33% AEP risk of flooding. This area is broadly coincident with the extent of the flood zones (refer to Environment Agency risk of flooding from Surface Water map in Appendix A).

Two of the Ordinary Watercourses within the Site also have a low to high (1% AEP) risk of surface water flooding along narrow bands.

In addition, there are areas of localised low risk located to the north and north west of the Site and along the M271 to the west.

The remainder of the Site has a very low (<0.1% AEP) risk of surface water flooding.

3.3 RESERVOIR FLOOD RISK

The Environment Agency online resources (accessed August 2018) indicate that the Site is not within an area at risk of flooding from reservoirs (refer to Environment Agency Risk of Flooding from Reservoirs map in Appendix A).

3.4 FLOOD DEFENCES

The Environment Agency online resources (accessed in August 2018) indicate that the Site is not within an area benefiting from flood defences.

3.5 HISTORY OF FLOODING

The Hampshire Local Flood Risk Management Strategy states that surface water flooding has occurred, combined with foul flooding, in 2007 in Romsey. However, it does not cite the Site in its historic flood records.

The Preliminary Flood Risk Assessment and the PUSH Strategic Flood Risk Assessment do not identify any historical flood events at the Site.

4 DRAINAGE

4.1 INTRODUCTION

The Site geology indicates that there is limited potential for infiltration; however there is no publically available data to confirm this. There are numerous borehole records along the A3057; many of these did not encounter groundwater. Those that did, encountered groundwater at depths of 3.6m or greater. In the absence of soakage test results it has been assumed, for the purpose of these calculations, that no infiltration is available on site, and discharge to the onsite watercourses is the only viable option. It is recommended that soakage testing is undertaken (refer to recommendations) in support of a future planning application.

4.2 SURFACE WATER MANAGEMENT

As part of any proposed development it will be necessary to manage the increase in runoff from as a result of development and the introduction of impervious surfaces. Surface water generated by the development will need to be managed to the existing Greenfield runoff rate in accordance with the Non-statutory SUDS standards.

The volume of runoff from the proposed development must not be greater than the Greenfield runoff for each of the following:

- 100% annual exceedance probability (AEP) rainfall event;
- 3.33 AEP rainfall event;
- 1% AEP rainfall event; and,
- 1% AEP year plus climate change (plus 20% increase in rainfall intensity).

Table 1 summarises the Greenfield discharge rates for the whole site.

Table 1 – Summary of Greenfield Discharge Rates

Number of Units	Return Period (yr.)	Peak Greenfield Discharge Rate (l/s/ha)	Peak Greenfield Discharge Rate (l/s)
Approx. 2,000	QBAR	0.5	54.5
	1	0.4	43.6
	30	1.1	119.9
	100	1.6	174.4

We understand that it is proposed to construct a combination of residential dwellings, shops, schools, community buildings and green space on the Site. We have assumed a percentage impermeability of 40% based on our experience of masterplans for similar development.

The total storage volume required for the proposed development has been calculated using Micro Drainage. The storage volume has been sized for the 1 in 100 year rainfall event (plus climate change).

The required storage volume for the proposed development is summarised in Table 2.

Table 2 - Summary of Required Storage Volume with discharge to surface watercourses

Units	% Impermeability	Event	Maximum Discharge Rate (l/s)	Attenuation volume (m ³)
Approx. 2,000	40%	100+CC (20%)	174.4	35,168

Due to the preliminary nature of the proposals, the volume has been estimated on the assumption that no source control measures (i.e. rainwater harvesting, permeable paving etc.) are utilised and that the required attenuation would be provided solely through the use of attenuation basins. This provides a conservative estimate of the volume of attenuation required for the Proposed Development. To comply with best practice

and achieve the water quality parameters necessary to discharge to ground and/or surface watercourses a series of SuDS measures would be required.

Assuming an approximate land-take of 2m^2 per m^3 of storage required, Table 3 estimates the total footprint of basins required to provide the necessary attenuation (100 year event plus a 20% allowance for climate change). Basins have been located according to the sub-catchments and/or other features that would influence drainage routes (i.e. A3057). The size of the basins within the sub-catchments has been determined on a pro-rata basis according to the sub-catchment size in which they are located. Their position has been determined based on the lows point of the sub-catchment and avoiding placement within Flood Zones 2 and 3.

Given that there are currently several unknowns regarding the proposed development, it may be found that 2m^2 per m^3 is unachievable (due to high groundwater – see recommendations) and subsequently, the attenuation basins may need to be larger.

Table 3 – SuDS Land-Take Summary with discharge to surface watercourses

Units	% Impermeability	Anticipated Storage volume (m^3)	Land Take (m^2)
Approx 2,000	40%	35,000	70,000

Adopting a combination of source control and site control techniques with connecting swales, filter drains and subsurface storage would likely reduce the volume of the proposed attenuation basins and could provide additional ecological and water quality benefits.

As the development proposals progress and more information becomes available, particularly in regard to the adoption of source control techniques and the results of the site investigation, the volumes for the proposed attenuation basins estimated here could potentially be reduced.

The design of the surface water drainage has been based on a 20% increase in rainfall intensities due to climate change. It will be necessary however to make sure that the volume available in the freeboard of the proposed attenuation basins (and with additional storage if needed, for example by slightly reshaping the development footprint) will be able to manage safely the 40% increase in rainfall intensities within the Site. This is to ensure that the development will be safe for this more extreme event, while ensuring that there is no increase in flood risk elsewhere.



5 CONCLUSION

This technical note has been written in support to flood risk and drainage representations for this Site. It is written in the context of identified constraints, risks and opportunities based on a desktop analysis.

An assessment of the existing and future flood risk has been undertaken for the Site.

The sources of flood risk that are relevant to the Site are fluvial and surface water.

The Site is not subject to reservoir inundation flooding, there is no history of flooding and there are no indications that the Site suffers from groundwater flooding.

The assessment has reviewed national, regional and local policy in relation to flood risk and drainage and an assessment has been undertaken on how policy can be applied to ensure the sustainability of the proposed development.

The review of relevant policy confirms that there the Site is suitable for development in terms of flood risk and drainage, subject to the usual mitigation strategies. This has been achieved by allocating all "more vulnerable" development uses in Flood Zone 1 (the area of low flood risk and which forms the majority of the development land) and by ensuring that the development surface runoff is attenuated to greenfield rates. There are no issues in terms of safe and dry access from and to the development.

Appendix A

FLOOD MAP PACK

The logo for WSP, consisting of the letters 'W', 'S', and 'P' in a stylized, red, sans-serif font. The 'W' and 'S' are connected, and the 'P' is positioned to the right.



FLOOD RISK PACK



Client:
Crest Strategic Projects

Project Reference:
70027637 - Grove Garden Village,
Romsey

Site Reference:
Grove Garden Village

Site Location
436792, 117543

Site Area:
86.97 hectares

Map Scale:
1:15000

CONTENTS:

Page 1 - Site Location

Page 2 - Flood Map for Planning

Page 3 - Risk of Flooding from Rivers
and the Sea

Page 4 - Risk of Flooding from Surface
Water

Page 5 - Risk of Flooding from
Reservoirs

Page 6 - Risk of Flooding from Multiple
Sources

Page 7 - Historic Flood Map

Page 8 - Source Protection Zones

Page 9 - Aquifer Designation

THE PROPERTY OF THIS FLOOD RISK PACK IS VESTED IN WSP AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR WRITTEN CONSENT

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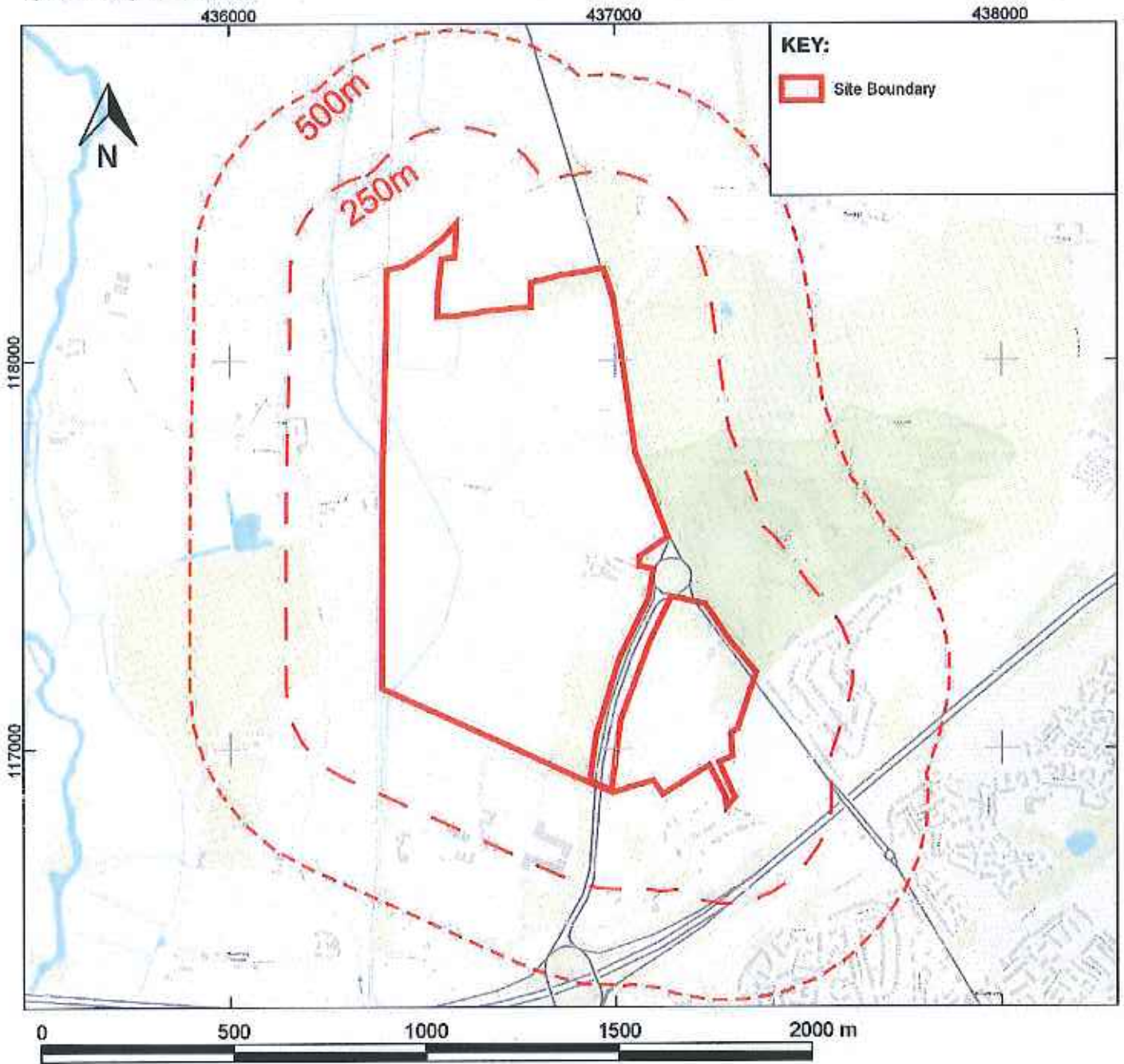
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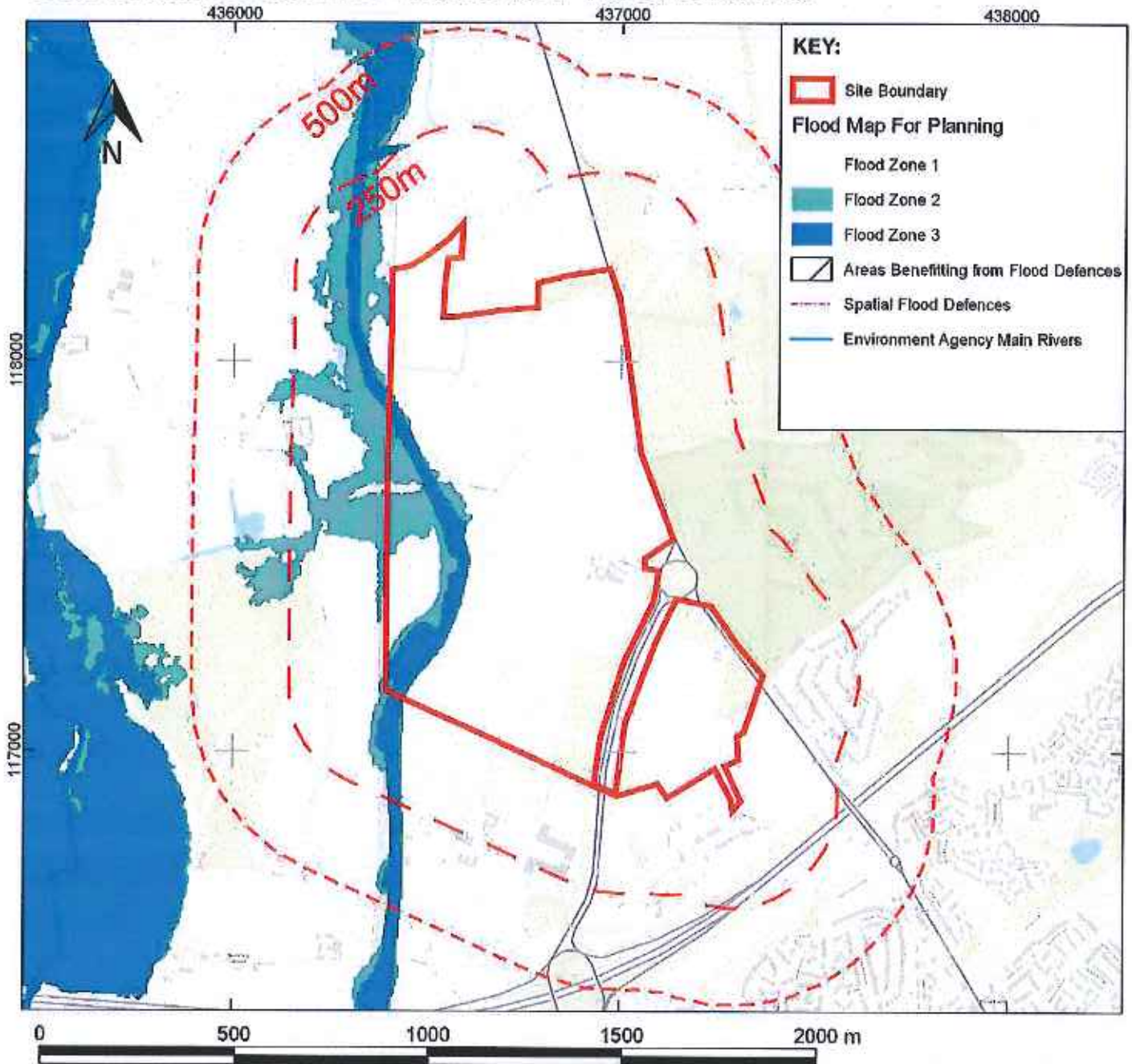


SITE LOCATION





ENVIRONMENT AGENCY FLOOD MAP FOR PLANNING



Flood zone maps are modelled using local and national river and sea data. This information provides an indication of the likelihood of flooding and is intended for planning use only.

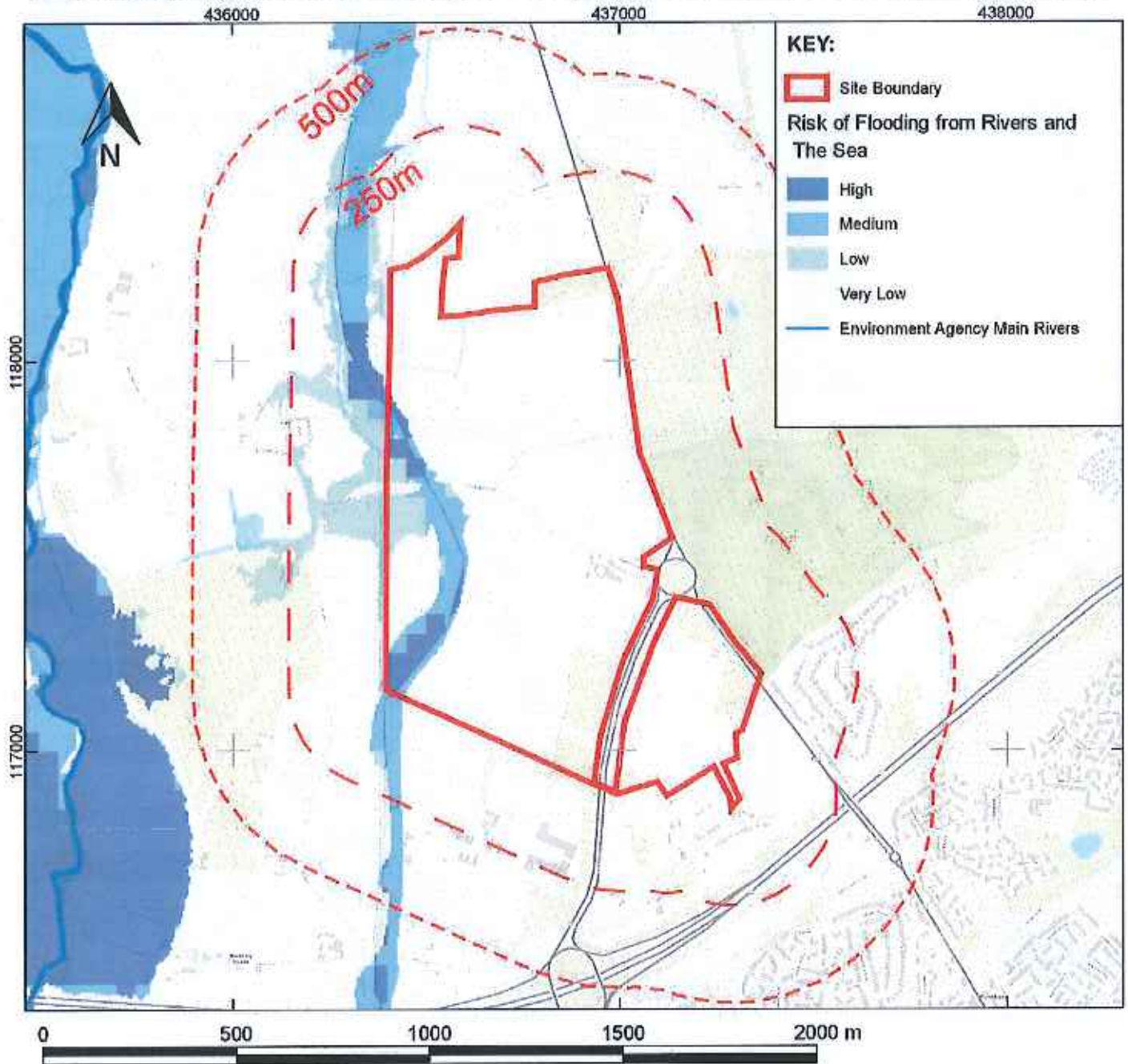
Flood Zone 1 - Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map - all land outside Zones 2 and 3).

