

Chapter 11 – Proposals for Southern Test Valley

11 PROPOSALS FOR SOUTHERN TEST VALLEY

11.1 Introduction

11.1.1 The objective for this chapter of the Plan is:

To meet the needs for housing, employment, community facilities, tourism and infrastructure in Southern Test Valley in ways that support viable communities, maintain a robust local economy and maintain the high quality environment of the area.

11.1.2 The Structure Plan seeks to provide for housing and other needs in three broad geographical areas namely North Hampshire, South-East Hampshire and South-West Hampshire.¹³⁴ The southern part of Test Valley falls within the South West Hampshire area and comprises the parishes of Ampfield, Chilworth, North Baddesley, Nursling & Rownhams, Romsey and Romsey Extra. The main settlements in Southern Test Valley are: Nursling, Rownhams and Chilworth, which lie just to the north of Southampton; Valley Park, which lies to the west of Chandler's Ford; the historic market town of Romsey; the large village of North Baddesley; and the much smaller village of Ampfield. These settlements are set in a very attractive intimate landscape, which is characterised by extensive areas of woodland, small fields and thick hedgerows. Only in the Valley of the River Test is the landscape more open.

11.1.3 Policy SET 03 establishes the general policy of restraint in the countryside and a series of strategic and local gaps have been identified to maintain the separate identity of the settlements in the area (see Policies SET 04 and 05).

11.1.4 In this chapter specific sites are allocated, reserved or safeguarded for a range of different land uses to meet the social and economic needs of the area. These sites are shown on the Proposals and Inset Maps. In identifying these sites the Council has had regard to Government guidance, the Structure Plan, including its requirement for housing in the area, and other policies of this Plan. The other policies of this Plan still apply to allocated sites and are relevant to the determination of any planning applications relating to them. A sustainability appraisal of the identified sites is included in Chapter 12. In its choice of sites the Council has sought: to conserve the best of the natural and built environment; to avoid potential environmental hazards in the location of development; and to have regard to wider sustainability concerns, such as concentrating development in and around existing built-up areas and integrating transport and land use, wherever possible.

11.2 Housing in Southern Test Valley

11.2.1 Policy H2 of the Structure Plan requires that provision is made for 2,730 net additional dwellings in Southern Test Valley between April 1996 and March 2011. Since 1996 over 2,100 dwellings have been built in Southern Test Valley, about 1,300 of which have been constructed at Valley Park. Considerable capacity for housing still exists on sites within existing settlements and two large previously

¹³⁴ Para. 231, Hampshire County Structure Plan 1996 - 2011 (Review), 2000, Hampshire County Council, Portsmouth City Council and Southampton City Council.

developed sites, the former Romsey Brewery Site and the former Bordens / AEP Site in North Baddesley have been identified for housing in this plan (see Policies STV 02 and STV 06). Taking account of housing completions since 1996, sites with planning permission which have yet to be built, and sites that are likely to come forward within built-up areas during the Plan period, the housing requirement in Policy H2 can be met without the need to allocate any greenfield sites.¹³⁵

11.2.2 Policy H4 of the Structure Plan also identifies an additional ‘reserve housing provision’ figure of 14,000 dwellings for Hampshire; 1,000 of which should be in Southern Test Valley. The need to develop all or part of Hampshire’s ‘reserve’ will depend on the rate of housing provision from allocated sites and from the redevelopment of previously developed land within urban areas. The release of the ‘reserve’ will only be required if sufficient housing cannot be provided from other sources. The Council proposes to meet the reserve provision by identifying Abbottswood, Romsey (STV 07) as a ‘reserve’ housing site. Land at Abbottswood, Romsey has been allocated under Policy STV 07 to meet the required housing reserve provision of up to about 800 dwellings within the Plan period. This site alone is capable of meeting the necessary reserve provision in its entirety. It is unnecessary to allocate any other greenfield or other sites within Southern Test Valley to meet the reserve requirement before 2011.

11.3 Chilworth

11.3.1 Chilworth developed in the first half of the 20th Century as an extension to the main urban area of Southampton. The settlement lies either side of the A27 and has wide streets with grass verges and mature trees. Despite now being bisected by the M27 (mostly in cuttings) it still retains a spacious, suburban character.¹³⁶ It is characterised by substantial houses in generous plots with an abundance of mature trees, typically pine and birch, and shrubs, including laurels and rhododendrons. Houses are individually designed and are constructed with good quality materials. Most later infill properties are also set in similar sized curtilages and the mature trees and shrubs have been retained. Most of Chilworth has been identified as a Residential Area of Special Character and Policy SET 02 seeks to protect it from inappropriate development.

11.3.2 Chilworth Old Village lies to the north west of the main settlement and has been designated as a Conservation Area (see Policy ENV 15). It is a small cluster of cottages irregularly grouped around the church of St. Denys, which is a local landmark. To the west of the main settlement lies the University of Southampton Science Park which contains many research and development-related buildings in a landscaped ‘campus’ setting. The site has been identified as a special policy area on Inset Map 6 to which Proposal STV 01 relates.

11.3.3 Much of the open countryside of the parish is important in maintaining the separation of settlements. Land to the east of Chilworth forms part of the strategic gap between Southampton and Eastleigh (see Policy SET 04) and land north west of Chilworth Old Village forms the local gap between Chilworth and North Baddesley (see Policy SET 05). The extensive areas of woodland in the parish,

¹³⁵ The derivation of housing land supply in Southern Test Valley is explained in more detail in Table 6.2 of the Plan and Table 4 of the Test Valley Borough Council Urban Capacity Study, 2002, Test Valley Borough Council .

¹³⁶ Chilworth is described in *The Buildings of England: Hampshire and the Isle of Wight, 1967*, Pevsner & Lloyd as “Southampton’s richest fringe, with large houses, Surrey-like in birchy gardens, giving way to rhododendron-planted woodlands and then open country.”

such as Hut Wood and Lord's Wood help to screen the edges of urban areas in wider views. In certain locations smaller tracts of woodland also perform an important screening function. For example, the woodlands and groups of trees around the entrance to the University of Southampton Science Park, including Buxey Wood and The Clump are important in screening the Science Park, Chilworth and Chilworth Old Village from each other.

11.4 **STV 01 - University of Southampton Science Park**

11.4.1 The University of Southampton Science Park is one of the premier science parks in the UK but lies outside any settlement in a sensitive rural location. It also has an attractive 'campus' character where individual buildings and groups of buildings are located in a landscaped setting. The Council recognises the important economic development role of the site and that further proposals may come forward during the plan period for new buildings and the redevelopment or extension of existing buildings. Such proposals will generally be supported provided that: the type of use and occupancy are appropriate to a science park; the development respects its sensitive rural location; and the attractive campus character of the site itself is maintained.

STV 01.1: UNIVERSITY OF SOUTHAMPTON SCIENCE PARK POLICY AREA

Employment development falling within Class B1 of the Town and Country Planning (Use Classes Order) 2005 (or as subsequently amended) will be permitted within the University of Southampton Science Park (Inset Map 6), provided that:

- a) the use comprises scientific research and development, including ancillary industrial production and, exceptionally, support facilities;**
- a) it is not visually intrusive in views from the M27 Motorway, the A27, Chilworth Old Village, or Chilworth and does not detract from the setting of Chilworth Manor and garden;**
- b) any development does not result in the loss of important trees within or adjoining the science park and is landscaped to maintain its attractive 'campus' character;**
- c) any new building, redeveloped building or extension to an existing building, is designed to a high standard. Any new or redeveloped building is designed to make a positive contribution to the overall appearance of the science park; and**
- e) the transport impacts are addressed through the provision of, or contribution towards, the improvement of the transport infrastructure serving the site.**

11.4.2 The development of "knowledge-based" companies linked to higher education establishments is considered by the Government to be crucial to the national economy and the future prosperity of the UK. The University of Southampton Science Park is one of the top science parks in the country with an international reputation especially for opto-electronics. In the south east, the South East

England Development Agency (SEEDA) has established a series of “enterprise hubs” which seek to champion enterprise across broad areas, encourage ‘clusters’ of related businesses and improve the survival rate of small businesses. To fulfil these important functions, the Science Park has been established as the headquarters of the Southampton Innovation Hub.

- 11.4.3 The Science Park also contains the Chilworth Business Incubator, which offers accommodation and support for newly-formed or recently formed knowledge-based companies. Incubator units are intended to foster clusters of related companies which, once established, move on to larger premises. The Chilworth Business Incubator concentrates on fostering applied physics, computing and e-commerce companies.
- 11.4.4 The primary use will be research and development but firms which require a greater degree of flexibility and some ancillary manufacturing, which is in accordance with the planning agreements relating to the site, may be permitted. Firms should have a genuine need to be located on the Science Park and the type of activity undertaken should be compatible with the Science Park’s economic development role. The Council recognises that, in order to develop products, it may be necessary to produce prototypes or to have limited production runs. Products should be made to order to meet the requirements of a specific customer, rather than for sale on the open market. In order to preserve the research and development focus of the science park large scale production or high tonnage production will not be permitted. Firms also must be able to demonstrate that any manufacturing would be closely related to its research and development activity or that there will be specific and close research interactions with local universities or other research organisations in the South Hampshire sub-region.
- 11.4.5 Support facilities are those whose predominant patronage would arise from the needs of the businesses and employees of the Science Park and will be considered on a case by case basis. They will include:
- Day nursery/crèche;
 - Cash machines (ATMs);
 - Educational uses (supported by links to the University); and
 - Financial and Professional Services, intellectual property lawyer, patent agent, marketing consultant.
- Proposals for any support facilities within the boundary of the Science Park should also accord with all other relevant policies. In all proposals for the provision of support facilities within the Science Park, planning permission for them may be granted with appropriate planning conditions to ensure that the facility is only necessary to service the essential needs of the businesses and employees of the Science Park. It will be necessary for developers to demonstrate how this will be achieved.
- 11.4.6 Woodlands of both amenity and ecological value surround the site. The site is also close to Chilworth Old Village, which is a Conservation Area, and the main settlement of Chilworth which contains many substantial properties in large plots with mature landscaping. To the north, the site adjoins Chilworth Manor, a historic property that has been converted into a residential conference centre and to the south, the site adjoins the M27 motorway. These constraints should be taken into account when future developments are proposed.
- 11.4.7 The existing mature vegetation largely conceals the Science Park in views from

Chilworth Old Village, Chilworth and the M27. Particular attention will have to be paid to the height and colour of buildings in any future development proposals to ensure that they are not visually intrusive in the wider landscape or detract from the rural, wooded character of the surrounding area. Some buildings on the Science Park are visible through the overgrown hedge that marks the eastern boundary of the site. Where development is proposed off Venture Road, its visibility from Chilworth Drove will be an important consideration. The setting of Chilworth Manor is also important and any development proposed north of University Parkway will need to respect this.

- 11.4.8 The Science Park has an attractive ‘campus’ character where individual buildings and groups of buildings are located in a landscaped setting. Certain trees within the site are important for their amenity value and the trees and blocks of woodland around the edge both screen the site in wider views and provide an attractive backdrop to development. Any further proposals for development should not result in the loss of trees of high amenity value or trees which perform an important screening function. New buildings and areas of car parking should be landscaped to maintain the site’s attractive campus character. An overall landscape management plan for existing and new developments would provide the context for the conservation, maintenance and renewal of key landscape features.
- 11.4.9 The attractiveness of the Science Park as a working environment will be enhanced by high standards of design in new or redeveloped buildings and the Council will encourage buildings which make a positive contribution to its overall appearance. The new, modern Merck and Fibrecore buildings have been constructed north of University Parkway. There is some limited potential for additional buildings in this area and whilst a modern design could be appropriate, it is important that any development does not adversely affect the setting of Chilworth Manor, become visible in the wider landscape due to its height or colour, or detract from the ‘campus’ character of the site itself.
- 11.4.10 The University of Southampton Science Park is accessed from the A27 and the site is served by bus. The current access is adequate to accommodate the existing level of traffic, but further development may necessitate improvements to the junction. Any essential improvements should respect the rural nature of the junction’s location and full account should be taken of its visibility in the wider landscape. Developers will also be expected to demonstrate what measures are being taken to reduce car travel and encourage alternative modes of transport, related to an analysis of existing and forecast travel behaviour patterns.
- 11.4.11 The type of use, terms of occupancy and other matters (such as landscaping) are strictly controlled by planning agreements. Developers will be expected to demonstrate that any development and occupying firms can meet the terms of the planning agreements relating to the Science Park.

11.5 **North Baddesley**

- 11.5.1 North Baddesley is a large village located to the south of the A27 Botley Road between Romsey and Chilworth. Most of the village has been developed at a low density and contains many detached houses and bungalows in substantial plots, although there are some areas of flats and terraced housing to the south and south east of the settlement. Rownhams Lane, which runs through the middle of the village, is an attractive tree-lined avenue. Trees and mature vegetation

elsewhere in North Baddesley provide a setting for the residential development and help to give the village a leafy suburban character. The village has a wide range of local community facilities, which are concentrated in the south-eastern corner of the settlement around Fleming Avenue (including schools, shops and a health centre) and along Botley Road (including shops, a village hall and recreation ground).

11.5.2 The large former chemical works in the middle of North Baddesley (the former Bordens / AEP Site) is proposed for redevelopment with housing by Proposal STV 02. There is also potential for additional employment development on Test Valley Business Park to the north of the village. The parish includes most of Valley Park, a large residential development on the western edge of Chandler’s Ford, much of which has been developed in recent years. The remaining countryside between North Baddesley and Valley Park is very important in maintaining the separate physical and visual identity of the two settlements and has been defined as a strategic gap (see Policy SET 04).