Flood Zone 2 - Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)

Flood Zone 3 - Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map)



ENVIRONMENT AGENCY RISK OF FLOODING FROM RIVERS AND THE SEA



High risk means that each year this area has a chance of flooding of greater than 3.3%.

Medium risk means that each year this area has a chance of flooding of between 1% and 3.3%.

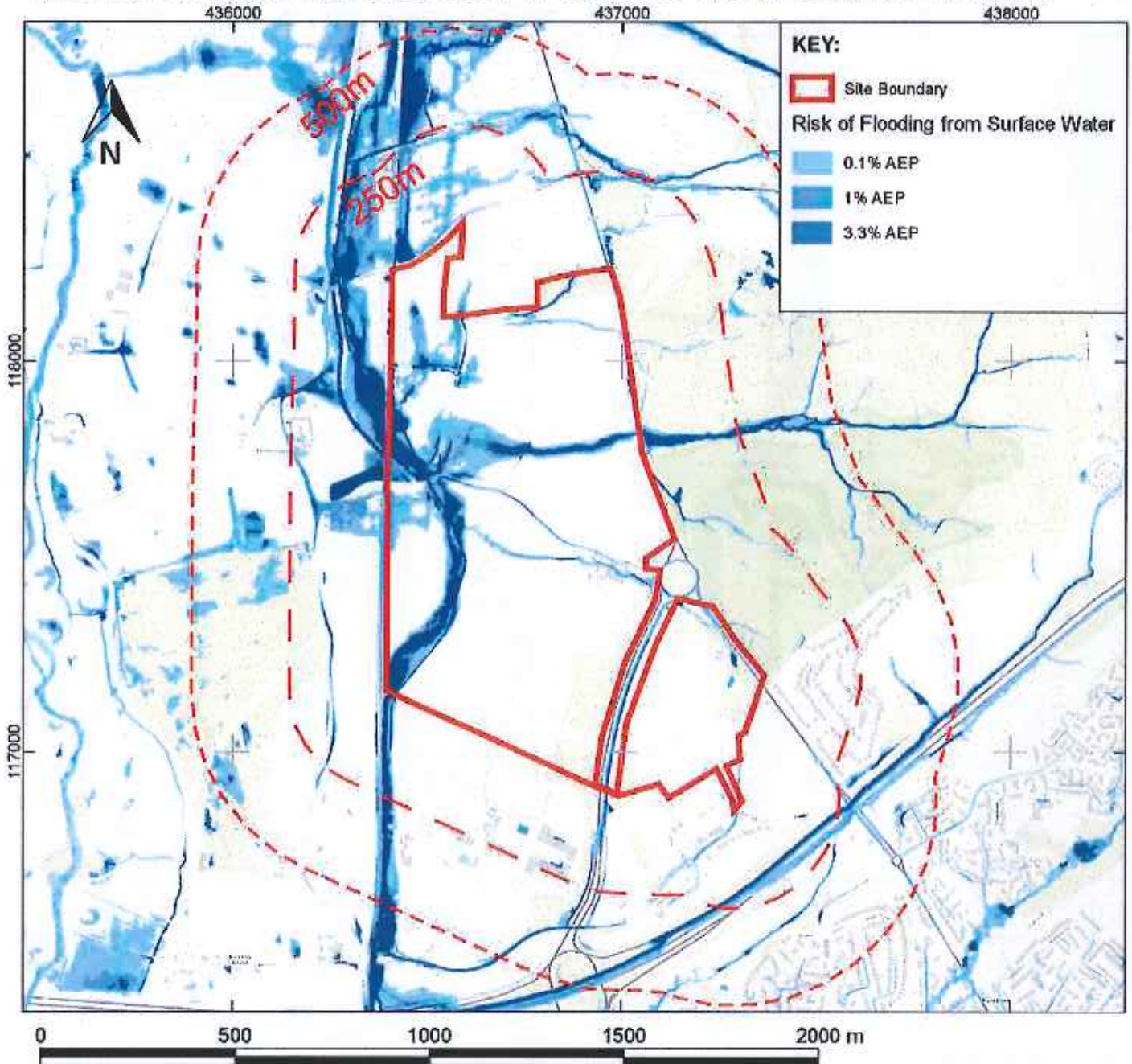
Low risk means that each year this area has a chance of flooding of between 0.1% and 1%.

Very low risk means that each year this area has a chance of flooding of less than 0.1%.

This takes into account the effect of any flood defences in the area. These defences reduce but do not completely stop the chance of flooding as they can be overtopped, or fall.



ENVIRONMENT AGENCY RISK OF FLOODING FROM SURFACE WATER



High risk means that each year this area has a chance of flooding of greater than 3.3%.

Medium risk means that each year this area has a chance of flooding of between 1% and 3.3%.

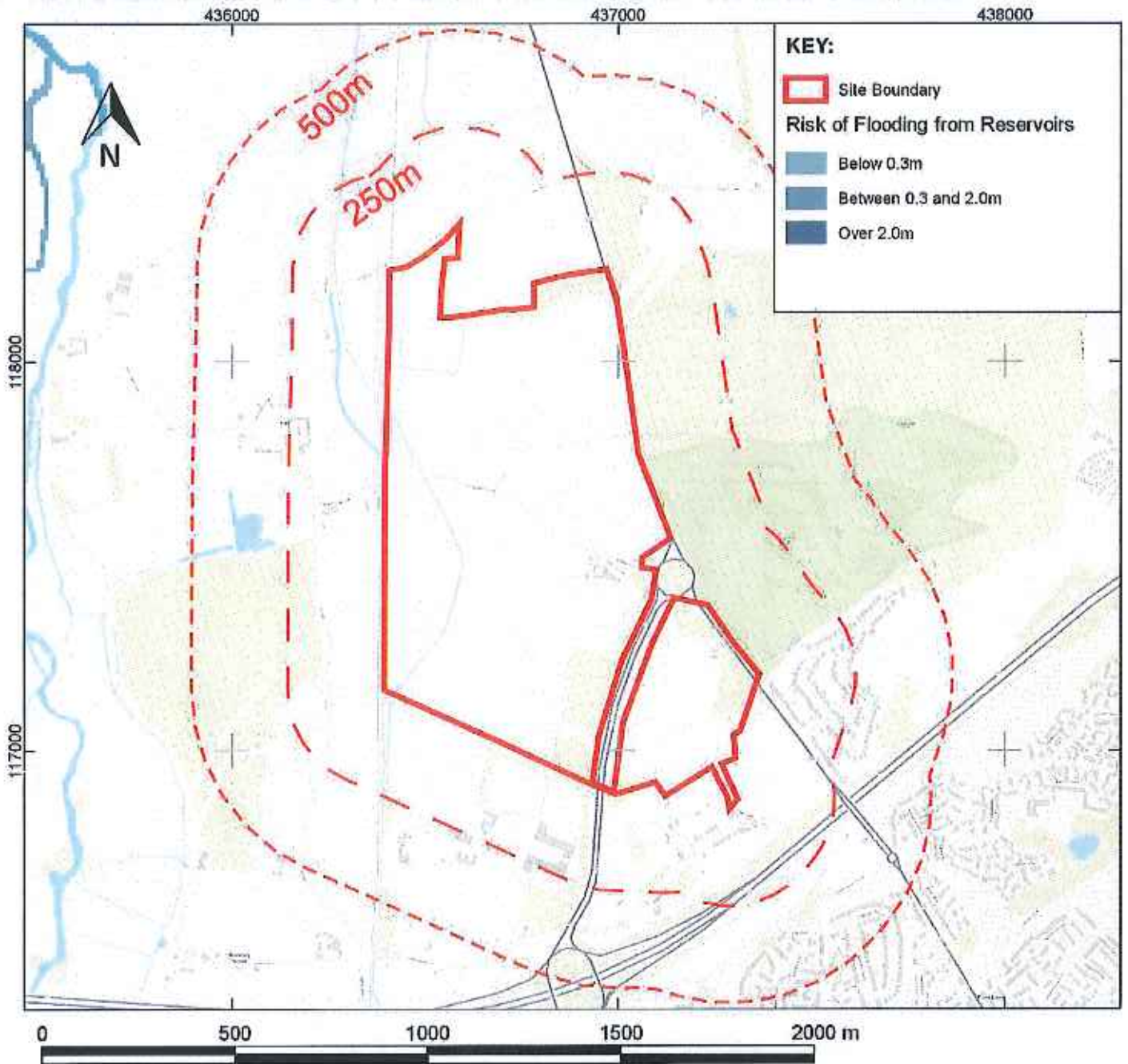
Low risk means that each year this area has a chance of flooding of between 0.1% and 1%.

Very low risk means that each year this area has a chance of flooding of less than 0.1%.

Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding.



ENVIRONMENT AGENCY RISK OF FLOODING FROM RESERVOIRS

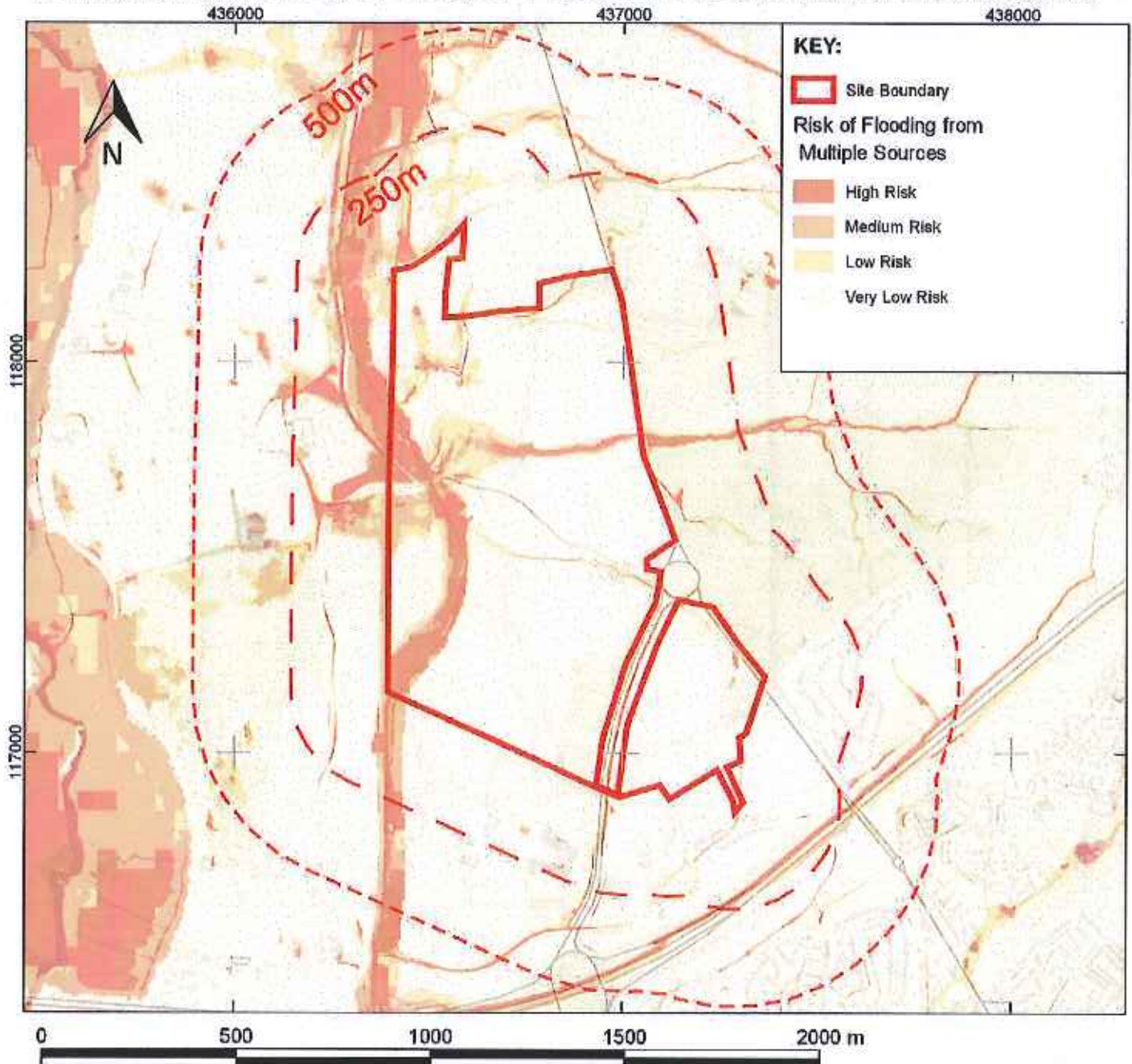


If a location is at risk, flooding from reservoirs is extremely unlikely. There has been no loss of life in the UK from reservoir flooding since 1925.

An area is considered at risk if peoples' lives could be threatened by an uncontrolled release of water from a reservoir.



ENVIRONMENT AGENCY RISK OF FLOODING FROM MULTIPLE SOURCES



High risk means that each year this area has a chance of flooding of greater than 3.3%.

Medium risk means that each year this area has a chance of flooding of between 1% and 3.3%.

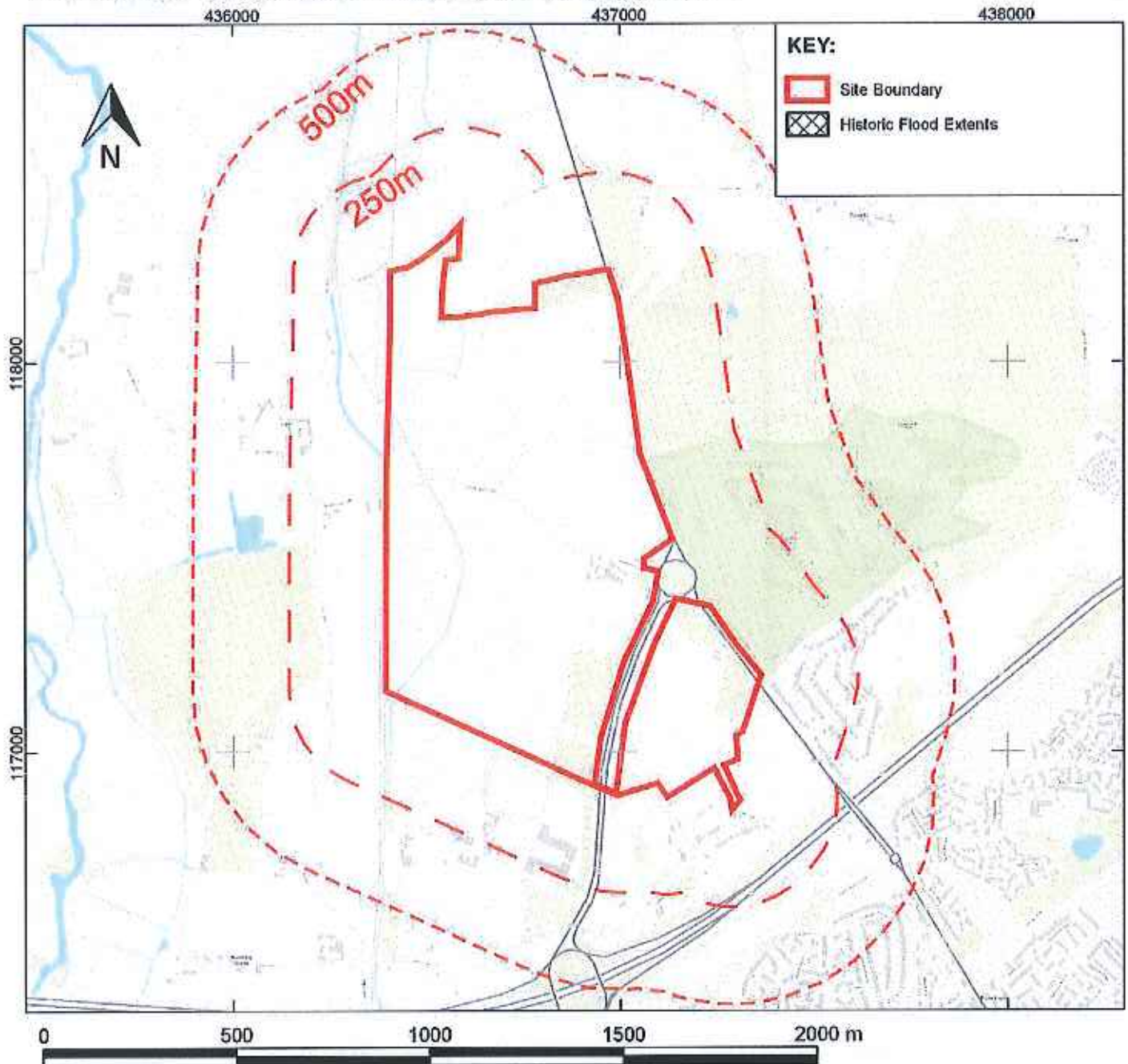
Low risk means that each year this area has a chance of flooding of between 0.1% and 1%.