11.5.3 Land to the north and north-west of the village forms part of the local gap between North Baddesley and Romsey and land to the south forms part of the local gap between the settlement and Chilworth. These local gaps (see Policy SET 05) are vital in preventing a continuous built-up area being formed along the A27 between Romsey and Southampton. The western, southern and south eastern edges of the village are concealed in the wider landscape by areas of woodland. Baddesley Common lies to the north of the village and supports a wide range of heathland, wetland and grassland habitats of significant wildlife value including Emer Bog which is internationally important (see Policies ENV 02, 03 and 04).

11.6 **STV 02 - The Former Bordens / AEP Site, North Baddesley**

11.6.1 Borden Chemicals Europe and AEP Industries UK occupied a site at North Baddesley for many years before it closed in 2001. This former employment site is now proposed for housing with associated open space. The Council wishes to make effective use of this “brownfield” land and to create a new community, as set out in the planning brief for the site.¹³⁷

STV 02.1: HOUSING AT THE FORMER BORDENS / AEP SITE

6.8 hectares of land at the former Bordens / AEP Site, North Baddesley is proposed for housing and associated uses including an element of employment generating development.

11.6.2 Any development scheme for the former Bordens / AEP Site should be designed to have its own character, which has regard to its setting and the previous history of the site. The scheme should include an element of employment generating development appropriate to a residential area to enable people to work close to where they live. This may include a nursing home, creche and live / work units.

11.6.3 A range of house types should be provided with a minimum overall density of 30 dwellings per hectare, in accordance with Policy ESN 03. The precise number of dwellings will be influenced by detailed design issues. The housing should also include a substantial proportion of affordable housing in accordance with Policy ESN 04. The affordable units should be spread throughout the site to help create

¹³⁷ Planning Brief for the Bordens / AEP Site, North Baddesley, 2002, Test Valley Borough Council.

a mixed community.

STV 02.2: LANDSCAPE FEATURES AT THE FORMER BORDENS / AEP SITE

The following landscape features will be retained and enhanced as part of the overall development scheme for the site:

- a) the copse in the north west corner of the site (south east of Merry Gardens),**
- b) the group of trees south east of Rosslyn Close; and**
- c) the watercourses which cross the site.**

11.6.4 A landscaping scheme should be prepared for the whole site in which the copse in the north west corner of the site, the group of trees east of Rosslyn Close and, where possible, existing watercourses are retained.

STV 02.3: RECREATIONAL FACILITIES AT THE FORMER BORDENS / AEP SITE

Open space will be provided in association with the proposed housing development in accordance with Policy ESN 22 including:

- a) 0.3 hectares as parkland / a natural area in the north west corner of the site incorporating the existing copse; and**
- b) 0.4 hectares in a central location for informal recreation including an equipped children's play area.**

11.6.5 Informal open space should be provided on-site to meet the needs of the new residents. An informal area should be provided in the north west corner of the site where the existing copse should be retained. Pedestrian access should be provided to the area which should be managed with wildlife in mind. Another informal area should be provided in the centre of the site, which should be designed to create a focal point within the development. This area should include an equipped children's play area.

11.6.6 It is not appropriate to provide formal recreation facilities on site and developers will be expected to provide a commuted sum towards the provision of indoor and outdoor sports facilities off-site.

STV 02.4: ON-SITE TRANSPORT MEASURES AT THE FORMER BORDENS / AEP SITE

The following transport schemes are to be carried out in association with the proposed development:

- a) vehicular access to the site via a new and / or improved junction on Rownhams Road; and**
- b) a pedestrian / cycle link to Firgrove Close and Rownhams Road.**

11.6.7 Vehicular access should be provided from Rownhams Road using either or both of

the existing access points. Pedestrian and cycle links should be provided to Rownhams Road and Firgrove Close in order to integrate the development into the existing network of routes in the surrounding area.

STV 02.5: OFF-SITE TRANSPORT MEASURES AT THE FORMER BORDENS / AEP SITE

The following transport schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions:

- a) improvements to the Rownhams Road / A27 Botley Road junction;**
- b) improvements to the Rownhams Road / Rownhams Lane junction; and**
- c) the transport impacts are addressed through the provision of, or contribution towards, the improvement of the transport infrastructure serving the site.**

11.6.8 In association with the proposed development off-site traffic management measures will need to be provided at various locations. The extent, nature and location of any measures will be determined following detailed transport assessments but are likely to include improvements to Rownhams Road, Middle Road and Firgrove Road.

11.7 Nursling

11.7.1 The parish of Nursling and Rownhams lies just to the north of Southampton. Nursling itself is located south of the M27 and the settlement is centred on Nursling Street where the majority of shops and other community facilities are located. A separate built-up area, known as Hillyfields, is located to the south on Redbridge Lane. Despite their proximity to Southampton the two areas are very different in character from the nearby city. A local gap has been defined between Nursling and Southampton in order to maintain the separation of these settlements (see Policy SET 05).

11.7.2 The centre of Nursling close to the facilities has a village atmosphere, which is enhanced by a number of cottage style properties further west along Nursling Street. Beyond the edge of the village Nursling Street passes through open fields with some scattered agricultural buildings giving the area a pleasant semi-rural character despite its proximity to the M27 / M271 Junction. Further back from Nursling Street, within the settlement, are areas of recent housing which benefit from having Home Covert and other areas of woodland as a setting. Hillyfields is largely suburban in nature with many semi-detached houses set in generous plots. The layout of the buildings, the distinctive roadside hedgerows, the trees in the area and the close proximity of the listed buildings at Bargain Farm and Yew Tree Farm give the area a distinct character and visual unity.

11.7.3 At Adanac Park, a large area is safeguarded for major corporate development, which may be developed if an exceptional need for such development can be clearly identified (see Proposal STV 05). Land south of Junction 1 of the M271 is safeguarded for a park and ride facility, which could help to address the transport problems in South West Hampshire as part of the overall transport strategy for the

area (see Proposal STV 06). These sites are shown on the Proposals and Inset Maps as being safeguarded for the uses outlined above. In the event of the sites not being needed for these uses, they will remain as part of the countryside. In the event of the sites being required, the policies in this section will help to ensure that any development takes full account of the local context. The character, setting and individual identities of Nursling and Hillyfields should be respected and largely retained in any development schemes for the area.

11.7.4 Nursling Estate lies between the M271 and the Southampton to Romsey railway line and is primarily in storage and distribution uses (see Proposal STV 05). Land to the west of the estate is part of the floodplain of the River Test and also forms part of the strategic gap between Nursling and Totton (see Policy SET 04) The floodplain supports a range of wetland habitats which are internationally important for wildlife (see Policies ENV 02 and ENV 03).