Very low risk means that each year this area has a chance of flooding of less than 0.1%.

This dataset is not suitable for identifying whether an individual property will flood. The Risk of Flooding from Multiple Sources (RoFMS) information is a national scale assessment. It gives an indication of what areas of land may be at risk of flooding from more than one source. This first version of the assessment considers flooding from rivers, the sea and surface water.



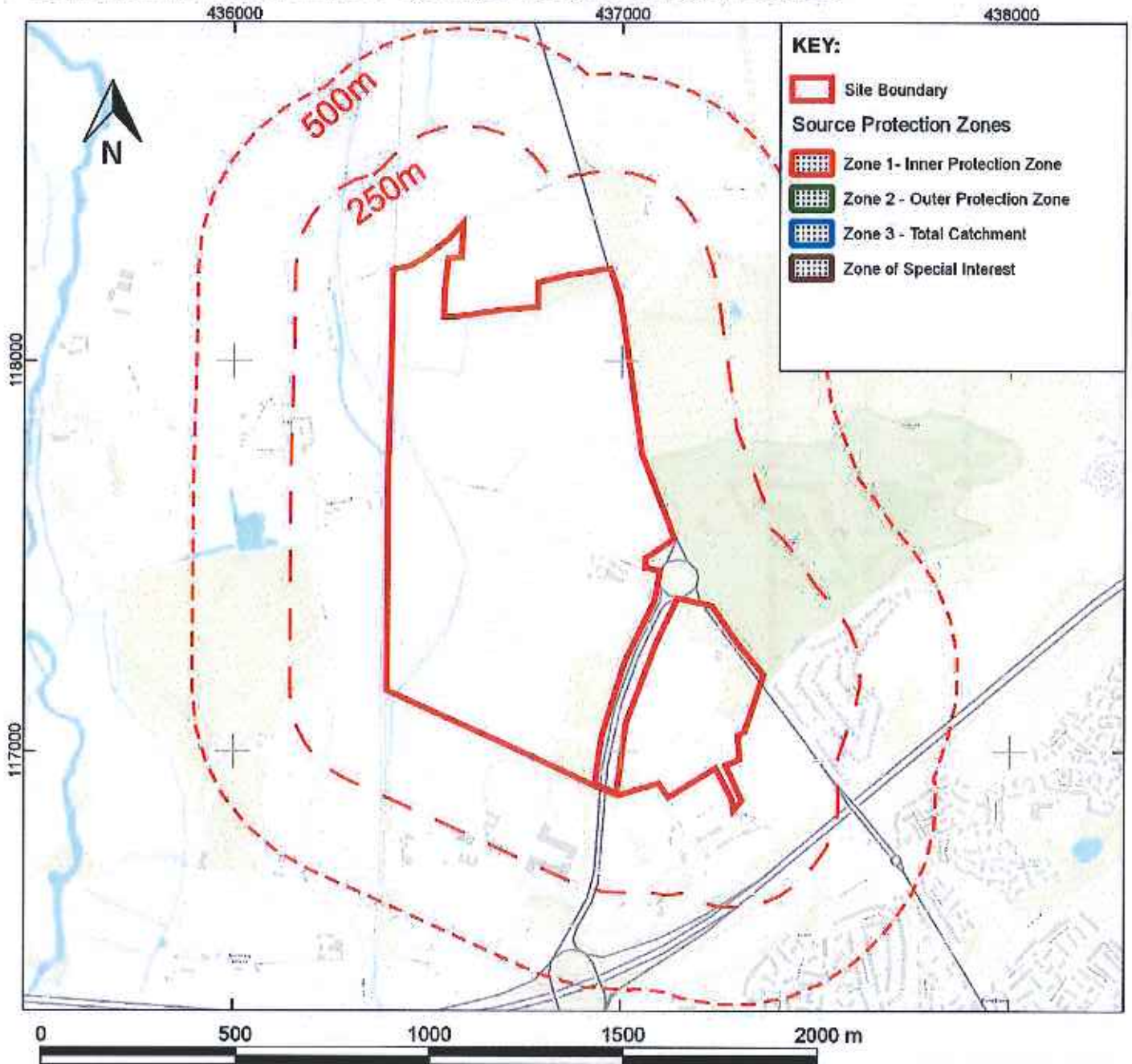
ENVIRONMENT AGENCY HISTORIC FLOOD MAP



The Historic Flood Map is a GIS layer showing the maximum extent of all Individual Recorded Flood Outlines from river, the sea and groundwater springs and shows areas of land that have previously been subject to flooding in England. Records began in 1946 when predecessor bodies to the Environment Agency started collecting detailed information about flooding incidents, although limited details may be held about flooding incidents prior to this date.

The absence of coverage by the Historic Flood Map for an area does not mean that the area has never flooded, only that we do not currently have records of flooding in this area. It is also possible that the pattern of flooding in this area has changed and that this area would now flood under different circumstances. The Historic Flood Map will take into account of the presence of defences, structures, and other infrastructure where they existed at the time of flooding. It will include flood extents that may have been affected by overtopping, breaches or blockages. Flooding shown to the land and does not necessarily indicate that properties were flooded internally.

ENVIRONMENT AGENCY SOURCE PROTECTION ZONES



Inner zone (Zone 1) - Defined as the 50 day travel time from any point below the water table to the source. This zone has a minimum radius of 50 metres;

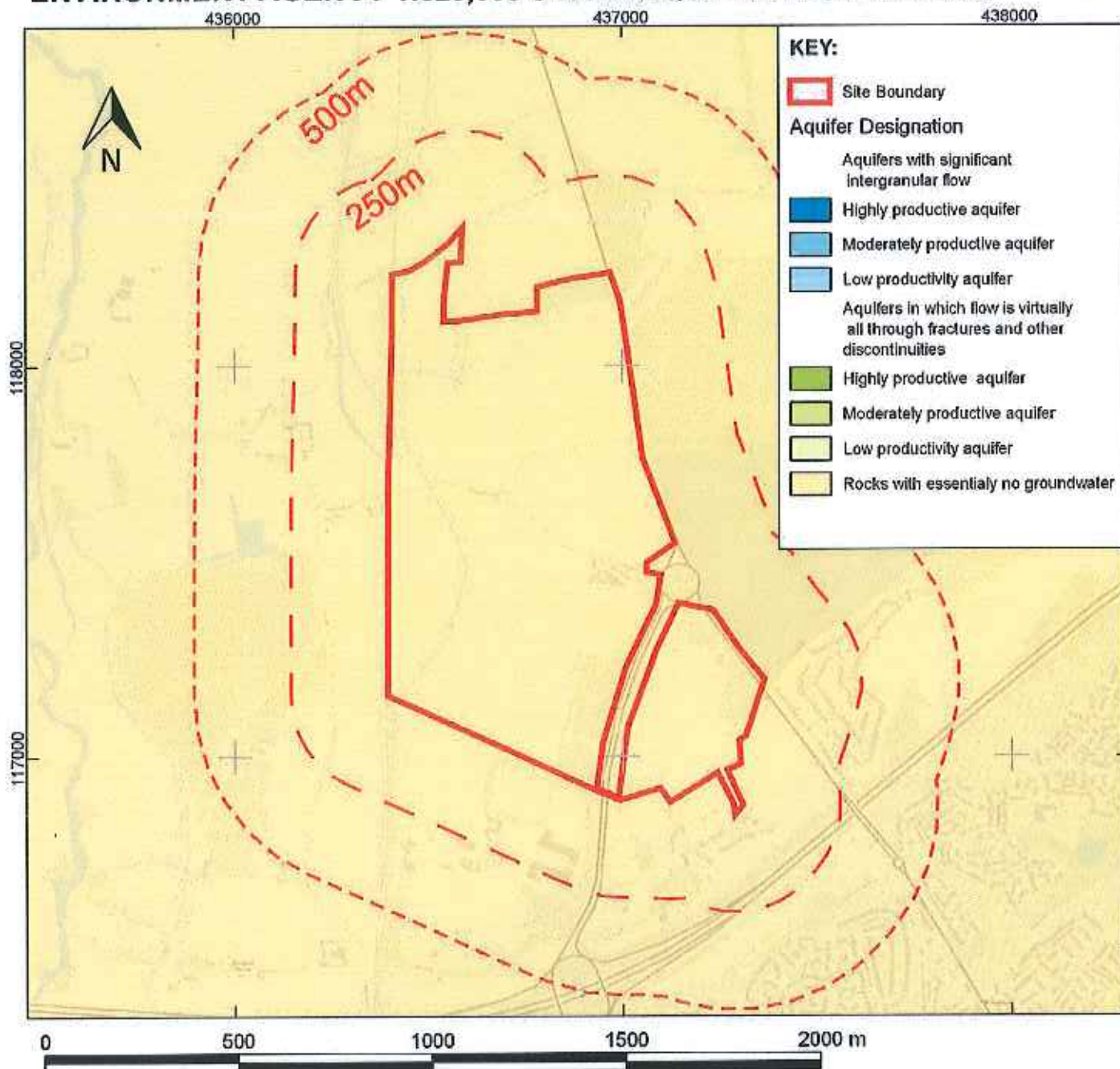
Outer zone (Zone 2) - Defined by a 400 day travel time from a point below the water table. The previous methodology gave an option to define SPZ2 as the minimum recharge area required to support 25 per cent of the protected yield. This option is no longer available in defining new SPZs and instead this zone has a minimum radius of 250 or 500 metres around the source, depending on the size of the abstraction;

Total catchment (Zone 3) - Defined as the area around a source within which all groundwater recharge is presumed to be discharged at the source.

Special interest (Zone 4) - A fourth zone SPZ4 or 'Zone of Special Interest' was previously defined for some sources. SPZ4 usually represented a surface water catchment which drains into the aquifer feeding the groundwater supply (i.e. catchment draining to a disappearing stream).



ENVIRONMENT AGENCY 1:625,000 SCALE AQUIFER DESIGNATION



The hydrogeological map indicates aquifer potential in generalised terms using a threefold division of geological formations:

1. those in which intergranular flow in the saturated zone is dominant
2. those in which flow is controlled by fissures or discontinuities
3. less permeable formations including aquifers concealed at depth beneath covering layers

Highly productive aquifers are distinguished from those that are only of local importance or have no significant groundwater. Within each of these classes the strata are grouped together according to age or lithology.

The 1:625 000 scale data may be used as a guide to the aquifers at a regional or national level, but should not be relied on for local information.

wsp



THE BROADLANDS ESTATE

aspect
landscape planning

THE GROVE,
COLDHARBOUR LANE,
ROMSEY

Landscape and Visual Appraisal

September 2018
6691.LVA.005

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CONTENTS

1	INTRODUCTION	2
2	BASELINE ASSESSMENT	3
3	POTENTIAL LANDSCAPE AND VISUAL EFFECTS	10
4	SUMMARY AND CONCLUSIONS	18

PLANS

PLAN ASP1	SITE LOCATION PLAN
PLAN ASP2	SITE AND SETTING
PLAN ASP3	OPPORTUNITIES AND CONSTRAINTS PLAN

APPENDICES

APPENDIX 1	EXTRACT FROM TEST VALLEY COMMUNITY LANDSCAPE CHARACTER ASSESSMENT – LCA3a: BADDESLEY MIXED FARMLAND AND WOODLAND
APPENDIX 2	PHOTOGRAPHIC RECORD

1. INTRODUCTION

- 1.1. Aspect Landscape Planning is instructed by The Broadlands Estate to review the possible landscape and visual matters relating to the potential allocation of land at The Grove, Coldharbour Lane, south of Romsey, hereafter referred to as the Site, for the provision of residential development. The Site is illustrated on Plan ASP1.
- 1.2. The purpose of this appraisal is to accompany the representations to the Test Valley Issues and Options Consultation, providing a review of the existing landscape character and visibility of the Site and its ability to accommodate a development of approximately 2000 dwellings. This appraisal covers landscape and visual matters and should be read alongside the other submissions that accompany this representation.
- 1.3. This appraisal will take the following format:
 - Review of baseline conditions;
 - Identification of potential landscape and visual effects, with suggested approach to mitigation; and
 - Conclusions will be drawn
- 1.4. This appraisal does not represent a detailed Landscape and Visual Impact Assessment (LVIA) but has been prepared in line with guidance set out within GLVIA3, the industry best practice guidance. It is considered that if the Site is allocated a detailed LVIA would be prepared as part of any planning application for development on this site.

2. BASELINE ASSESSMENT

- 2.1. The Site is located just to the north of the M27, between Southampton and Romsey. The location of the Site is illustrated on Plan ASP1. The suburbs of Nursling and Rownhams, which form the northern extent of Southampton lie just to the south of the Site, with the A3057 (which defines the eastern boundary of the Site) providing a direct link to the wider urban area to the south. A roundabout is located adjacent to the eastern boundary which provides direct links to the M27 motorway, via the M271. The settlement of Romsey lies approximately 2.5km to the north, directly accessed via the A3057 and A27. A large area of woodland lies to the east of the Site, with a golf course characterising the transition between the woodland and the urban areas to the south. A railway line, which runs north – south between Romsey and Southampton defines the western boundary of the Site, separating it from the wider Test Valley to the west. The River Test lies approximately 750m to the west of the Site.
- 2.2. The Site itself currently comprises a number of large, predominantly arable, fields which line between the A3057 road corridor and a railway line. A further parcel of land lies to the south east of the main body of the Site, comprising a number of paddocks that lie between the M271 and Upton Lane. Coldharbour Lane crosses the main body of the Site, broadly east – west, linking the hamlet of Lee with the M271 / A3057 roundabout.
- 2.3. Several blocks of woodland lie within the Site boundary, which together with the mature field boundaries, create a degree of visual containment and compartmentalise the landscape. A number of internal field boundaries remain, despite the arable land use, and these comprise mature hedgerows and scattered trees. The existing vegetation structure breaks up the arable landscape of the Site and assists in creating a degree of compartmentalisation. The Site is illustrated within its immediate landscape context on Plan ASP2.
- 2.4. In terms of topography, the Site lies on the eastern side of the Test Valley, with the land gently rising from approximately 12m AOD on the western boundary up to 48m AOD near to the settlement of Upton, to the east. The localised topography is illustrated on Plan ASP1.

- 2.5. The Site is not publicly accessible. Coldharbour Lane crosses the Site, affording publicly accessible views across the main body, however, there are no pavements ensuring limited pedestrian traffic. Generally, the localised setting is characterised by a limited network of public rights of way. The Test Way long distance route lies to the west of the Site, broadly following the route of the river. At its closest point, the route lies 460m to the west of the Site, but is located beyond an established woodland. The public right of way network is illustrated on the OS plan that forms the base on Plan ASP1.

Landscape Related Policy

- 2.6. The Site is not subject to any qualitative landscape designations at a national or local level. Within the Test Valley Local Plan, the Site is shown to be located outside of the settlement boundary, within Countryside (which is not a qualitative landscape designation) but is not located within any of the Strategic or Local Gaps, and is not identified as being located within any of the proposed Local Gaps suggested within the emerging local plan.
- 2.7. It is noted that the Site is included within the Test Valley Borough Council Strategic Housing and Economic Land Availability Assessment (SHELAA) 2017. The assessment notes that the Site, referred to as "Grove Farm, Coldharbour Lane (SHELAA159)", includes some trees which are subject to TPOs, is located within a SINC and adjacent to a SPA. It is noted that "local character" is not identified as a constraint within the assessment, which also confirms that the Site is not subject to any open space, local gap or heritage designations.

Landscape Character

- 2.8. At a regional level, the Natural England Character Map of England illustrates that the Site is located within the South Hampshire Lowlands NCA (128). The regional assessment identifies that this area is characterised by a number of features, including:
- **"Low-lying, undulating plain abutting the chalk downs to the north and the coastal plain and Southampton Water to the south. An underlying geology of open marine, estuarine and freshwater Tertiary gravels. Soils**

over much of the area are heavy and clayey with localised pockets of more freely draining soils on higher land.

- **Fast-flowing chalk rivers in wide, open valleys with watermeadows and riparian vegetation that provide valuable wildlife habitats for species such as breeding and overwintering birds, otter, water vole, Atlantic salmon, brown trout and the endangered, native whiteclawed crayfish.**
- **Well-wooded farmed landscape (particularly to the east of Southampton), characterised by ancient woodland such as Botley Wood and West Walk, the remnants of the Royal Hunting Forest of Bere.**
- **Mixed agricultural landscape dominated by pasture with small pockets of horticulture and arable.**
- **An intimate and enclosed field pattern with many small and irregular fields generally bounded by mixed-species hedgerows or woodland.**
- **In parts, a very urban NCA dominated by the city and port of Southampton and other large towns such as Waterlooville and Havant. The more rural hinterland is characterised by small, loosely clustered or dispersed settlements, intermixed with isolated farmsteads.**
- **Fragmented by major transport links, including the M3 to London and the M27 to Portsmouth which cross the NCA.”**

2.9. At a more local level, the Test Valley Community Landscape Project has undertaken a Landscape Character Assessment. Volume 1 of this assessment identifies that the Site is located within the Baddesley Mixed Farm and Woodland landscape character area (LCA), which forms part of the wider Mixed Farmland and Woodland landscape character type (LCT). An extract from the assessment is included within Appendix 1.

2.10. Volume 1 of the assessment identifies that the LCA is characterised by a number of features, including:

- **“A mix of landuses, some suburban others rural**
- **Mixed farmland**
- **Views to the settlement of Romsey**
- **Roads with scattered ribbon development**
- **Poor sense of seclusion or tranquillity**
- **Hedgerows are a local important feature but their quality is very variable sometimes resulting in large open areas**
- **A number of streams with stream fed lakes**

- **Patches of lowland heath and valley wetlands**
- **Parliamentary field enclosure, generally close to Clay River Valley Settlement type and to the river valleys themselves**
- **On the higher ground evidence remains of the previously wooded environment with narrow discrete roads and tracks, assarted fields and successive replanting of the forest**
- **Ancient semi-natural woodland linked by hedgerows.”**

2.11. Volume 2 of the Test Valley Landscape Character Assessment identifies a number of strategies and guidelines to manage the character of the various LCAs identified within Volume 1. With regard to the Baddesley Mixed Farmland and Woodland LCA, the assessment concludes that: **“Although the area has a number of distinctive features, overall the landscape has become fragmented. The overall strategy is to restore and enhance the landscape structure of woodland linked by hedgerows within Baddesley Mixed Farmland and Woodland.”**

2.12. Under Land Management, the assessment identifies that existing local features should be reinforced and woodland structure added to. The guidance also notes, in relation to Urban Fringe that: **“Ensure that any development in the urban fringe landscape is designed so that it has a positive impact on the landscape.”**

2.13. Under the sub-heading Land Use and Development, the guidance sets out a number of strategies, including:

“Built Development

- **Avoid loss of separate identity of well defined settlements through coalescence and homogeneous design**
- **New development to be contained within a wooded or treed setting**
- **Encourage new planting to screen and contain the edge of Romsey**

Infrastructure

- **Protect the area from further noise and visual intrusion from the local major roads**
- **New infrastructure projects to be carefully sited to minimise impact on the landscape.**
- **New planting, in keeping with local characteristics, to be included to integrate and screen development proposals**

Recreation, Tourism and Access

- **Encourage management of woodlands to enable greater public access”**

- 2.14. The Test Valley assessment does not include an assessment of sensitivity or value in terms of the individual LCAs, but provides a useful introduction to the wider landscape setting of the Site.
- 2.15. Aspect has undertaken an assessment of the Site and its localised setting in relation to the criteria set out within Box 5.1 of GLVIA3.
- 2.16. In terms of the quality of the landscape, the Site and its immediate setting are characterised by arable land uses, where the historic, more organic field boundaries have given way to a more geometric character. Areas of woodland represent more established, positive landscape features and these are identified as such in the published assessments. The presence of urbanising features such as the transport network, urban fringes and lines of electricity pylons reduce the overall quality of the landscape setting.
- 2.17. In terms of the visual quality of the landscape, the gently rolling topography and presence of mature woodland limits the opportunities for longer distance views. The Site itself does not contain any features of particular visual merit, with the electricity pylons and transport networks reducing the rural character of the Sites immediate setting.
- 2.18. There are no features associated with the Site that are considered particularly rare or representative. The Site does not include any of the watermeadows that characterise the route of the River Test, and Nightingale Wood lies to the east of the A3057, outside of the redline boundary.
- 2.19. The Site is not subject to any qualitative landscape designations. It is noted that there are a number of trees subject to Tree Preservation Orders (TPOs) present within the Site. Grove Place lies to the south of the Site, comprising a 16th Century Grade 1 listed manor house.
- 2.20. The Site is not publicly accessible and has no current recreational value. The localised setting is characterised by a limited network of public rights of way, limiting opportunities for the public to access the local countryside.

- 2.21. In terms of perceptual aspects, while much of the Site is undeveloped, the presence of the transport corridors, urban areas and electricity pylons significantly reduces the perceived tranquillity of the Site and its setting. The landscape to the west of the railway and north of the M27 has a more rural feel, however, the Site is characterised by the railway to the west, the A3057 to the east and the M27 and M271 motorway corridors to the south.
- 2.22. There are no known historic or artistic associations within the Site or its immediate setting.
- 2.23. Based on the above assessment, it is considered that, with reference to Box 5.1 of GLVIA3, the Site and its immediate setting is of medium / low landscape value. The proximity of the Site to Southampton and the associated transport and utilities infrastructure reduces the perceived rural character of the Site. Nightingale Wood and the railway corridor form defensible boundaries to the east and west.
- 2.24. It is considered that the Site and its immediate setting do not represent a "valued landscape" with reference to para 170 of the NPPF.
- 2.25. As noted above, it is acknowledged that much of the Site is currently undeveloped, however, the proximity of the Site to existing settlements and the associated infrastructure, together with the fact that the Site is not subject to any landscape designations reduces the susceptibility of the Site to carefully designed, residential development. It is considered that the susceptibility of the Site is medium.
- 2.26. Given the assessment of value above, it is considered that the Site is of medium sensitivity.

Visual Environment

- 2.27. As noted above, the presence of blocks of woodland and established field boundaries creates a compartmentalised character which contains middle and longer distance views towards the Site. The electricity pylons which cross the site are prominent urbanising features in the landscape, reducing the rural feel of the site.
- 2.28. It is acknowledged that there are views into and across the Site from the road corridors that abut the boundaries and from Coldharbour Lane where it crosses the

Site, however, established vegetation lines many of the road corridors, ensuring that views into the Site are often glimpsed and limited to the immediate setting. Within the context of the Site, the roads do not have pavements and as such, the primary receptors will be motorists. These are considered transient receptors, who are passing through the landscape at speed and, as such, are of lower sensitivity to change.

- 2.29. It is also acknowledged that some views into the Site will be available from travellers on the train, adjacent to the western boundary. As with motorists, it is considered that these receptors are moving through the landscape at speed and are therefore less sensitive to change.
- 2.30. Several photographs have been taken illustrating the Site within its immediate context and these are included within Appendix 2.
- 2.31. Viewpoints 1 – 8 are taken from the road network immediately adjacent to the Site. While views into the Site are possible, the mature vegetation structure that characterises the Site and its immediate setting often forms a backdrop, curtailing longer distance views beyond the Site. As noted above, within these views the electricity pylons form prominent features. Viewpoints 9 – 11 are taken from the wider landscape setting to the west. Within the context of these middle and longer distance views, intervening vegetation and topography contain views of the Site.

3. POTENTIAL LANDSCAPE AND VISUAL EFFECTS

- 3.1. The Landscape and Visual Appraisal does not include a detailed assessment of effects, but seeks to assess the principle of introducing residential development into the Site within the context of the receiving landscape and visual environment as identified within the baseline assessment.
- 3.2. This section will provide an overview of the possible effects in terms of landscape character and visibility if the Site were to be developed in an unsympathetic, non-landscape led way. The assessment then includes a series of recommendations for development to avoid or mitigate for the potential identified harm.

Potential Landscape Effects

- 3.3. The development of this Site could give rise to potential landscape effects including:
- Over development of the Site
 - Reduction in perceived openness
 - Loss of key landscape features
 - Increased intervisibility of built form
 - Loss of habitats
 - Reduction in perceived tranquillity
- 3.4. To avoid these potential adverse effects, it is recommended that the proposals adopt a sensitive, landscape-led approach to the design of the layout and appearance of the scheme. It is acknowledged that the Site is located within countryside, outside of the existing wider settlement to the south, however, there is an opportunity to create a high quality residential development that creates a sympathetic transition between the urban areas of Southampton and the more rural landscapes to the north.
- 3.5. New development should avoid the creation of hard and prominent edges by the incorporation of landscaped buffers and open spaces to the external boundaries and along the road corridors that pass through the Site. This will ensure that a sense of space for users of these routes is maintained, while the proposed landscaping will ensure a softened edge to the development. The incorporation of landscape buffers to the external boundaries of the Site will also reflect the guidance set out within the

Test Valley Community Landscape Character Assessment which suggests that new development be integrated into the landscape by planting and landscape buffers.

- 3.6. The Site masterplan should be developed to ensure that a sympathetic transition between the suburban areas and wider landscape setting is achieved. This approach will also ensure that a feeling of separation between the main urban areas to the south and Romsey, to the north, is maintained and the perception of coalescence is avoided.
- 3.7. Any development within the Site should seek to protect and maintain the existing treescape and established field boundaries. These form key landscape features, particularly on the boundaries of the land parcels, where their retention will assist in creating a high quality, mature landscape setting for the proposals from Day One. The retention of field boundaries can also assist in breaking up the overall built environment, contributing to the Green Infrastructure of the development and informing the network of open spaces. In addition, this vegetation can be reinforced through new native planting that will reinforce the tree stock and ensure the long term maintenance of the compartmentalised character of the Site. Broadleaf woodlands are a characteristic feature of this landscape setting and several blocks of woodland are located within the Sites boundaries. These should be retained and reinforced as part of any development. The use of locally prevalent species will not only ensure that the vegetated boundaries are enhanced, but will also represent a positive contribution to local biodiversity.
- 3.8. The creation of landscape buffers and public open spaces also presents an opportunity for the creation of new habitats. At present, the undeveloped parts of the Site comprise a mix of arable farmland and semi-improved grassland used for grazing horses, which is considered to be of limited ecological merit. The creation of new open space as part of the development of this site presents opportunities for the establishment of areas of native wildflower grassland, shrub planting, woodland and wetland features. The open spaces will also extend the Green Infrastructure west from Nightingale Wood.
- 3.9. In terms of the perceived tranquillity of the Site, this is reduced as a result of the transport corridors that lie to the east, south and west, together with the wider suburban areas to the south of the M27 and the presence of the high voltage electricity pylons that cross the Site. Ensuring an appropriate offset from the Sites boundaries, together with the reinforcement of the vegetation structure will ensure

that the perceived tranquillity of the Site from the road and rail corridors that abut the Site is not compromised.

- 3.10. The Site also presents a significant opportunity to enhance connectivity, with potential footpath links around the site, through the proposed public open space. The Site also presents opportunities for the creation of new formal and informal recreation facilities which will benefit both new and existing residents.
- 3.11. The key opportunities and constraints associated with the Site are illustrated on Plan ASP3. These opportunities and constraints will inform any future masterplanning to ensure that a sympathetic, landscape-led scheme is achieved.
- 3.12. It is considered that the approach set out above is in line with the guidance set out within the Test Valley Landscape Character Assessment to ensure that development does not give rise to significant adverse effects.
- 3.13. The borough-wide assessment identifies a number of characteristics associated with the localised landscape setting of the Site. As set out above, it is considered that the incorporation of a sensitive, landscape-led approach to the development will minimise the potential landscape effects of the proposed development of the Site upon the receiving landscape. Table 1, below, sets out the potential effects upon the identified characteristics of a sympathetic, considered residential development upon the LCA.

Table 1 – Assessment of effects upon Baddesley Mixed Farmland and Woodland LCA

Key Characteristics of Baddesley Mixed Farmland and Woodland	Potential effects arising from development of the Site
A mix of landuses, some suburban others rural	Low adverse – The proposals will extend the urban fringe which characterises the landscape immediately to the south of the LCA. The Site is located within the southern extent of the LCA and its development will not compromise this character beyond the northern boundary.
Mixed farmland	Medium adverse – the proposed development

	<p>of the Site would result in the loss of an area of arable and pastoral farmland at the southern end of the LCA. This part is more urban in character being influenced by the adjoining urban areas to the south, the transport networks and electricity pylons. It is considered that the existing vegetation structure associated with the Site will ensure that the proposed development will not compromise the character of the wider LCA to the north.</p>
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Views to the settlement of Romsey	None – The Site is located over 2.5km to the south of Romsey, at the southern end of the LCA. Intervening vegetation cover will ensure that intervisibility between the Site and Romsey is not compromised and separation is maintained.
Roads with scattered ribbon development	Low adverse – The proposed development would not promote ribbon development but would seek to create a high quality development located at a key nodal point within the transport network. The incorporation of a positive, outward looking layout will create a high quality, rounding off of the urban area that extends to the south.
Poor sense of seclusion or tranquillity	Negligible adverse – This part of the LCA is particularly affected by urbanising components which reduce the perceived tranquillity of the Site and its immediate setting. It is acknowledged that the development of the Site would affect the character of the Site, however, the incorporation of a high quality scheme of landscaping and open space will ensure that an appropriate transition with the wider LCA to the north and neighbouring LCAs is created.
Hedgerows are a local important feature but their quality is very variable sometimes resulting in large open areas	Potentially adverse, can be mitigated – There are some internal field boundaries present within the Site. It is considered that a carefully considered, sympathetic layout could retain the key hedgerows, with new planting reinforcing these features and this characteristic.
A number of streams with stream fed lakes	None – There are no watercourse associated with the Site that will be affected by the development.

Patches of lowland heath and valley wetlands	None – There is no lowland heath habitat associated with the Site.
Parliamentary field enclosure, generally close to Clay River Valley Settlement type and to the river valleys themselves	Potentially adverse, can be mitigated – While most of the historic hedgerows have been affected by the arable agricultural practices some remnants remain within the north western part of the Site. A carefully designed layout could retain and reinforce these features within the proposed development to assist in maintaining a compartmentalised character and breaking up the built environment.
On the higher ground evidence remains of the previously wooded environment with narrow discrete roads and tracks, assarted fields and successive replanting of the forest	None – This characteristic does not apply to the Site.
Ancient semi-natural woodland linked by hedgerows.	None – This characteristic does not apply to the Site.

3.14. It is considered that a carefully considered layout could incorporate a sympathetic design that compliments the localised landscape setting and addresses the key guidelines and strategies set out within the Test Valley Community Landscape Character Assessment (refer extract within Appendix 1).

3.15. In conclusion, it is considered that, subject to the incorporation of the guidelines set out above, residential development can be integrated within the Site without significant adverse effects upon the localised or wider landscape receptor.

Potential Visual Effects

3.16. In terms of potential visual effects, these will be localised as a result of the compartmentalised nature of the Sites setting. Unsympathetic development could give rise to adverse visual effects, creating a hard built edge and extending the perceived presence of development into the countryside.

- 3.17. As identified within Section 2, and illustrated on the photographic record within Appendix 2, views of the Site are highly localised, and the retention and reinforcement of the boundary planting will ensure that a soft edge to any development is achieved, filtering any views of the proposals from the wider public realm. The retention of the mature boundary tree planting will create a high quality, established landscape setting for the proposed development. The creation of new landscape buffers along the more open boundaries of the Site, adjacent to Coldharbour Lane and the A3057, will not only assist in visually screening the proposals and maintain the vegetated character of the road corridors, but will ensure compliance with the Test Valley Landscape Character Assessment guidelines which suggest that **“New development to be contained within a wooded or treed setting”**. The creation of a network of open spaces through the development will also assist in breaking up the perception of the built environment by people moving through the landscape.
- 3.18. The careful masterplanning of the Site will not harm views across, or people's appreciation of, the wider countryside setting. The Site is located over 3.6km from the New Forest National Park and the proposals will not be evident from this designation.
- 3.19. The adoption of a positive, outward looking layout will also assist the integration of the proposals, ensuring that the proposed dwellings do not turn their backs on the wider setting or present hard rear garden boundaries onto the surrounding open space. This approach also ensures that the properties overlook the proposed open spaces, creating a quality outlook for residents and passive surveillance for the open spaces.
- 3.20. Where visible, the adoption of a high quality palette of materials and a design language that compliments the local character will ensure that the proposals do not appear at odds or prominent within the localised setting.
- 3.21. The Sites proximity to the railway and the M271 means that acoustic measures are likely to be required along parts of the Site. It is recommended that, where possible, these comprise earth bunds which can be landscaped to soften their presence within the landscape. The inclusion of such features are also considered positive within the wider landscape setting, as they will assist in reducing the perception of the road and rail network from the more rural landscapes to the west and north west,

in line with the strategies set out within the Test Valley Community Landscape Character Assessment.

- 3.22. It is considered that, subject to the incorporation of the recommendations set out above, namely adopting a landscape-led approach to masterplanning, which includes creation of landscape buffers, retention of key landscape features and establishment of a network of footpaths / cycleways and open spaces, residential development can be integrated within this site without significant, long term harm.

Potential Effects Upon Landscape Related Policy

- 3.23. The Site is not subject to any qualitative landscape designations at a national or local level and, as set out above, is not considered to represent a "valued" landscape with reference to para 170 of the NPPF.
- 3.24. It is noted that the assessment within the SHELAA does not highlight landscape character as a constraint and it is considered that a carefully designed layout could retain the key trees which are subject to TPOs.
- 3.25. It is also noted that a careful and considered approach to the masterplanning of the layout, built form and landscaping will ensure that the proposals comply with the design related policies within the Borough planning documents and the guidelines within the Test Valley Community Landscape Character Assessment.