11.8 **STV 03 - Adanac Park, Nursling**

11.8.1 Policy EC4 of the Structure Plan¹³⁸ recognises that it may be appropriate to release a site in the countryside for major employment development if justified by exceptional circumstances. The Borough Council recognises that such a strategic need may arise during the Plan period, but is concerned that the failure to identify a specific site, or sites, could result in proposals coming forward in unsuitable locations in the Borough. The site at Adanac Park has been safeguarded for this purpose.

STV 03.1: SAFEGUARDED EMPLOYMENT LAND AT ADANAC PARK

Approximately 30 hectares of land to the east of the M271 at Nursling (see Inset Map 5) is safeguarded for a high quality office / research / manufacturing development which will be permitted only if:

- a) the development is for a single large user (or a small number of large users) seeking to establish a major operation with secure boundaries and a clear corporate identity;**
- b) it can be demonstrated that there is no land allocated or permitted for business or industrial use elsewhere in South Hampshire which is capable of meeting the requirements of that operation;**
- c) it can be demonstrated that the direct and indirect effects on housing demand caused by the proposed development can be accommodated within the existing and proposed housing stock in South Hampshire, taking account of the demand which will arise from employment generating development already committed and proposed elsewhere in South Hampshire; and**
- d) it is designed to respect the characteristics of the local**

¹³⁸ Policy EC4, Hampshire County Structure Plan 1996 - 2011 (Review), 2000, Hampshire County Council, Portsmouth City Council and Southampton City Council.

area. Any built development should be designed to a high standard and should not exceed 2,500 square metres of gross floorspace per hectare.

- 11.8.2 The Council has safeguarded land to the east of the M271 at Nursling for a high quality office, research or manufacturing development which could be developed in the event of an exceptional need for major employment development in South Hampshire being identified. The site should only be developed if there is a proven need for the development in the interests of the national or sub-regional economy and if it could be demonstrated that this need could not be met elsewhere in South Hampshire on allocated or permitted employment sites. If such a need is not identified, the site will stay free from development and will remain subject to the policies in the Plan to protect the countryside. Developers seeking to develop any other large greenfield site in the countryside under the provisions of Structure Plan Policy EC4 would have to demonstrate why the site at Adanac Park would not be suitable for their purposes.
- 11.8.3 Proposal STV 03 seeks to ensure that the site will be developed comprehensively by one, or a small number of, large occupiers and is not developed incrementally for smaller scale firms which should look to the range of other employment sites in South Hampshire to meet their needs. At Adanac Park the Council will seek a prestige development and firms should be looking to establish a major operation on the site with a clear corporate identity.
- 11.8.4 The development of the safeguarded site could support up to 3,600 jobs. This could significantly increase the demand for housing in Southern Test Valley and South Hampshire and could create pressure for the release of more greenfield land (i.e. over and above the levels envisaged in the Structure Plan). Developers therefore need to demonstrate that any additional housing demand generated can be met on sites which do not harm the countryside or gaps between settlements in Southern Test Valley or elsewhere in South Hampshire.
- 11.8.5 Large-scale employment development at Adanac Park will have a major impact on the local area. Any new buildings will be highly visible, particularly from the nearby M27 and M271, and therefore need to be designed to a high standard. The coverage of the site with buildings needs to be limited in order to create a prestige development and to accommodate development in a way that fully respects the site's clearly defined characteristics and physical context. Key design issues that should be respected in any proposed development scheme are:
- the impact on Yew Tree Farm. The farmhouse is a listed building and any development scheme needs to take full account of the impacts on the building itself and its setting;
 - the views of the site from M271 and M27. Any scheme needs to be designed with its visibility from the motorways in mind and should enhance the gateway to Southampton with an attractive development;
 - the views from adjacent areas of housing at Hillyfields and Nursling Street. The parts of the development site close to existing housing areas need to be carefully designed to take account of the views from nearby properties and any amenity issues such as noise;
 - the impact on the semi-rural character of the western end of Nursling

Street. Despite its location close to a major motorway junction, the western end of Nursling Street retains a semi-rural character. This needs to be taken into account in the design of the northern end of the site;

- the impact on Home Covert. Any scheme should be designed to enable the woodland to form an attractive backdrop to the development as a whole when viewed from the motorways and other vantage points. Home Covert is a SINC supporting ancient semi-natural woodland habitats. The wildlife interest of the woodland should be protected and conserved as part of any development scheme.

STV 03.2: LANDSCAPE FEATURES AT ADANAC PARK

Any employment development at Adanac Park should be set in its own extensively landscaped grounds. 40% of the total site area should comprise "soft landscaping" (excluding car parks, buildings and other hard and semi-hard areas).

- 11.8.6 The site should be extensively landscaped with a high proportion of the site given over to "soft landscaping" (i.e. planting). The landscaping should provide a setting for the buildings and associated parking areas and the design of any landscaping scheme should take full account of the sites location on a prominent approach to Southampton. It is likely that substantial landscaping belts will be required around the margins of the site to reduce the visual impact of such a large-scale development. Any landscaping scheme should be designed to take account of existing development and natural features at Nursling.

STV 03.3: ON-SITE TRANSPORT MEASURES AT ADANAC PARK

The following transport schemes are to be carried out in association with the proposed development:

- a) a new road junction on Brownhill Way;**
- b) emergency vehicle / pedestrian / cycle access to Nursling Street; and**
- c) pedestrian and cycle facilities between Nursling Estate and the Borough boundary where it crosses Brownhill Way.**

- 11.8.7 The main access for all vehicular traffic should be via a new junction on Brownhill Way. An emergency access and pedestrian/cycle access should be provided from Nursling Street. Pedestrian and cycle facilities linking the site to the Nursling Estate, to the west of the M271, will need to be provided.

- 11.8.8 The proposed development will generate an increase in vehicular movements on the existing highway network. The improvements identified are to enable that increase to be managed to minimise the impact. The improvements will need to incorporate bus priority measures to assist in the promotion of public transport to and from the site.

STV 03.4: OFF-SITE TRANSPORT MEASURES AT ADANAC PARK

The following transport schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions:

- a) improvements to the M27 motorway including Junction 3 (M27 / M271);**
- b) improvements to the M271 motorway including Junction 1 (M271 / Brownhill Way);**
- c) improvements to the junction of A3057 / Redbridge Lane / Bakers Drive;**
- d) The transport impacts are addressed through the provision of, or contribution towards, the improvement of the transport infrastructure serving the site.**

11.8.9 A Transport Assessment will be required which considers capacity issues and the implications for the M27 and M271 motorways and the surrounding highway network (see Policy TRA 01). The assessment should take into account the requirements of the Highways Agency and be prepared in accordance with Highway Authority guidelines. The development should be designed to promote non-car modes of travel and a Travel Plan will be an integral element of any detailed proposals.

11.8.10 In association with the proposed development traffic management measures will need to be provided at various locations. The extent, nature and location of any measures will be determined following detailed assessments. They are likely to include the closure of Redbridge Lane south of Hillyfields to discourage through traffic. Improvements to the parts of the transport network in Southampton City, which serve the site, will also be sought, in the form of prior, proportionate and agreed contributions towards (a) improvements to the junction of the M271/A35 at Redbridge and (b) improvements to the junction of the A3057 / Brownhill Way.