4. SUMMARY AND CONCLUSIONS

- 4.1. Aspect Landscape Planning is instructed by The Broadlands Estate to review the potential landscape and visual matters relating to the allocation of land at The Grove for the provision of residential development.
- 4.2. The Site is not subject to any qualitative landscape designations at a national or local level and, as set out above, is not considered to represent a “valued” landscape with reference to para 170 of the NPPF.
- 4.3. It is acknowledged that the development of the Site will change the character of the Site itself. Any greenfield development will give rise to a degree of harm from a landscape perspective, however, it is considered that this site has capacity to accommodate sensitively designed, residential development. As identified within the character assessment, the proximity of the Site to the northern edge of Southampton and the presence of a series of transport corridors reduces the perceived tranquillity and agricultural character. The established vegetation structure that characterises the Site and its setting creates a compartmentalised character minimising longer distance views and ensuring views of the Site are localised. The wider landscape setting is characterised by a minimal network of footpaths and bridleways, reducing opportunities for higher sensitivity receptors to view the Site.
- 4.4. Any masterplan should adopt a sensitive, landscape-led approach. Subject to the development of a sympathetic, high-quality layout with complementary landscape scheme, it is considered that the Site could accommodate residential development without significant harm to the wider receiving landscape receptor and visual environment.
- 4.5. Any development within the Site should incorporate the following elements:
 - Retain and reinforce the existing mature treescape and field boundary planting within the layout to create an established landscape setting for the new development and reinforce the compartmentalised character of the localised setting;
 - Incorporate a comprehensive scheme of landscaping utilising locally native species. New landscape buffers to be established along the adjacent road corridors, reinforcing the compartmentalised character and creating a degree

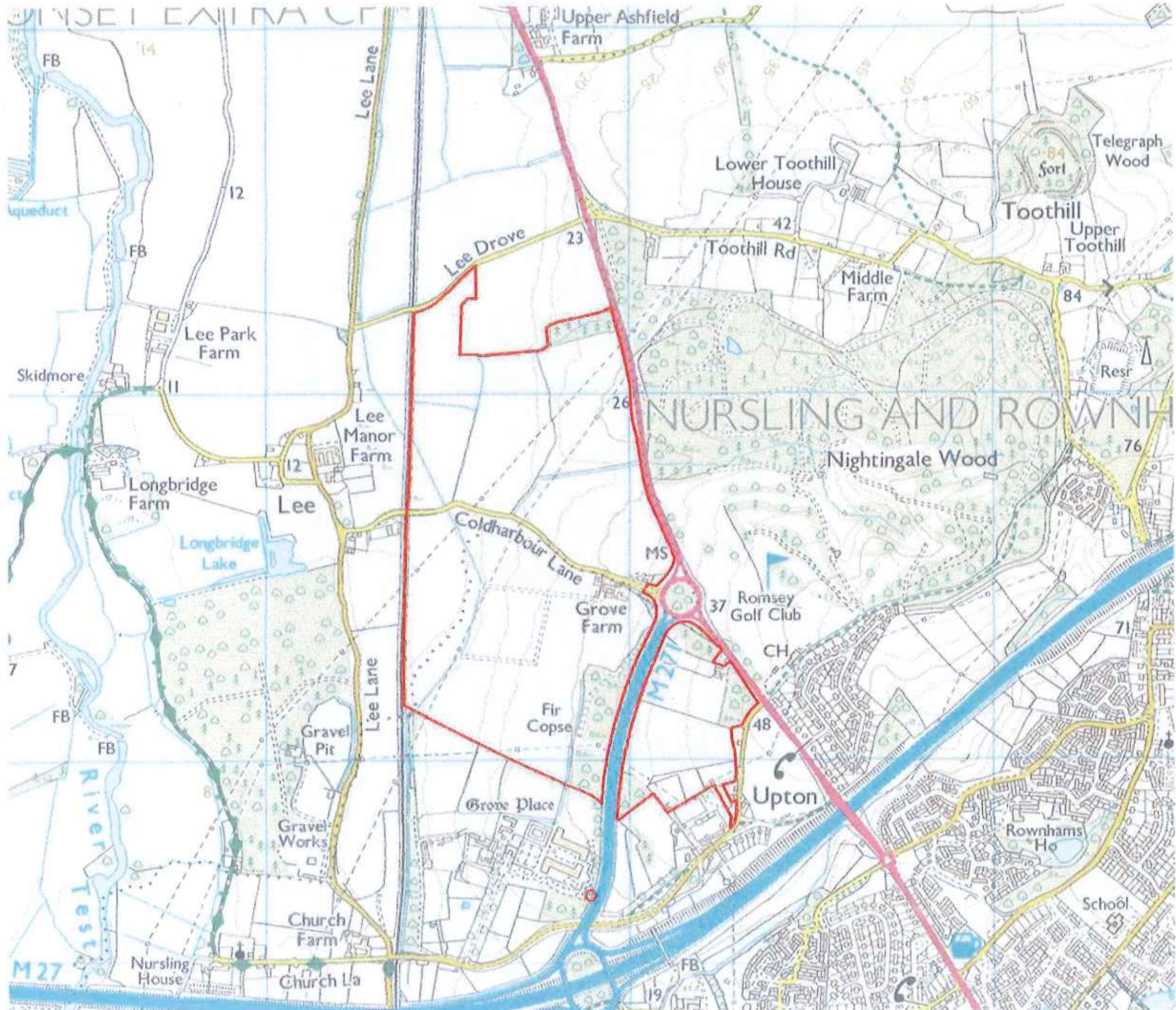
of separation between the transport networks and the proposed development. The landscape treatment will maintain and enhance the external boundaries of the Site to create an appropriate transition between the proposed development and wider agricultural landscape to the north and west and the woodland to the east;

- Create new, varied habitats that are characteristic of this landscape setting. In particular, woodland planting should be incorporated into the landscaping scheme to reinforce the presence of this characteristic local landscape feature;
- Incorporate a network of publicly accessible open spaces within the Site. This will not only assist in provision of recreation facilities but break up the built environment and assist in placemaking;
- Create opportunities for formal and informal recreation;
- Adopt a positive outward looking layout to ensure that the proposals do not appear to be turning their back on the wider setting and create an appropriate transition between the built environment and wider landscape;
- Incorporate a simple palette of materials and architectural detailing that reflect the local vernacular.

4.6. It is concluded that the Site has the capacity to accommodate a sensitively designed residential development which will not give rise to significant landscape or visual effects and is in line with adopted planning policy and the strategy and guidelines set out within the Test Valley Community Landscape Character Assessment. The proposals will not result in the coalescence of any settlements within the southern part of the Borough and present opportunities to enhance local recreational facilities, as well as new woodland and habitat creation.

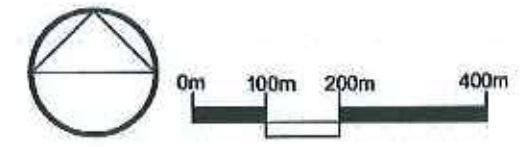
4.7. It is considered that, from a landscape perspective, the allocation of the Site for residential development within the emerging Local Plan can be supported.


ASPECT PLANS



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Key:
 Site Boundary

REV	DATE	NOTE	DRAWN	CHK'D
REVISIONS				

aspect landscape planning

TITLE
**The Grove, Romsey
 Site Location Plan**

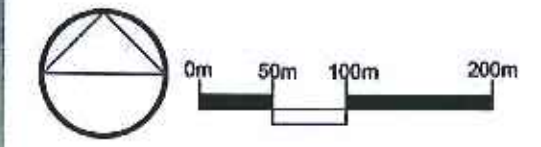
CLIENT
The Broadlands Estate

SCALE 1:10,000@A3	DATE AUG 2018	DRAWN SB	CHK'D AM
DRAWING NUMBER 6691/ASP1		REVISION	



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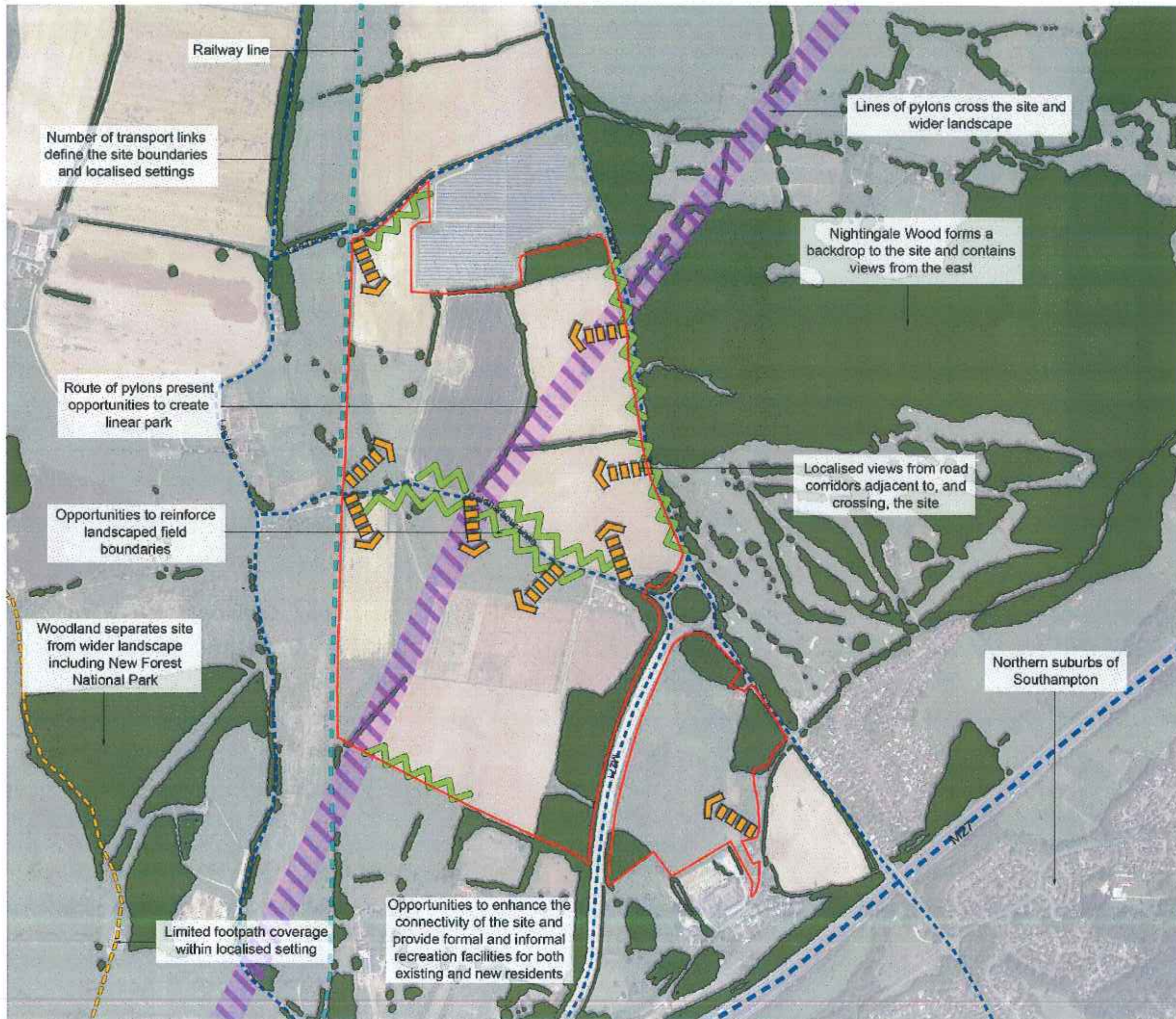


- Key:**
-  Site Boundary
 -  Public Right of Way

REV	DATE	NOTE	Drawn	Chkd
REVISIONS				

aspect landscape planning

TITLE			
The Grove, Romsey Site & Setting Plan			
CLIENT			
The Broadlands Estate			
SCALE	DATE	DRAWN	CHK'D
Not to scale	AUG 2018	SB	AM
DRAWING NUMBER		REVISION	
6691/ASP2			



Railway line

Number of transport links define the site boundaries and localised settings

Route of pylons present opportunities to create linear park

Opportunities to reinforce landscaped field boundaries

Woodland separates site from wider landscape including New Forest National Park

Limited footpath coverage within localised setting

Opportunities to enhance the connectivity of the site and provide formal and informal recreation facilities for both existing and new residents

Lines of pylons cross the site and wider landscape

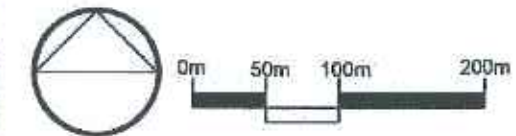
Nightingale Wood forms a backdrop to the site and contains views from the east

Localised views from road corridors adjacent to, and crossing, the site

Northern suburbs of Southampton

NOTES
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Key:

-  Site Boundary
-  Public Right of Way
-  Transport Links
-  Localised Views
-  Route of Pylons
-  Opportunities to reinforce Landscape

REV	DATE	NOTE	DRAWN	CHECKED
REVISIONS				

aspect landscape planning

TITLE
The Grove, Romsey Opportunities & Constraints Plan
 CLIENT
The Broadlands Estate

SCALE	DATE	DRAWN	CHK'D
Not to scale	AUG 2018	SB	AM
DRAWING NUMBER	REVISION		
6691/ ASP3			

APPENDIX 1

**EXTRACT FROM TEST VALLEY COMMUNITY LANDSCAPE CHARACTER
ASSESSMENT – LCA3a: BADDESLEY MIXED FARMLAND AND WOODLAND**

LCT3 Mixed Farmland and Woodland - Medium Scale

LCA3A Baddesley Mixed Farmland and Woodland

General Description

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

Residential development abuts the open areas of arable farmland, as seen on the eastern edge of Romsey.

Location

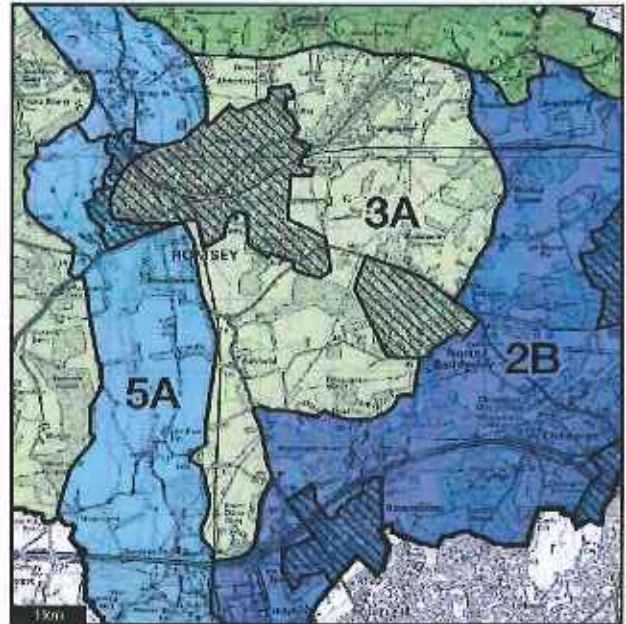
Baddesley Mixed Farmland and Woodland lies to the east of Romsey and the River Test Valley Floor. The northern boundary abuts Sir Harold Hilliers Garden and the eastern boundary borders Bucket Corner, North Baddesley and Nightingale Wood.

Local Physical Influences

Geology and Soils: The area is a complex mix of Bracklesham Beds, Reading Beds with some Brickearth and an alluvial valley running west to east from the Test Valley.

Landform: The landform is undulating, falling westwards down to the River Test Valley.

Drainage: A number of streams run into the River Test but parts of the area are poorly drained, as at Emer Bog and Baddesley Common. There are some large ponds or lakes associated with former mineral workings.



Local Biodiversity and Vegetation Pattern

This area is predominantly improved pasture and arable farmland, divided by hedgerows. Several important areas of broadleaved woodland are found in this area. Oak is the most common tree species, with abundant Birch. Ash is uncommon and Field Maple is rare. Sweet chestnut is also locally abundant and has often been planted as coppice. Other trees found in low frequencies include Holly, Whitebeam, Beech, Geum, and Rowan. Damper soils have Alder and Poplar. The shrub layers usually have abundant Hazel and Hawthorn. Ground flora includes Bluebell, Wood Anemone, Red Campion, Honeysuckle, Bramble, Woodruff, Wood Sorrel, Dog Violet, Wood Spurge, Twayblade and Greater Stitchwort. Typical orchids



LCT3 Mixed Farmland and Woodland - Medium Scale

include Lesser Butterfly Orchid, Early Purple Orchid, Narrow-leaved Helleborine.

Occasional areas of important mesotrophic grasslands are found in this area. They are dominated by fine-leaved grasses such as Red Fescue, Crested Dogs-tail and Velvet Bent. Coarser grasses such as Cocksfoot and Yorkshire Fog are not so frequent. There is a variety of flowering plants that in some cases can comprise a substantial proportion of the herbage. This include White Clover, Red Clover, Birds-foot Trefoil, Knapweed, Bulbous Buttercup, Yarrow, Yellow Rattle, Selfheal and Oxeye Daisy. Typical orchids include Bee Orchid, Common Spotted Orchid, Pyramidal Orchid, Early Purple Orchid.

Other notable habitats include occasional patches of lowland heath dominated by heather, together with mosaics of acid grassland, patchy woodland and scrub. Some of the valleys have wet areas. Ancient and semi-natural woodlands link with hedgerows and provide an important resource. Baddesley Common is a particularly significant habitat, comprising a complex mosaic of habitats including broadleaved woodland, dry heath, unimproved grassland, bracken, coniferous plantation, marshy grassland and a pond.

Local Historical Influences

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

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

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

Settlement Pattern

Romsey, while not within this character area has had considerable influence upon the surrounding landscape. This may explain why the relatively early and informal enclosure of fields takes place along its borders with LCA 3A with an increased need to feed a rapidly growing population during the 17th and 18th

centuries. At this time railways were not invented, roads were by and large in a dreadful state and Romsey was not furnished with access to a canal or navigation. Therefore a productive agricultural hinterland was of paramount importance and informal enclosure was one of the first steps to ensuring this.

The parliamentary field systems to the north and east of Romsey retain only a few widely spaced farmsteads although other examples may have subsequently been subsumed within the settlement expansion of Romsey or may have been redeveloped as residential properties.

Dwellings within this area are limited to some low density intermittent ribbon development on the approach roads to Romsey, as seen along the A3090. Other settlements are limited to farmsteads, which includes a fish farm north east of Crampmoor.