11.9 STV 04 - M271 Park and Ride Site, Nursling

11.9.1 The South West Hampshire Area Transportation Strategy (SWHTS) and the Structure Plan both recognise the potential to serve Southampton by park and ride sites to the west, north and east of the city. A park and ride facility in the Nursling area is proposed in the Structure Plan¹³⁹ and the proposed site has been specifically identified in a recent study as the most suitable location for a park and ride facility on the western approach to the City. The study recommends that the site should be safeguarded in the relevant local plans from other uses.¹⁴⁰

STV 04.1: SAFEGUARDED SITE FOR A PARK AND RIDE FACILITY AT JUNCTION 1 OF THE M271

Land south east of Junction 1 of the M271 is safeguarded for use as a park and ride facility (see

¹³⁹ Policy T16, Hampshire County Structure Plan 1996 - 2001 (Review), 2000, Hampshire County Council, Portsmouth City Council and Southampton City Council.

¹⁴⁰ Strategic Park and Ride Opportunities for the Southampton Area, 2002, Peter Brett Associates.

Inset Map 5). Development will be permitted provided that:

- a) it can be demonstrated that the facility will promote more sustainable travel patterns and the development is fully integrated with off-site measures such as public transport improvements, traffic management and parking controls;**
- b) the site includes a full range of associated facilities such as sheltered pedestrian waiting areas, cycle parking and toilets and it designed to reduce opportunities for crime through measures such as security fencing, lighting and CCTV; and**
- c) the site is attractively designed and laid out with extensive landscaping.**

11.9.2 Any park and ride facility at Nursling should help to promote more sustainable travel patterns. It should enable travel by dedicated bus into the city centre and could potentially serve a range of other locations such as Southampton General Hospital, Southampton University, Southampton Docks and the Nursling Estate. The site will need to be well served by bus to provide an effective facility and should be integrated with public transport improvements, traffic management and parking controls (for example in Southampton City Centre). A transport assessment will be required which considers capacity issues and the implications for the M27, M271 motorways and the surrounding highway network. The assessment should take into account the requirements of the Highway Agency and be prepared in accordance with Highway Authority guidelines.

11.9.3 The site would need to be properly managed and operated, both initially and in the long term, to encourage its use. Issues that need to be addressed include security fencing, lighting, CCTV, staffing, pedestrian and cycle access, and the provision of associated facilities such as pedestrian waiting areas, cycle parking and toilets. The tenure of the site and the arrangements for funding need to be carefully considered, in particular any subsidies or charges which could influence the extent to which the site is used.

11.9.4 The facility should be designed with transport objectives in mind but it should also be visually attractive. Any associated buildings, such as toilet blocks, shelters etc., should be designed as an integral part of the overall scheme. Landscaping could help to break up the areas of parking and also screen the site. Any water bodies on the site, which may be required for the surface water drainage of other development sites nearby, represent a design opportunity which could make the development more attractive.

11.9.5 The options for the management and operation of the bus service, both initially and in the long term need to be fully considered. Important issues include: the type of vehicles to be used, the frequency of service and likely destinations. In any planning application for a facility developers should give an indication of the site's potential "customers" and show how the use of the facility would alter their travel patterns. Off-site infrastructure works will be required for the efficient operation of the service, in particular works may be required to enable buses to reach the city centre quickly in busy periods (such as bus priority lanes).

11.9.6 The park and ride facility, should be of sufficient size to cater for initial demand and should be designed to enable expansion to meet longer term needs. The provision of bus services, associated traffic management and parking restraint measures will need to be provided in step with the park and ride car park as it becomes more fully established.

11.10 **STV 05 - Nursling Estate**

11.10.1 The Nursling Estate is located south of the M27 and west of the M271 and is ideally suited to storage and distribution uses. It is relatively close to major centres of population (such as Southampton) but there is very little residential development in the immediate vicinity. Also it is close to commercial activity (such as Southampton Docks) and commercial vehicles can link directly into the motorway network (Junction 1 of the M271) without passing through residential areas. The scale and location of the site make it an important asset for the South Hampshire sub-region as a whole. Policy STV 05 seeks to retain the existing estate for storage and distribution uses and allocates additional land for the same uses at the junction of the M27 and M271. Nevertheless, special circumstances may arise (either within the existing buildings or on land yet to be developed) where a use other than for storage and distribution purposes might be appropriate or beneficial. Subject to a satisfactory transport assessment being undertaken, such small-scale uses may be permitted if it can be demonstrated that there is a need for them in this location which cannot be met equally well elsewhere. For the purposes of this exercise, 'small-scale' means any building or buildings having a net floor area of 500sqm or less.

STV 05.1: RETENTION OF STORAGE AND DISTRIBUTION USES AT NURSLING ESTATE

Within Nursling Estate (see Inset Map 5), the use of land and buildings will be restricted to storage and distribution uses (Class B8). Development will be permitted provided that:

- a) any buildings or structures are designed and landscaped to ensure that they are not intrusive in views from the Valley of the River Test Heritage Area and adjacent motorways; and**
- b) open storage, including stacking of containers, will be restricted in height to no more than 7.8 metres or three containers, whichever is the lowest.**

11.10.2 It is intended to maintain the current restriction of use on the Nursling Estate to storage and distribution uses (Class B8) over the Plan period and beyond. The estate lies on the eastern edge of the valley of the River Test, which runs between Southampton from Totton. The valley performs an important function in separating the two settlements and has been identified as a strategic gap on the Proposals and Inset Maps (see Policy SET 04). The valley is also of considerable landscape value and is characterised by reedbeds and saltmarshes as it enters Southampton Water in the lower reaches. The design of buildings needs to be controlled to avoid visual intrusion into the valley landscape and undue prominence and unsightliness in views from the adjacent motorways and their intersections. The existing buildings have been designed to allow views over the roofs, across the valley to the edge of the New Forest from the M27 / M271

Junction and nearby viewpoints. Some landscaping has been provided adjacent to the motorways and on the edge of the river valley. Any further development, redevelopment or structures, such as cranes or gantries, should be designed and landscaped to ensure that they do not increase the prominence of the estate in the wider landscape. The Council will also restrict the height of any open storage, such as containers, on the estate for the same reasons.

STV 05.2: STORAGE AND DISTRIBUTION USES AT DAIRY LANE, NURSING ESTATE

Approximately 1.4 hectares of land on Nursling Estate, adjacent to Dairy Lane and south of the M27 motorway (see Inset Map 5), is proposed for storage and distribution uses. Development will be permitted provided that:

- a) the use of land and buildings is for storage and distribution (Class B8) only; and**
- b) the gross floorspace does not exceed to 3,700 square metres.**

- 11.10.3 The Nursling Estate extends northwards to the M27, but an area of undeveloped land remains between the Tesco distribution depot and the M271. This land should be used for storage and distribution uses only, as on the rest of the estate. The design of any buildings will need to take account of the visibility of the site from the M27 / M271 junction and longer views across the Valley of the River Test. Buildings on the estate have been designed to allow views over the roofs across the valley of the River Test towards the New Forest and any buildings on this site should be similarly designed.

STV 05.3: LANDSCAPE FEATURES AT DAIRY LANE, NURSING ESTATE

A landscape screen of 25 metres width should be provided along the northern and eastern edges of the site in association with any development.

- 11.10.4 A substantial landscape belt of woodland will be required on the eastern and northern edges of the site to screen the development from the M27 and M271 motorways. Dairy Lane, which is a public right of way, lies to the west of the site. The existing vegetation along the lane should be retained as far as possible and may need to be strengthened by additional planting. Dairy Lane provides a link from Nursling into the nearby countryside and this link should be retained and enhanced as part of any development scheme.

11.11 Romsey

- 11.11.1 The market town of Romsey lies on the banks of the River Test and is dominated by the 12th Century Abbey. The historic core retains much of its irregular mediaeval street pattern with occasional urban open spaces such as the Market Place. In the historic core buildings largely date from the 18th and 19th Centuries and are small in scale but of tall (often 3 storey) and narrow proportions. The location of the town partly within the floodplain of the River Test has had a major influence the character of the built environment. A series of small watercourses pass through the urban area with associated green spaces, structures (such as bridges and mills), and streamside vegetation (including mature trees). More

formal green spaces include the War Memorial Park, adjacent to the Mill Stream, and the North Garth, which provides an attractive setting to the Abbey. Any development in the historic core should respect the character of Romsey Conservation Area (see Policies ENV 14 and 15) and individual listed buildings (see Policies ENV 12 and 13). Maintaining key views of the Abbey is also very important (see Policy DES 02).

- 11.11.2 The town expanded significantly during the 20th Century, with extensive areas of residential development to the north and east of the historic core. Sections of the approaches to the town on Southampton Road and Winchester Hill have been identified as Residential Areas of Special Character (see Policy SET 02) and the Former Romsey Brewery Site, which is close to the town centre, is allocated for housing (see Proposal STV 06). Land to the north of the town at Abbottswood is safeguarded for housing post-2011 (see Proposal STV 07) and an outdoor sport's facility is proposed at Ganger Farm (see Proposal STV 09). There are industrial estates on the northern and eastern edges of the town (at Budds Lane, Romsey Industrial Estate and Abbey Park).
- 11.11.3 In the floodplain of the River Test flooding and land stability are potential issues for new development (see Policies HAZ 02 and HAZ 01 respectively). The historic core adjoins open countryside both at Broadlands, which is a Registered Historic Park (see Policy ENV 16) and in the floodplain of the River Test. The relationship between the historic core and the surrounding undeveloped countryside to the south and west makes a major contribution to the retention of the town's character.
- 11.11.4 Land to the east of Romsey at Halterworth and south of the A27 has been defined as a Local Gap between the town and North Baddesley. Ribbon development extends to the north east of the town along the A3090 (the Straight Mile) and Crampmoor Lane. Ganger Wood and land at Highwood are important to retaining the rural character of the north-eastern approach to the town.

11.12 **STV 06 - The Former Romsey Brewery Site**

- 11.12.1 The former Romsey Brewery site is located close to the town's historic core. Its redevelopment provides an opportunity to bring forward a high quality scheme that respects its location and provides a mix of house types, which reflect its urban location.

STV 06.1: HOUSING AT ROMSEY BREWERY

Land at the former Romsey Brewery (see Inset Map 4) is proposed for housing development. The design and layout should be of particularly high quality, respecting the character of Romsey and enabling the new housing to be fully integrated into the historic form of the town.

- 11.12.2 The Former Romsey Brewery Site lies on the edge of Romsey Conservation Area and includes The Malthouse, which is a Listed Building. The site is likely to be developed at a high density, to reflect its edge-of-town-centre location, but any development scheme should respect the setting of the Listed Building and the setting of the adjacent Conservation Area. Guidance on the design context for the site is set out in "Romsey Brewery Design Principles" which was adopted by the Council as Supplementary Planning Guidance in 1999. Planning permission has been granted for the conversion of The Malthouse to 44 flats and for the

development of the rest of the site for over 200 dwellings. It is envisaged that both consents will be implemented by 2011.

STV 06.2: LANDSCAPE FEATURES AT ROMSEY BREWERY

The existing landscape features adjoining the Fishlake Stream will be retained and enhanced in association with the proposed housing development.

- 11.12.3 A pedestrian / cycle link should be provided by the Fishlake Stream (see Proposal STV 06.4) which runs along the western edge of the site. This area should be landscaped to provide an attractive route and green corridor linking the site to the town centre. Existing vegetation along the stream should be retained, where possible, and this should be enhanced with additional planting. The proposed open space, just to the north of The Malthouse, should be integrated into this green corridor.

STV 06.3: RECREATION FACILITIES AT ROMSEY BREWERY

Open space will be provided in association with the proposed housing development in accordance with Policy ESN22 including an area of at least 0.3 hectares adjacent to the Fishlake Stream to be laid out as an informal recreation area.

- 11.12.4 The proposed open space located to the north of the Malthouse will provide for informal recreation activities within the site and enhance the setting of the Listed Building. The site should also include a children's play space within the new housing development in a safe location away from the Fishlake Stream

STV 06.4: ON-SITE TRANSPORT MEASURES AT ROMSEY BREWERY

The following transport schemes are to be carried out in association with the proposed development:

- a) **vehicular access to the site via new junctions on Station Road and Princes Road;**
- b) **a pedestrian/cycleway adjoining the western boundary of the site from Duttons Road to Portersbridge Street;**
- c) **a pedestrian/cycle link from the site to Greatbridge Road via a new bridge over the Fishlake Stream; and**
- d) **the safeguarding of a vehicular route within the site to its boundary with existing development at The Horsefair.**

- 11.12.5 The site is close to the commercial centre of the town, schools, employment areas and rail and bus stations. The pedestrian and cycle routes proposed are intended to enhance the site's accessibility and encourage non-car based journeys.

STV 06.5: OFF-SITE TRANSPORT MEASURES AT ROMSEY BREWERY

The following transport schemes are to be carried out in association with the implementation of the

proposed development and will require prior, proportionate and agreed contributions:

- a) improvements to the Malmesbury Road / Duttons Road / Princes Road junction;**
- b) improvements to the Malmesbury Road / Alma Road / Station Road junction; and**
- c) the transport impacts are addressed through the provision of, or contribution towards, the improvement of the transport infrastructure serving the site.**

11.12.6 The proposed housing at the former Romsey Brewery site will generate additional traffic on the road network in the town. The junctions close to the main access points to the site will require improvement in association with the development.