Local Settlements and Features of Built Form

- Ashfield: Heath Associated Settlement Type
- Baddesley Common: Heath Associated Settlement Type
- Crampmoor Heath Associated Settlement Type

Traditional styles of built form include brick walls with clay tile roofs and clay tile hanging, with older properties of brick with thatched roofs.

Community Perceptions

There is a good general awareness and pride in the history of this area with strong connections with Romsey but also a feeling that Romsey has reached the limit of its expansion. There is a perception of a lack of opportunity to access the countryside in the area with some support for a country park and management of woodlands for quiet recreation.

Emer Bog is noted as an important area of boggy lowland heath. This area, along with other areas of wetland, is valued as open land and is seen to have the potential to be enhanced through heathland habitat creation.

Remoteness and Tranquillity

Due to the lack of woodland cover and any substantial hedgerows, many parts of Romsey are visible to the surrounding landscape. Due to the proximity to Romsey and the number of roads which radiate from the town there is little sense of seclusion or tranquillity.

Key Characteristics

- A mix of landuses, some suburban others rural
- Mixed farmland
- Views to the settlement of Romsey
- Roads with scattered ribbon development

LCT3 Mixed Farmland and Woodland - Medium Scale

- Poor sense of seclusion or tranquillity
- Hedgerows are an local important feature but their quality is very variable sometimes resulting in large open areas
- A number of streams with stream fed lakes
- Patches of lowland heath and valley wetlands
- Parliamentary field enclosure, generally close to Clay River Valley Settlement type and to the river valleys themselves
- On the higher ground evidence remains of the previously wooded environment with narrow discrete roads and tracks, assarted fields and successive replanting of the forest
- Ancient semi-natural woodland linked by hedgerows.

Local Natural and Cultural Landscape Issues

- Potential erosion of the surrounding historic landscape and remaining wetlands arising from further development extending from Romsey into the Crampmoor area or from North Baddesley
- Further loss or damage to local wetland heath areas.

Designations

Nature Conservation

SSSI / SAC

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

SINC

- 48 SINCs, mainly ancient semi-natural woodlands, other woodlands and agriculturally unimproved grasslands; also some heathland remnants, wet flushes, scrub and sites which support notable species

Landscape Character Areas

LCA3A Baddesley Mixed Farmland and Woodland

Landscape Strategy and Guidelines

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

Land Management

Landscape Distinctiveness

- Reinforce existing local features and add to woodland structure

Agriculture

- Encourage reversion of arable land to pasture
- Discourage merging of remaining smaller fields
- Seek to ensure that local changes to agricultural land uses are well managed and retain and strengthen the existing landscape structure

Hedgerows

- Restore hedgerows and encourage replanting of former hedgerow lines

Woodland and Trees

- Encourage new planting of woodlands in keeping with existing local woodland pattern
- Maintain existing woodland cover and encourage active management including coppicing, particularly in areas close to settlements

Biodiversity

- Protect watercourses and wetlands by minimising pollution, soil erosion and construction projects
- Encourage agricultural management that will protect and enhance remnant unimproved grasslands
- Prevent loss of remnant heathland and encourage heathland restoration

Historic Landscapes

- Maintain the patchwork of informal 17th and 18th century enclosure fields found within the hinterland of Romsey

Urban Fringe

- Ensure that any development in the urban fringe landscape is designed so that it has a positive impact on the landscape.

Land Use and Development

Built Development

- Avoid loss of separate identity of well defined settlements through coalescence and homogeneous design
- New development to be contained within a wooded or treed setting
- Encourage new planting to screen and contain the edge of Romsey

Infrastructure

- Protect the area from further noise and visual intrusion from the local major roads
- New infrastructure projects to be carefully sited to minimise impact on the landscape.
- New planting, in keeping with local characteristics, to be included to integrate and screen development proposals

Recreation, Tourism and Access

- Encourage management of woodlands to enable greater public access

LCA3B Melchet and Awbridge Wooded Farmland

Landscape Strategy and Guidelines

The landscape of the area is generally in good condition but lacks strong local distinctiveness and cohesion. The overall strategy is to enhance the existing variety within the landscape structure of Melchet and Awbridge Wooded Farmland.

Land Management

Landscape Distinctiveness

- Reinforce existing local features and add to woodland structure
- Enhance the extant remnants of historic landscape features
- Protect the existing sense of tranquillity

Agriculture

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

Hedgerows

- Restore hedgerows and encourage replanting of former hedgerow lines

Woodland and Trees

- Encourage new planting of woodlands in keeping with extant local woodland pattern
- Encourage the replanting of plantations with native broadleaved woodland

Biodiversity

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

Historic Landscapes

- Protect the setting of local historic landscapes
- Encourage the restoration of parkland and park estate features

Land Use and Development

Built Development

- Built form to reflect local pattern and materials
- New development to be carefully integrated into the landscape

Infrastructure

- Avoid suburbanisation arising from introduction of inappropriate highway measures
- Maintain existing landscape character of shady, leafy lanes

Minerals and Waste

- Encourage restoration of old and active minerals workings
- Resist creation of new sites
- The landscape impact of any proposed waste after use should be carefully considered

LCA3C Tytherley and Mottisfont Wooded Farmland

Landscape Strategy and Guidelines

The landscape is generally well managed and is valued for its historic features and the high density of woodland and sense of seclusion from human activity. The overall strategy is therefore to conserve and enhance the wooded seclusion and historic landscapes of Tytherley and Mottisfont Wooded Farmland.

Land Management

Landscape Distinctiveness

- Maintain current levels of sense of seclusion and tranquillity
- Continue to maintain the predominance of woodland and the contrast with the adjacent open arable areas and river valleys

Agriculture

- Maintain the existing field pattern
- Resist changes from pasture to arable use

Hedgerows

- Encourage traditional methods of hedge management
- Maintain hedgerow field boundaries

Woodland and Trees

- Encourage the retention of hedgerow trees and individual specimens in the landscape
- Maintain current woodland cover and promote good woodland management

Biodiversity

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

Historic Landscapes

- Protect the setting of local historic landscapes
- Encourage the restoration of parkland and park estate features

Land Use and Development

Built Development

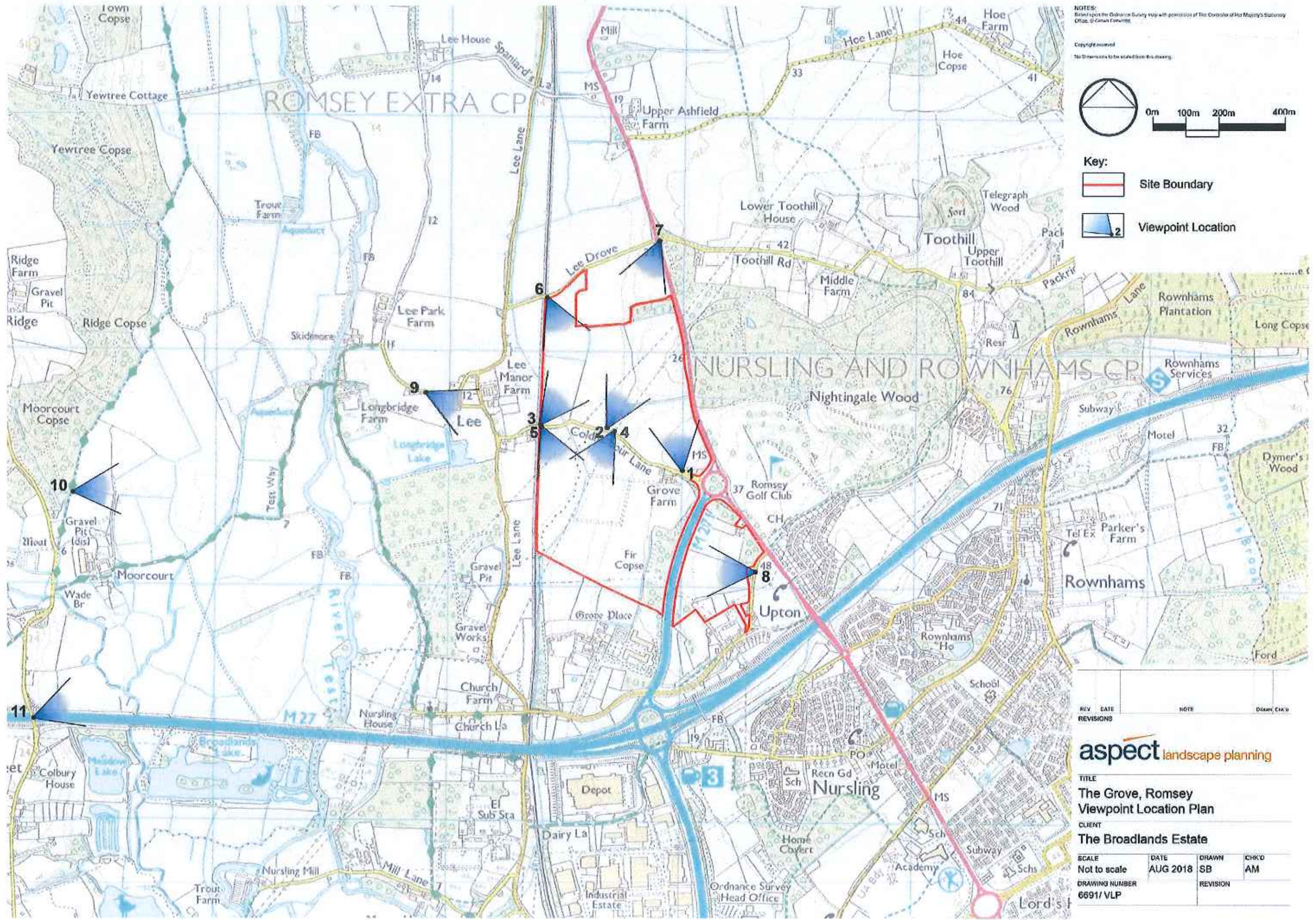
- Protect and enhance the landscape setting to local villages
- Maintain the existing settlement pattern
- Built form to reflect local pattern and materials
- New development to be carefully integrated into the landscape

Infrastructure

- Avoid suburbanisation arising from introduction of inappropriate highway measures
- Seek opportunities to reduce the visual impact of overhead power lines

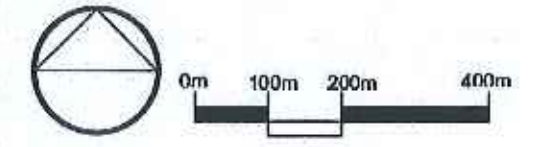
APPENDIX 2

PHOTOGRAPHIC RECORD



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- Key:
- Site Boundary
 - Viewpoint Location

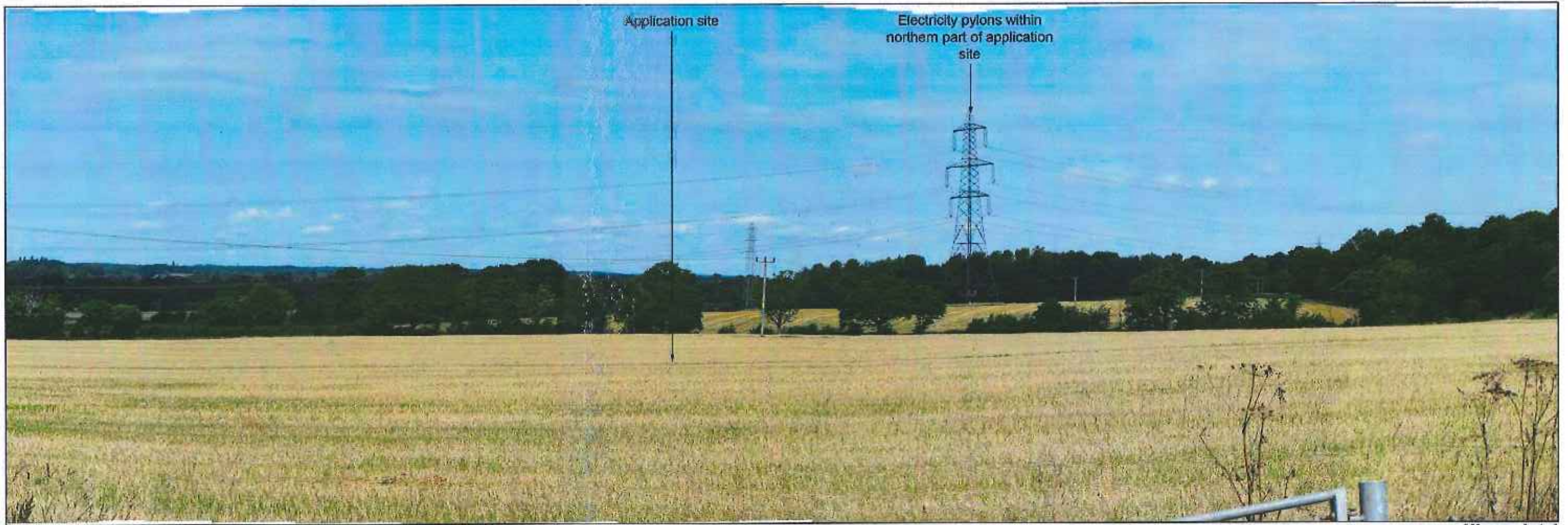
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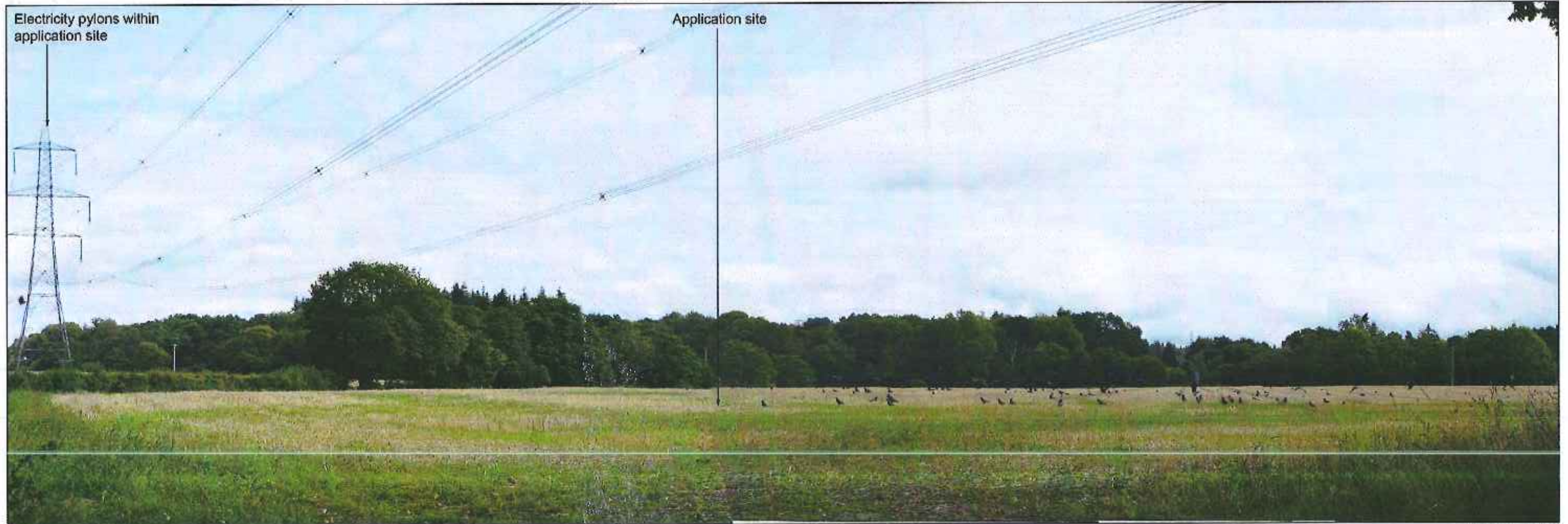
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Viewpoint Location Plan**

CLIENT
The Broadlands Estate

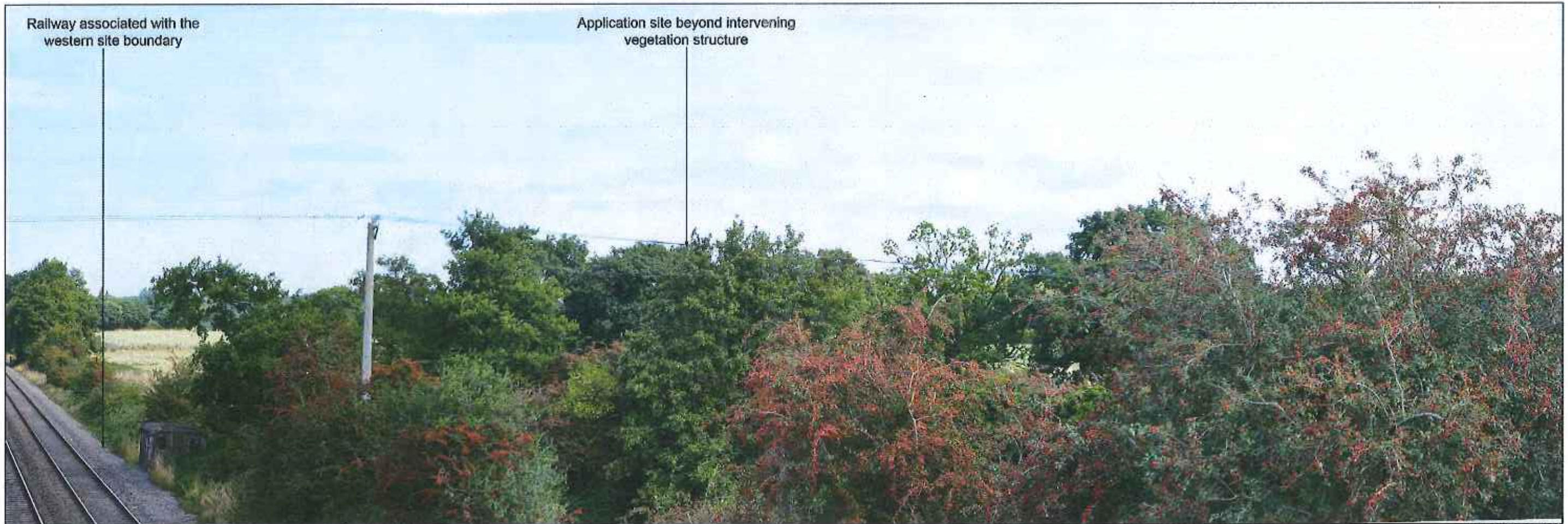
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Not to scale	AUG 2018	SB	AM
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Viewpoint 1