11.13 **STV 07 - Abbottswood, Romsey**

STV 07.1 – RESERVE HOUSING SITE AT ABBOTTSWOOD

Land on the eastern side of Abbottswood is identified as a reserve site for approximately 800 dwellings, landscaping, open space and community facilities. Development will be permitted provided that the Council is satisfied that a compelling justification for its release has been established.

11.13.1 Abbottswood lies to the north east of Romsey, north of Woodley Lane. The site comprises a large open area of restored mineral workings with hedgerows, trees and areas of woodland around the perimeter. The eastern part of the site has been identified as a 'reserve' housing site, additional land to the north is safeguarded for housing post-2011 and most of the western part of the site will be managed primarily for nature conservation. In releasing the land for development the Council will need to be satisfied that a compelling justification can be made and that the strategic requirement can not be achieved elsewhere in south west Hampshire. The boundary of the area to be developed for housing will be determined following further ecological surveys. In accordance with Policy STV 07.3, further surveys will be required to establish the extent and impact of the development on the colony of Great Crested Newts present on the site. The edge of the area of the site to be developed will be determined pursuant thereto but it is not anticipated that this would preclude the satisfactory development of the site by way of approximately 800 dwellings.

11.13.2 The development should be laid out and designed to have its own identity and sense of place. It should ensure that the wider landscape context and existing features within the site are respected. The development will also need to take account of the ecological interest within the site. The overhead power cable crossing the site will be placed underground where it would lie above dwellings or their curtilages, unless there are overriding constraints. The design of the development should also have regard to the character and amenity of adjacent built-up areas. A site of approximately 2 hectares should be included within the development and be capable of accommodating a range of uses to meet the immediate needs of the new development.

STV 07.2 – LANDSCAPE FEATURES AT ABBOTTSWOOD

The following landscape features will be retained and supplemented by additional planting as part of the

overall development scheme for the site:

- a) **The hedgerows and trees along Woodley Lane and along Braishfield Road with new planting up to 15 metres wide;**
- b) **the hedgerows and trees along Sandy Lane with new planting up to 25 metres wide.**

11.13.3 The Abbottswood site is well contained in the landscape by hedgerows, trees and areas of woodland. It is important to retain and enhance these areas to ensure that the new development integrates successfully into the landscape. On Sandy Lane the planting should be sufficient to screen the development from views from the north and designed to provide an attractive rural edge to the site. On Braishfield Road the planting should provide a buffer to the new housing and retain the character of the eastern boundary.

STV 07.3 – NATURE CONSERVATION AT ABBOTTSWOOD

The following areas will be retained and enhanced primarily for their wildlife value as part of the overall development scheme for the site:

- a) **the western side of the site, including an existing pond, open grassland and areas of trees along Cupernham Lane;**
- b) **an area of trees and bracken in the north east corner of the site, adjoining sandy Lane.**

11.13.4 A pond on the western side of the site supports a colony of Great Crested Newts. Both the newts and the habitats they use are legally protected. In order to ensure the survival of the newt colony, the western part of the site will be left undeveloped and managed primarily for nature conservation. A management plan should be prepared for this area. It should focus on the conservation of the newts but should also have regard to the conservation of other wildlife interests. Informal recreation may be permitted on parts of this area provided that it would be compatible with nature conservation interests. The boundaries of the area to be retained for nature conservation will be determined following further ecological surveys.

STV 07.4 – RECREATION AT ABBOTTSWOOD

Open Space will be provided in association with the proposed housing in accordance with policy ESN 22, including:

- a) **formal sports provision, pavilion, play area and parking to the north of the site adjoining Sandy Lane; and**
- b) **area parkland adjoining Sandy Lane, informal recreation areas (including Multi Use Games Areas) and children play spaces.**

11.13.5 The proposals provide for a range of recreation activities within the development, the spaces proposed should provide opportunities easily accessible to the new residents and the existing built up area of Romsey.

STV 07.5 – ON-SITE TRANSPORT MEASURES AT ABBOTTSWOOD

The following transport schemes are to be carried out in association with the proposed development;

- a) primary vehicular access to the site via a new junction on Braishfield Road;**
- b) secondary vehicular access to the site via a new junction on Sandy Lane;**
- c) a bus only link to Woodley Lane.**

- 11.13.6 The main vehicular access to the site will be from Braishfield Road. The location of the secondary means of access will depend on further ecological surveys. The Council's preferred location for the secondary means of access is Sandy Lane. The detailed design will be determined by highway safety considerations, the need to minimise its environmental impact, particularly in respect of landscape and nature conservation interests. The internal network of routes should be convenient, attractive and safe, linking the new housing with proposed new facilities within the site. This network should also enable the new development to be served by buses. The inclusion of a bus only link to Woodley Lane would enable existing services to access the site.

STV 07.6 – OFF SITE TRANSPORT MEASURES AT ABBOTTSWOOD

The following transport schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions: improvements to the junctions of

- a) A3090 Winchester Road / Braishfield Road;**
- b) A3090 Winchester Road / School Road;**
- c) A 3090 Winchester Road / Cupernham Lane;**
- d) Braishfield Road / Jermyns Lane / Sandy Lane;**
- e) A3090 Winchester Road / Halterworth Lane;**
- f) A3090 Winchester Road / Botley Road;**
- g) A3090 Winchester Road / Southampton Road;**
- h) A3090 Winchester Road / Jermyns Lane.**

Dependent on the position of the secondary means of access to the site (other than from Braishfield Road), the transport schemes listed above may be varied in location and in number.

- 11.13.7 The proposed development will generate an increase in vehicular movements on the existing highway network. The improvements identified are to enable that increase to be managed to minimise its impact. The improvements will need to incorporate bus priority measures to assist in the promotion of public transport to and from the site. The location, number and detailed design of the transport schemes will need to take account of the location of the preferred secondary means of access on Sandy Lane. In addition to the proposals identified the development will need to bring forward a comprehensive set of measures to satisfy policy TRA 01 in terms of minimising its impact on the transportation network of Romsey.

11.14 **STV 08 - Romsey Town Centre Shopping Areas**

- 11.14.1 Romsey Town Centre contains a wide range of shops including a food supermarket (Waitrose), a department store (Smith Bradbeers) and several high street retailers, such as W. H. Smith and Boots. It also has many small, independent retailers, public houses and restaurants and a regular weekly street market. Romsey Town Centre competes, to a certain extent, with larger centres nearby, such as Southampton, but offers a distinctly different shopping experience due to its particular mixture of shops, range of facilities, and the historic character of the built environment. The town centre also benefits from accessibility by bus and train. The Council will seek to maintain the important shopping function of the town centre through the retention of shops and an appropriate mix of non-retail uses in the main town centre shopping areas.

STV 08.1: GROUND FLOOR USES IN THE ROMSEY TOWN CENTRE SHOPPING AREAS

In Romsey the primary shopping areas have been identified as: Bell Street; Church Street; Latimer Street; Market Place; and The Hundred. The Hundred (East) has been identified as a secondary shopping area.