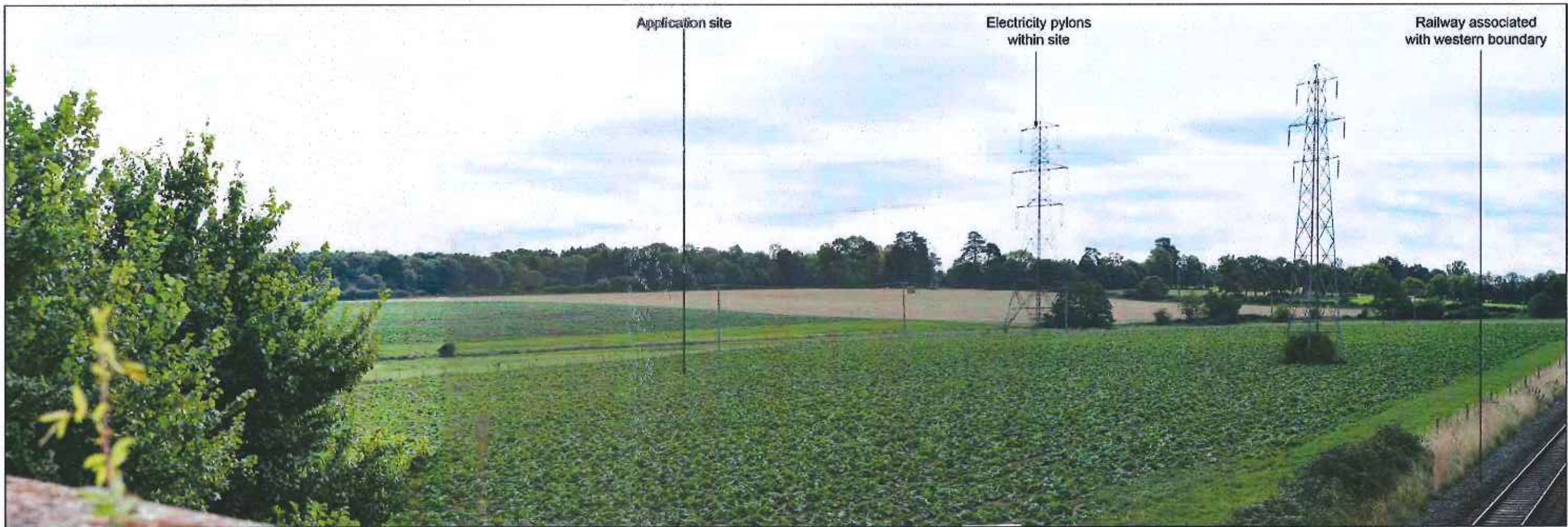
Viewpoint 2



Viewpoint 3



Viewpoint 4

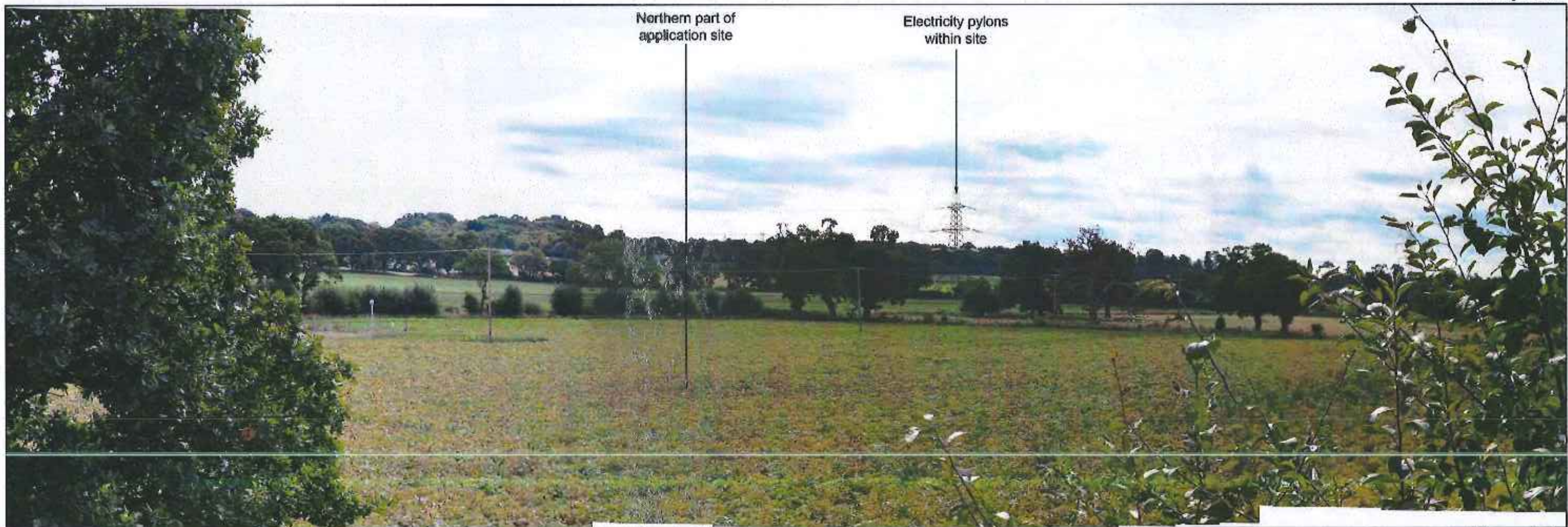


Application site

Electricity pylons within site

Railway associated with western boundary

Viewpoint 5



Northern part of application site

Electricity pylons within site

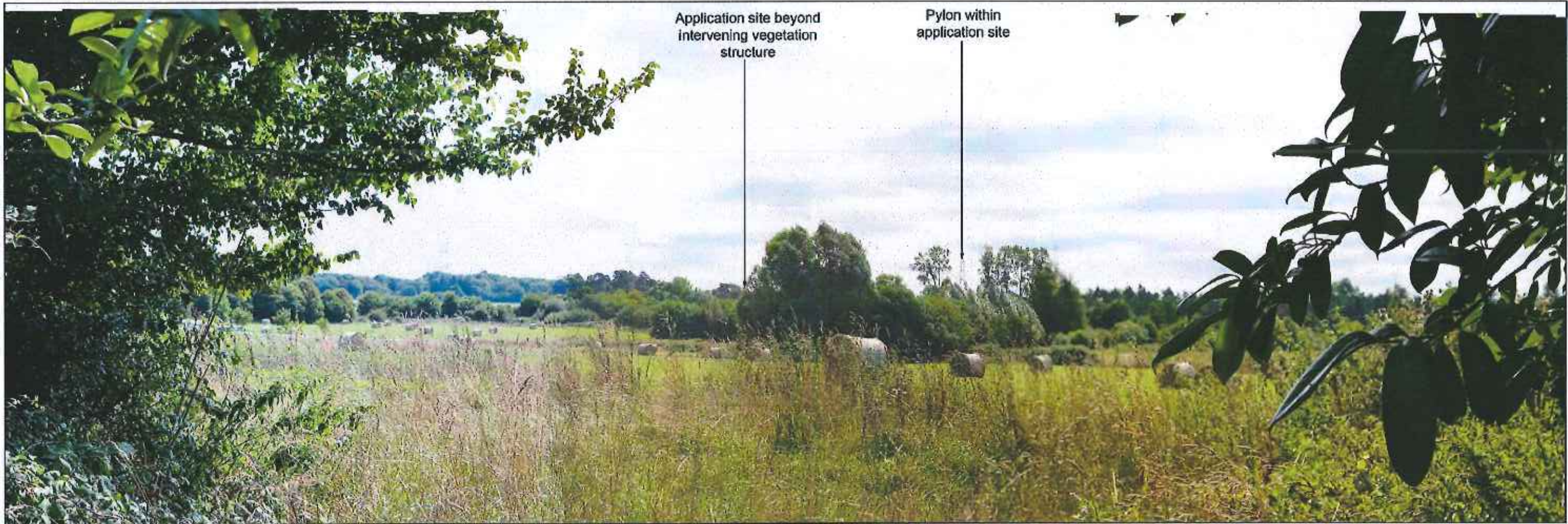
Viewpoint 6



Viewpoint 7



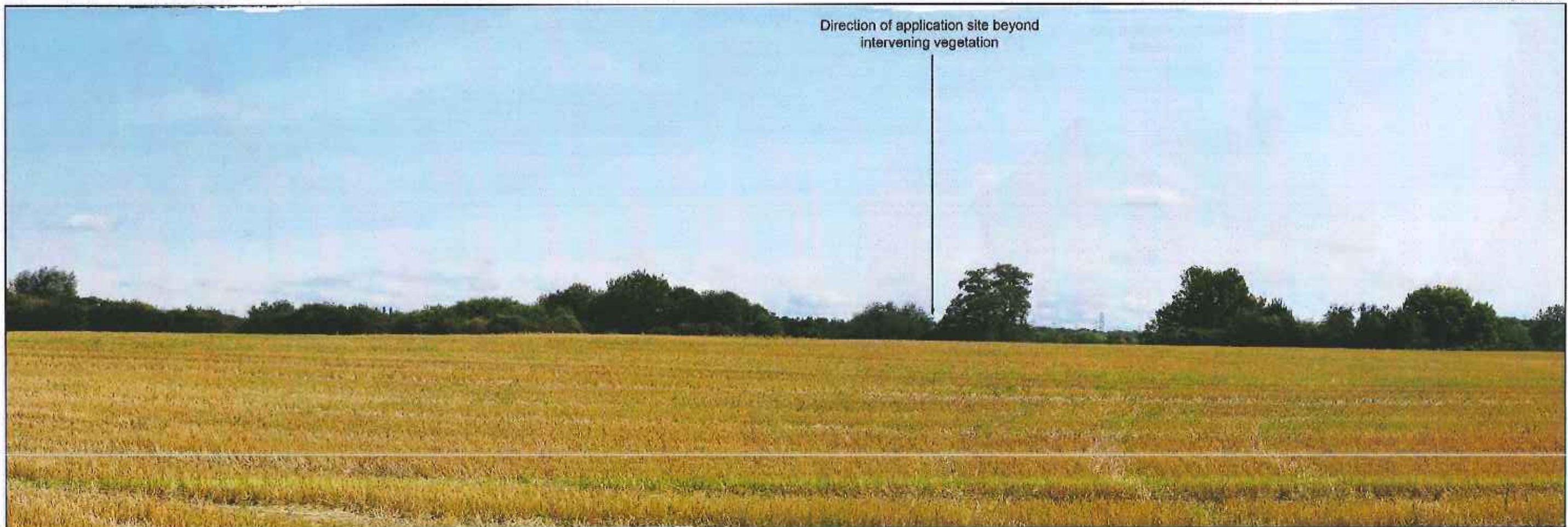
Viewpoint 8



Application site beyond
intervening vegetation
structure

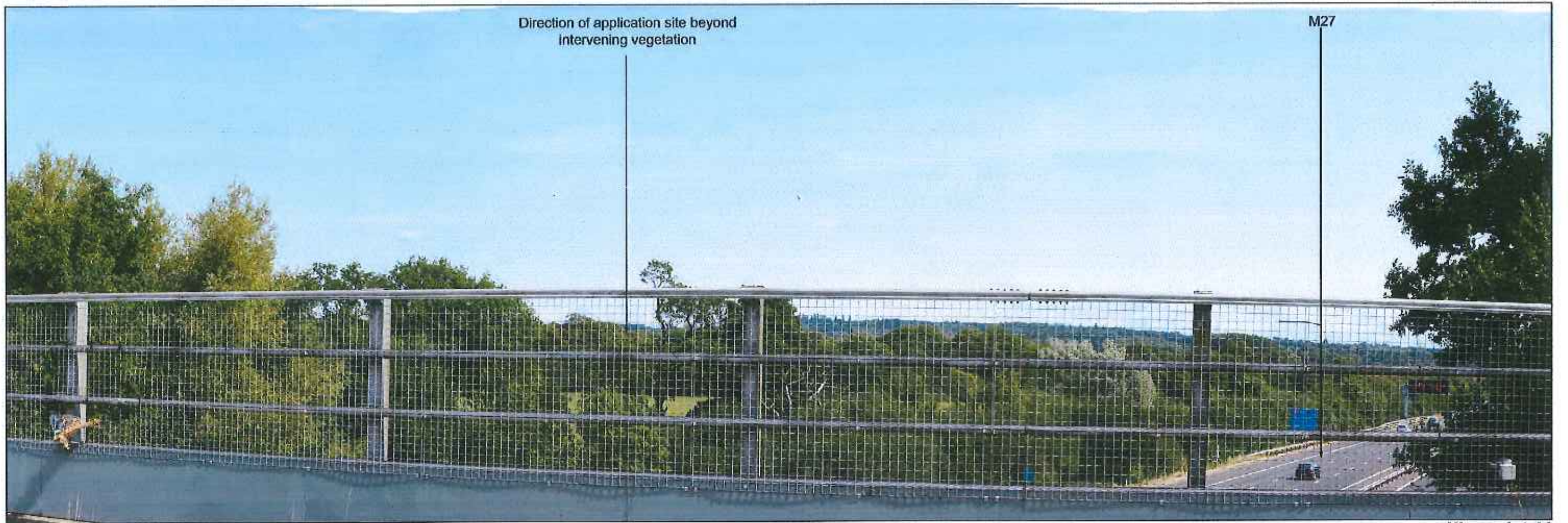
Pylon within
application site

Viewpoint 9



Direction of application site beyond
intervening vegetation

Viewpoint 10



Direction of application site beyond
intervening vegetation

M27

Viewpoint 11

landscape planning • ecology • arboriculture

aspect



THE GROVE

Transport Technical Note – Site Promotion Note

Job Title	Grove Farm		Project Number	70027637
TTN No.	01	Date of Issue	05/09/2018	
Subject	Site Promotion Note			
Author	Philip Moss	Authorised	Colin McKay	

1 INTRODUCTION AND BACKGROUND

- 1.1 WSP have prepared this Site Promotion Note for the land known The Grove located to the north west and east of the M271 some 3.5km south of Romsey. The site lies within Test Valley Borough and Hampshire County.
- 1.2 The purpose of this document is to examine the transport environment of the site and to consider its suitability for development, taking into account of the requirements for new infrastructure. It also draws on planned improvements to the road network and sustainable modes of transport.
- 1.3 The document is structured in the following way:
 - Section 2: Examines possible access arrangements for the site;
 - Section 3: Review the committed improvements to the Strategic Road Network in the vicinity of the Site;
 - Section 4: summarises the site's level of pedestrian and cyclist accessibility;
 - Section 5: Presents the existing public transport connections and the potential to divert bus services to support the development. This also considers the potential for a Park and Ride facility at the site.
 - Section 6: provides a summary and a conclusion to the Technical Note.

2 POTENTIAL SITE ACCESS POINTS

- 2.1 Five potential access points have been considered, split into three for the western parcel and two for the eastern parcel:
 - Western Parcel: The main access is envisaged to be taken from the Coldharbour Lane arm of the M271/ A3057 roundabout in the south-east corner of the development, with further access points from Coldharbour Lane in the west and via a new junction with the A3057 towards the north-east corner.
 - Eastern Parcel: A new junction with Upon Lane on the southern boundary and another via a new junction with the A3057 Romsey Road on the eastern boundary of the development.

THE GROVE

Transport Technical Note – Site Promotion Note

2.2 All of the access opportunities have been considered with reference to their deliverability against Design Manual for Roads and Bridges (DMRB) and Manual for Streets 2007/2010 (MfS).

2.3 In the case of DMRB, the following relevant standards have been referred to:

- TA 79/99 – Traffic Capacity of Urban Roads;
- TD 16/07 – Geometric Design of Roundabouts;
- TA 78/97 – Design of Roundabout Road Markings at Roundabouts; and
- TD 42/95 – Major/ Minor Junctions.

ACCESS OPTION VIA M271/ A3057/ COLDHARBOUR LANE ROUNDABOUT

2.4 It could be possible for the Site to be served by an access off the Coldharbour Lane arm of the existing M271/ A3057 roundabout. This would require a number of interventions as listed below:

- Possible widening/ flaring of approaches, most likely Coldharbour Lane; and
- Improvements to existing signage and line marking.

2.5 Widening of the Coldharbour Lane access to the roundabout can provide a second access to the development, with the potential of it becoming a major access if a signalised roundabout is implemented. The design of any access at this roundabout will be confirmed during the detailed modelling assessment of the highway. An indicative junction design option is as shown on WSP Drawing 7637-SK-004 Rev A in Appendix A.

ACCESS OPTION VIA COLDHARBOUR LANE (WEST)

2.6 Coldharbour Lane is unlikely to be suitable to support a vehicular access to the site by itself, however it could form part of the access strategy to serve as an emergency access.

ACCESS OPTION VIA A3057 (NORTH OF M271 ROUNDABOUT)

2.7 The access north of the M271 roundabout onto the A3057 would involve the creation of a new junction.

2.8 An indicative roundabout design with an ICD of 32m is shown on WSP Drawing 7637-SK-002 A in Appendix A. Although visibility criteria for the current speed limit can be achieved within land controlled by the owners of the development land, it is suggested that a reduction in speed limit, and hence a lower visibility requirement, may be appropriate with the development and roundabout in place.

2.9 As there are no existing pedestrian or cycle facilities close by, any such routes would be provided through the development instead of along the A3057.

ACCESS OPTION VIA A3057 (SOUTH OF M271 ROUNDABOUT)

2.10 There is an opportunity to provide access into the eastern parcel of the site via the A3057.

2.11 In terms of junction configuration, it is anticipated that a simple priority junction, a ghost island T-junction, or a signalised junction would be required, depending on the number of units it is designed to serve. This can be achieved as shown on WSP Drawing 7637-SK-001 Rev A in Appendix A. The drawing shows the indicative layout has been designed for 60mph speeds, allowing the access to be deliverable without a reduction in speed limit on the A3057.

2.12 The introduction of a new access point would however change the function of this section of the A3057 and as such a reduced speed limit implemented through a Traffic Regulation Order (TRO) would assist to ensure the speed of vehicles reflects the function of the road.

2.13 Depending on the quantum and nature of development proposed for the parcel east of the M271, a single access point may be sufficient.

THE GROVE

Transport Technical Note – Site Promotion Note

SUMMARY OF ACCESS OPPORTUNITIES

- 2.14 The consideration given to the potential means of access to the Site has resulted in the following locations being identified for providing vehicular access opportunities to the development. The access strategy will allow development trips to join the local highway network in several locations reducing the impact on a single junction and will allow traffic to disperse in differing directions. An access off the M271 is not considered to be necessary given the other options available.
- 2.15 The most deliverable primary access options are considered to be:
- M271/ A3057/ Coldharbour Lane Roundabout;
 - A3057 (South of M271 Roundabout); and
 - A3057 (North of M271 Roundabout).
- 2.16 Secondary, pedestrian / cycle or emergency vehicle access could potentially be provided via:
- Coldharbour Lane (West).
- 2.17 Pedestrian and cycle access is likely to be provided via:
- Upton Lane.

3 IMPROVEMENTS TO THE STRATEGIC ROAD NETWORK

- 3.1 Highways England are currently planning to implement a smart motorway scheme on the M27 between Junction 4 (M3) and Junction 11 (Fareham). It is envisaged that the works will begin at the end of 2018 and finish in 2021. A second smart motorway scheme is planned for the M3 between Junction 9 (A34/ North Winchester) and Junction 14 (M27). Work on the project will begin 2019/2020 and finish in 2021/2022. These two schemes will create additional capacity on the Strategic Road Network (SRN) and will enable journey times to be more consistent across the Solent region.
- 3.2 A further road improvement for residents accessing Southampton City Centre is the M271 and A35 Redbridge roundabout upgrade. This will improve the reliability of journeys into the city with completion of the scheme in Spring 2020.
- 3.3 These upgrades of the SRN will benefit residents on the site's development and enhance the site's development potential in terms of minimising additional traffic on the local roads.

4 PEDESTRIAN/ CYCLE ACCESS AND PUBLIC RIGHTS OF WAY

- 4.1 The site is located in a rural area approximately 3.5km south of Romsey town centre with limited pedestrian and cycle accessibility in the immediate vicinity of the site.
- 4.2 No existing Public Rights of Way (PRoW) pass through the boundaries of this site and the network of existing routes amounts to Restricted Byway sections through Nightingale Wood.
- 4.3 In June 2017 Southampton City Council released "Southampton Cycling Strategy 2017-2027" document which outlines the approach for investing in and realising the vision for turning Southampton into a true Cycling City. The 14 corridors proposed are split into two categories "Freeways" and "Cityways".
- 4.4 The Site is located at the end of route 3 which is a "Freeway" route into Southampton City Centre. A "Freeway" will be a network of high quality, safe and easy to use direct cycle corridors that connect neighbouring towns and villages and are designed for flows over 100 cyclists per hour.
- 4.5 There will be potential for the Development to extend the "Freeway" via cycle routes within the site. The proposed areas of public open space and Suitable Alternative Natural Greenspace (SANG)

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Transport Technical Note – Site Promotion Note

included in any future development will also provide new public rights of way through the site, connecting both new and existing residents to the site and the countryside.

5 PUBLIC TRANSPORT

EXISTING BUS SERVICES

- 5.1 Due to the likely scale of the development it means it will be able to support the diversion of an existing bus route and potentially increase the frequency of services to offer increased accessibility for the residents of the site and existing communities.
- 5.2 The existing Route 661 passes along the A3057 along the site frontage and therefore its diversion into the site would be feasible and straightforward. Its frequency on this part of the route would need to be significantly increased to provide a viable service, which would involve funding additional buses. This will be examined in more detail in any Transport Assessment for the site, in conjunction with Hampshire County Council.
- 5.3 The villages of Rownhams and Nursling, offer access to the Bluestar route 4 (Romsey and Southampton) via stops located south of the Motorway. This service already operates at a frequency of approximately one bus every 30 minutes.
- 5.4 The location of the Site within this wider public transport area will be positive in delivering improved and affordable accessibility not only for new residents but also for existing residents in neighbouring settlements.

PLANNED PUBLIC TRANSPORT IMPROVEMENTS

- 5.5 In July 2018 Southampton City Council released its "Connected Southampton - Transport Strategy 2040 (draft LTP4)" which summarises the long-term approach to improving travel and transport in and around Southampton. The document outlines "Big Ideas for 2040" of which the following are relevant to the site:
 - Develop Mass Rapid Transit: for Southampton and the wider area that transforms the public transport experience, allowing people to travel easily around and across Southampton on high quality vehicles that are reliable due to priority through the most congested corridors, has a frequent 'metro' level of service, and could even be automated;
 - Establish a network of Park & Ride sites that serve the places where people work, and go for leisure or retail including the City Centre, these would both be on the edge of the city and at local 'Park & Travel' points – places where people could park and continue by bus, cycle, walk or car-share.
- 5.6 The development of the Site would potentially complement these initiatives through any subsequent pre-application discussions with Hampshire County Council.Park and Ride
- 5.7 The principle of providing a Park and Ride service on the Site has been explored and is considered to be feasible. Any such facility would provide not only a valuable transport service for the residents of the site wishing to reach Southampton, but to other existing residents nearby and in Romsey, who would otherwise drive directly past the site on the A3057.
- 5.8 The Pitt Village development in Winchester provides a Park & Ride facility as part of the development. The Park & Ride provides between 199 car parking spaces with a bus frequency between 10-15 minutes to the rail station and the city centre.
- 5.9 It is an interesting precedent for a similar proposal at the Site, which could follow a similar principle with a route connecting to Southampton City Centre and train station along either the M271 or the A3057.
- 5.10 Any highways infrastructure required for the development should therefore take into account the needs of any park and ride access.

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Transport Technical Note – Site Promotion Note

6 TRANSPORT CONCERNS FROM THE SHELAA

- 6.1 WSP have reviewed the information on the site contained in the SHELAA (Strategic Housing & Economic Land Accessibility Assessment) submission by TVBC.
- 6.2 The SHELAA review recognises that the site is available immediately with a developer interest and it is believed to be economically viable. But overall, it is believed the site in its current state is unsuitable for development. The proposal is for 2,000 dwellings with a local centre with a build out to completed within 15 years.
- 6.3 In the summary, TVBC state some transport related comments that the development needs to consider. These are set out in the table below along with a response based on current conditions and information available.

SHELAA comment	Response
The noise created from the Railway/ Motorway	Dealt with in separate submissions on Noise, but deemed capable of resolution.
Access to the Site from the M271 and A3057	The site can take access from the A3057 without requiring access from the M271. Access arrangements have already been devised that are considered to meet design standards.
Lack of local facilities	There are already local bus services in the vicinity of the site but it is envisaged that the site itself will provide local services i.e. shops and community facilities for its residents and will enhance public transport connectivity, which will improve connectivity for existing local residents as well as those on the site.

- 6.4 It is therefore considered that the points raised in the SHELAA can be dealt with by future development proposals.

7 SUMMARY AND CONCLUSION

- 7.1 This Technical Note promotes the opportunity for development at the Site.
- 7.2 The conclusions are:
- the Site has opportunities to deliver a number of site access arrangements to service the development. The access strategy will allow development trips to join the local highway network in several locations, reducing the impact on a single junction and will allow traffic to disperse in differing directions;
 - The Strategic Road Network in the vicinity of the development is currently or about to undergo interventions to increase the network capacity along the M3, M27 and at the M271/ A35 interchange, although no direct access to the SRN is necessary;
 - The Site has the ability to improve and complement the existing pedestrian and cycle networks and to be compatible with planned improvements;
 - The availability of existing bus services, combined with the likely scale of the development will make the introduction of new routes or extensions of existing routes possible, thereby enhancing the level of sustainability not just for residents of the development but for existing settlements nearby.
 - The site could provide the location for a Park and Ride site in line with the emerging Southampton Local Transport Plan.

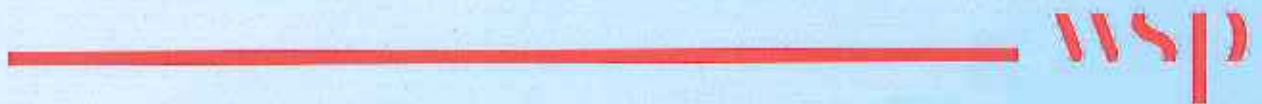
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- Points raised on transport in the TVBC SHELAA document are considered to be capable of resolution.
- 7.3 The overall conclusion is that the development of the Site would be a sustainable opportunity in transport terms, with no constraints to its development, and that it can therefore be allocated.

Appendix A


PRELIMINARY ACCESS DRAWINGS



File name: W:\S:\GROUP\COMCENTRA..._DATA\PROJECTS\702735\X\7027657 - GROVE GARDEN VILLAGE, ROMSEY MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SK..._SET\01-EST\737-SK-001.DWG, printed on 25 September 2019 05:50:50, by Moss, Philip



DO NOT SCALE

KEY
 INDICATIVE HIGHWAY BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APP
B	05/09/2018	PM	SECOND ISSUE - TEMPLATE UPDATE	CM	CM
A	25/11/2016	WP	FIRST ISSUE	GB	GB

DRAWING STATUS: S2 - FOR INFORMATION



CLIENT:

ARCHITECT: N/A

PROJECT: GROVE FARM, ROMSEY

TITLE: A3057 (SOUTH OF M271 ROUNDABOUT)
 INDICATIVE GHOST ISLAND ACCESS JUNCTION OPTION

SCALE @ A3: 1:1
 CHECKED: GB
 APPROVED: CM

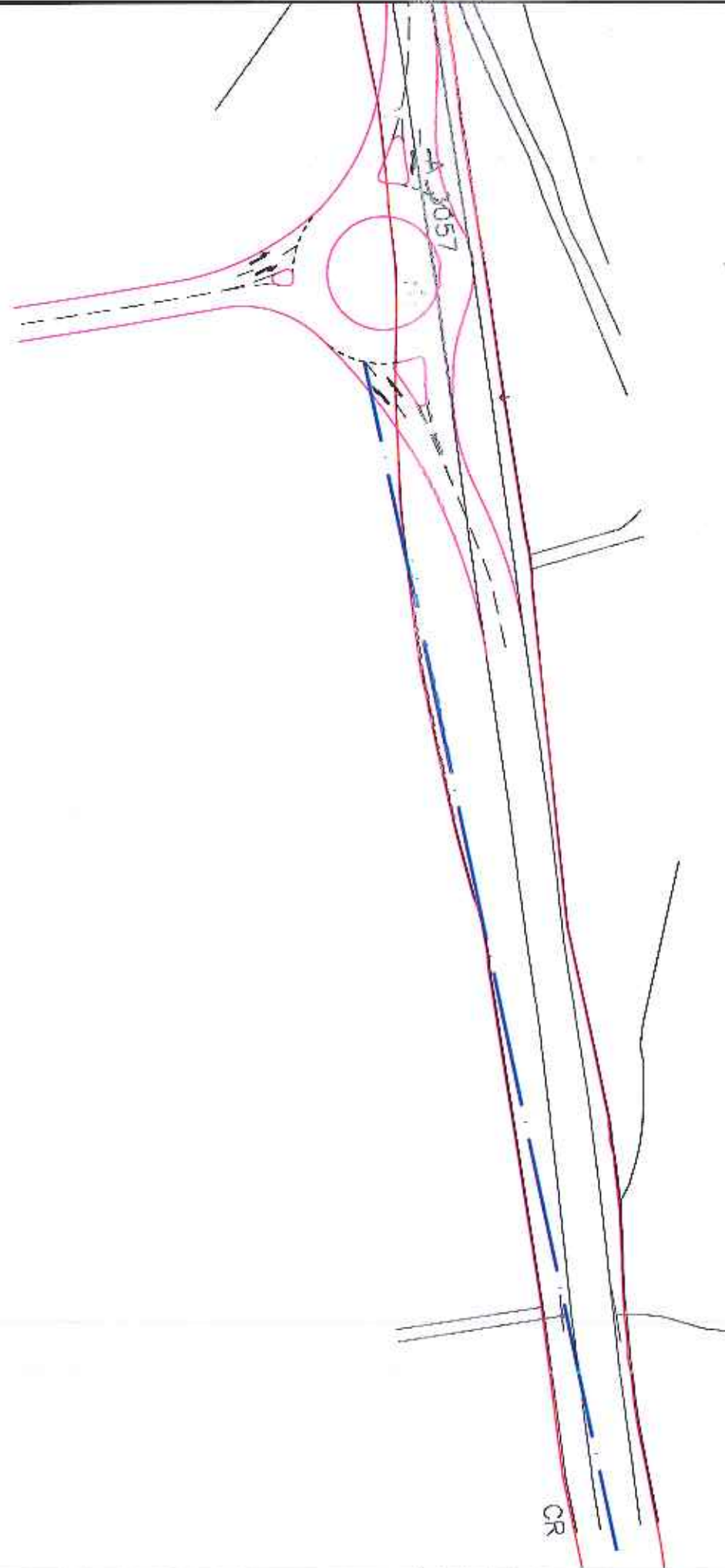
PROJECT NO: 70027037
 DESIGNED: PM
 DRAWN: PM
 DATE: September 18

DRAWING NO: 7637-SK-001
 REV: B

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File name \\UK-WSP-GROUP\COMMON\TRAIL DATA\PROJECTS\70027637 - GROVE GARDEN VILLAGE ROMSEY\MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\7637-SK-002.DWG: printed on 05 September 2018 10:54:10 by Moss, Philip

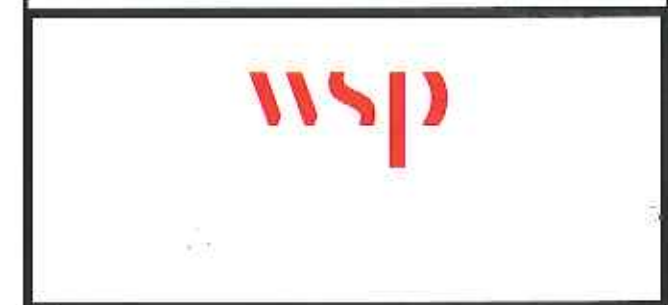


DO NOT SCALE

- KEY
- — 215m SIGHT STOPPING DISTANCE (60mph DMRB TD 9/93)
 - — INDICATIVE HIGHWAY BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APP
B	06/09/2018	PM	SECOND ISSUE - TEMPLATE UPDATED	CB	CM
A	25/11/2016	PM	FIRST ISSUE	CB	CM

DRAWING STATUS: S2 - FOR INFORMATION



CLIENT: -

ARCHITECT: N/A

PROJECT: GROVE FARM, ROMSEY

TITLE: A3057 (NORTH OF M271 ROUNDABOUT)
INDICATIVE ACCESS ROUNDABOUT OPTION

SCALE @ A3: 1:1	CHECKED: CB	APPROVED: CM
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PROJECT No: 70027637	DESIGNED: PM	DRAWN: PM	DATE: November 16
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DRAWING No: 7637-SK-002	REV: B
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KEY
INDICATIVE HIGHWAY BOUNDARY

Track

WIDEN THE CARRIAGEWAY TO 6.5M TO CONNECT WITH INTERNAL ROAD LAYOUT AS SHOWN BY THE INDICATIVE MASTERPLAN

WIDENING OF COLDHARBOUR LANE ARM TO CREATE 2 LANE FLARED APPROACH

1.22m BB

REV	DATE	BY	DESCRIPTION	CHK	APP
B	05/09/2016	FM	SECOND ISSUE - TEMPLATE UPDATED	GP	KK
A	25/11/2016	WP	FIRST ISSUE	GP	KK

DRAWING STATUS: S2 - FOR INFORMATION



CLIENT:

ARCHITECT: N/A

PROJECT: GROVE FARM, ROMSEY

TITLE: M271/ A3057/ COLDHARBOUR LANE INDICATIVE ROUNDABOUT ACCESS OPTION

SCALE @ AS: 1:500
CHECKED: GB
APPROVED: KK

PROJECT NO: 70027637
DESIGNED: WP
DRAWN: WP
DATE: November 16

DRAWING NO: 7637-SK-004
REV: B

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File name: W:\K\WSP\PROJECTS\027637\027637 - GROVE FARM VILLAGE, ROMSEY MODELS AND DRAWINGS\DEVELOPMENT\UJ\TCCA\S\SKETCHES\7637-SK-04.DWG, printed on 05 September 2016 10:51:36, by Moss, Phil

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