Within the primary and secondary shopping areas of Romsey (see Inset Map 4), uses other than shops (Class A1), financial and professional services (Class A2), restaurant and cafes (Class A3 use), drinking establishments (Class A4 use) and hot food takeaways (Class A5 use) food and drink outlets (Class A3 use) will not be permitted within the ground floor units fronting a street or pedestrian thoroughfare.

- 11.14.2 The vitality of Romsey's main shopping areas depends on maintaining a high degree of customer attraction throughout the town centre. It is therefore important to maintain shops (Class A1 use), financial and professional service providers such as banks (Class A2 use), restaurant and cafes (Class A3 use), drinking establishments (Class A4 use) and hot food takeaways (Class A5 use) on the ground floor units. Other uses such as offices and housing would present dead frontages and detract from the shopping and customer service function of the centre. Office and residential use may be permissible in upper storeys.¹⁴¹ The proposal applies in both the primary and secondary shopping areas, which are shown on Inset Map 4.

STV 08.2: GROUND FLOOR USES IN THE ROMSEY PRIMARY SHOPPING AREAS

Within the primary shopping areas of Romsey (see Inset Map 4), the use of ground floor units fronting a street or pedestrian thoroughfare for: financial and professional services (Class A2), restaurant and cafes (Class A3 use), drinking establishments (Class A4 use) and hot food takeaways (Class A5 use) food and drink outlets (Class A3 use); or other non-retail uses, will not be permitted if either:

¹⁴¹ A summary of the Use Classes Order 1987 (as amended) is given in Appendix 9.

- c) the proposed use would result in a concentration of three or more consecutive units in non-retail uses; or
- d) the proposed use would result in the number of units not in shop (Class A1) use exceeding the proportions within each primary shopping area as specified below:

1	Bell Street	25%
2	Church Street	35%
3	Latimer Street	35%
4	Market Place	55%
5	The Hundred	25%

11.14.3 In the primary shopping areas of Romsey it is desirable to maintain high proportions of retail uses and to restrict the amount of financial and professional service providers, food and drink outlets and other uses. The proportion of non-retail uses that are appropriate depends on the character of each individual area and the percentages set out above reflect the current mix of uses. Over-concentrations of non-retail uses within the primary shopping areas would lead to "dead" frontages. Too great a displacement of shops by other uses may adversely affect shopper attraction and the trade of the remaining shops by reducing or breaking up the main shopping frontages. Development and changes of use involving Class A2, A3, A4 and A5 uses (other than those for which there are permitted development rights), will therefore only be permitted within primary shopping areas if a high proportion of shops (Class A1) is maintained within each primary shopping area as specified in the policy.

11.15 **STV 09 - Ganger Farm, Romsey**

11.15.1 Romsey has a small shortfall in terms of the current standards for formal sport's pitch provision and the population of the town and surrounding area, is set to grow as a result of recent and future development in built-up areas. An outdoor sports facility at Ganger Farm would help to meet current and future recreational needs. The Ganger Farm site has the advantages of being close to the existing built-up area of Romsey, relatively flat and well drained.

STV 09.1: SPORTS PITCHES AT GANGER FARM

12. 6 hectares of land at Ganger Farm, Romsey (see Inset Map 3), is proposed for an outdoor sport's facility. The site should be laid out and designed:

- a) to accommodate approximately 9 hectares of sport's pitches;
- b) to maintain and protect the rural setting of the adjacent Sir Harold Hillier Gardens and Arboretum; and
- c) to avoid harming the amenity of nearby residential properties.

11.15.2 The naturally flat part of the site should be laid out to provide about eight new pitches, which would cover an area of about nine hectares. The site needs to be

designed to avoid harming the setting of the adjacent Sir Harold Hillier Gardens and Arboretum, which is listed on English Heritage's Register of Parks and Gardens of Special Historic Interest.

- 11.15.3 To allow play during the winter months and early evenings, some of the pitches may require floodlighting. Any floodlit pitches should be located, and the lighting designed, to avoid harming the rural setting of the Sir Harold Hillier Gardens and Arboretum or the amenity of nearby residents.

STV 09.2: SPORTS PAVILION AT GANGER FARM

A sport's pavilion with ancillary car and cycle parking areas should be provided in association with the proposed sports pitches. The pavilion and parking areas should be:

- a) located to avoid sterilising potentially workable mineral deposits, and**
- b) largely concealed in views from outside the site.**

- 11.15.4 The sports pitches at Ganger Farm should be provided with a single pavilion building that serves all the proposed outdoor sport uses. It should include changing rooms, catering facilities, a function room, a meeting room and have adequate storage facilities for equipment and clothing. It should also have adequate car and cycle parking.

- 11.15.5 The pavilion and associated parking areas should be located to avoid sterilising any workable deposits of sand and gravel on the site and a detailed survey may be required to determine their location. The pavilion and parking areas should be largely concealed in views from outside the site through their siting and landscaping.

STV 09.3: LANDSCAPE FEATURES AT GANGER FARM

New landscape features will be provided in association with the proposed outdoor sports facility including:

- a) landscape belts around the boundaries of the site including a 15-20 metre landscaping belt along Jermyn's Lane;**
- b) landscape features to soften the impact of the proposed sports pavilion and associated parking areas on the open character of the site; and**
- c) landscape features to protect the amenity of nearby residential properties.**

- 11.15.6 Landscaping is required around the boundaries of the site to conceal it in wider views from the open countryside. The layout, design and species used in the landscaping scheme for the site should be appropriate to a rural location. A thick landscaping belt is required along Jermyn's Lane to preserve the rural setting of the adjacent Sir Harold Hillier Gardens and Arboretum. This landscaping belt should incorporate a mix of grassland and woodland planting. Landscaping should be provided around the pavilion and parking areas to limit their impact on the predominantly open character of the site and to provide a setting for the building. Landscaping may also be required to protect the amenity of residents in

nearby houses along Braishfield Road.

STV 09.4: ON-SITE TRANSPORT MEASURES AT GANGER FARM

The following transport schemes are to be carried out in association with the implementation of the proposed development:

a) vehicular access from Jermyn's Lane.

- 11.15.7 The site should be accessed from Jermyn's Lane where the existing farm track could be upgraded.

STV 09.5: OFF-SITE TRANSPORT MEASURES AT GANGER FARM

The following schemes are to be carried out in association with the implementation of the proposed development and will require prior, proportionate and agreed contributions;

- a) pedestrian and cycle access along Ganger Lane;**
- b) an on-road cycle link to Romsey along Braishfield Road and Woodley Lane;**
- c) and the improvement of the transport infrastructure serving the site, as necessary.**

- 11.15.8 More direct cycle and pedestrian access from Romsey should be provided along Ganger Farm Lane. Additional off-site cycle links to Romsey Town Centre and the nearby residential areas of Cupernham and Woodley will be required in the form of an on-road cycleway.

