

32117/A3/DM/SS/PN
08 April 2022

**TEST VALLEY DRAFT LOCAL PLAN 2040
REGULATION 18 CONSULTATION – STAGE 1 AND CALL FOR SITES
REPRESENTATIONS ON BEHALF OF WESTERN AIR (THRUXTON) LTD**

1. We act on behalf of Western Air (Thrupton) Ltd and have been instructed to submit representations in relation to the Test Valley Local Plan 2040 Regulation 18 Consultation – Stage 1. Also enclosed as part of these representations are four Call for Sites submissions (**Appendix 1-4**).

Background and Site Context

2. Western Air (Thrupton) Ltd own and operate Thrupton Aerodrome ('the Site') and surrounding land. The c.181ha Site is located to the north of the A303 and south of Snoddington Road, west of the settlement of Thrupton. Thrupton is the nearest settlement west of Andover, approximately 5 miles away.
3. The Site comprises an aerodrome (operated under an CAA Ordinary Licence) and associated modern hangars for storage and air related businesses, motor racing, skid pan, kart racing and industrial and recycling uses to the south. A collection of ageing industrial buildings arranged in an ad hoc configuration also provide warehouse, office and industrial floorspace.
4. The Site currently accommodates over 30 separate businesses (on the industrial estate and airfield) and is the focus of economic activity in the local area, positively contributing to the local economy and employment opportunities. The Site has easy access to the A303 and has few physical or environmental constraints.
5. Despite this, the Site is not currently identified or even acknowledged within the adopted Local Plan (2016) and there is therefore no policy provision which seeks to support or protect the Site's important role moving forwards, specifically in terms of its aeronautical and motorsport functions but also as a key local employer. Many of the existing buildings on the Site are old and in an increasingly dilapidated condition which has resulted in some tenants opting to relocate their operations to more suitable accommodation elsewhere. The current position is not therefore sustainable and the Site is in desperate need of inward investment to ensure the long-term viability of its various, interlinking operations.
6. It is therefore critical for the emerging Local Plan 2040 to properly recognise the Site both in terms of its current contribution but also in terms of its potential to accommodate additional,

development which will serve to bolster its existing role and ensure the longer-term viability of what is otherwise a declining site.

Previous Representations

7. Representations have previously been submitted to the Council on the Issues and Options draft Plan (in September 2018) seeking a more permissive policy position particularly in relation to the industrial estate part of the Site and land along the southern boundary which is well screened from the surrounding area. Further representations were submitted to the refined Issues and Options Plan (in August 2020) which sought to promote the Site in a more holistic manner, aimed at securing the long-term future of the Site and maximising the economic and community benefits it could deliver over the emerging Local Plan period. A copy of previous representations is enclosed at **Appendix 5**.
8. In line with our previous representations the Site remains in critical need of inward investment to secure and protect its long-term future. This necessitates a more permissive policy approach across the Site as a whole which would ensure that where required, measures can be taken to maintain strict safety standards and ensure a sufficient quality of infrastructure is provided to serve the airfield and racetrack operations in particular.

Response to the Stage 1 Consultation

9. We set out below our formal comments on the current Stage 1 Consultation, utilising the Council's headings for ease of reference.

Vision and Objectives

10. The stated Vision seeks to support a skilled and diverse workforce so that local people can access learning opportunities and jobs and benefit from greater prosperity. TVBC identify that to support economic sustainability in the local and sub-regional economy, it is important that employment land, including a varied supply of high-quality premises is provided. The draft Plan identifies an opportunity to build on current strengths in the local economy and facilitate appropriate future levels of provision at the most suitable and sustainable locations.
11. Thruxton represents an existing key employment site in an accessible location which has potential to enhance its overall contribution to the local economy. It should therefore be given due deliberation by the Council in the consideration of sites for meeting identified employment needs over the plan period (to be set out in Stage 2 of the Regulation Consultation). To this end, the southern part of the Site has been put forward as part of the accompanying Call for Sites submission for its potential to accommodate additional employment floorspace.

Spatial Strategy

12. The Spatial Strategy sets out at a high level, direction on where and what type of development will be supported. The strategy focuses on a settlement hierarchy which identifies the sustainability and role of settlements by grouping settlements by tiers (Thruxton being Tier 4 – the lowest of the recognised settlements).
13. The ranking of each settlement in the hierarchy does not indicate whether there is suitable land for development in that location, or that environmentally it would be appropriate.

14. Although the Settlement Hierarchy is a useful policy tool to deliver the spatial strategy, this may not be appropriate for all types of development, such as employment uses, and we encourage an approach whereby the hierarchy is not rigidly adhered to in determining levels of growth, and instead, should explore opportunities through site allocations to deliver a comprehensive strategy with the support of landowners.
15. As noted above, we understand that the Stage 2 Regulation 18 consultation will include draft site allocations which will draw on sites included within the Strategic Housing and Economic Land Availability Assessment (SHELAA) in the first instance. Accordingly, the Site has been submitted to the SHELAA Call for Sites, alongside these representations.

Meeting our Needs

16. In relation to the economy, it is stated that the Local Plan 2040 will continue to support economic growth and aim to set out anticipated employment needs and their approach to meeting these needs. With reference to Paragraph 82 a) of the NPPF (2021) which encourages planning policies to "set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth" (our emphasis), it will be important for the emerging Local Plan to consider all reasonable alternatives for meeting the identified needs of the Borough in a sustainable manner.
17. The Economic, Employment and Commercial Needs Study (March 2021) undertaken by the Partnership for South Hampshire (PFSH) (the 'PFSH Report'), identifies a requirement for 23,538 sqm Class E(g)(i)-(ii) floorspace and 311,195 sqm Class E(g)(iii)/B2/B8 floorspace in north Test Valley over the period 2019-2040. This equates to a significant 81.7ha of employment land required to meet demands in the north of the Borough alone (a need for a further 55.4ha of employment land is identified for south Test Valley).
18. We note that the Council question (at paragraph 5.55) the appropriateness of the methodology underpinning the PFSH Report and that further assessment of employment need will be undertaken which will necessarily include an assessment of sites with potential to contribute towards meeting the Borough's economic needs. We would reiterate at this point that land at Thruxton (specifically land along the southern boundary) is both available and suitable to accommodate additional employment floorspace in an accessible location and which would make a significant contribution towards meeting the Borough's economic needs over the plan period.
19. As the emerging Local Plan moves forward to Stage 2, the Site should therefore be identified as a key existing employment site with potential for further development which would optimise the Site's contribution to the job market and employment offer in this part of the Borough. This would build on the current uses whilst recognising an appropriate amount of flexibility moving forward to allow for businesses to invest, expand, and adapt – this is critical to preserving the Site's existing role and function which is otherwise expected to continue on a downward trajectory of decline.

The Economy and Housing

20. The relationship between the economy and housing is fundamental and the growth of each is intrinsically linked. The emerging Local Plan is currently planning for a minimum provision of 10,820 new homes to be delivered over the plan period, which is split between the north and south of the Borough (6,167 and 4,653 respectively). The emerging Local Plan will therefore need to plan carefully for the identified housing numbers and identify appropriate sites to accommodate that growth.

21. Additionally, there is also significant unmet housing need in the south Hampshire subregion, primarily generated by Test Valley's immediate neighbours Southampton and the New Forest district. On the basis that Test Valley is a relatively unconstrained authority (by comparison to many of the PfSH authority areas) it would be expected that the Borough would seek to accommodate a fair proportion of this unmet need, and any future unmet need.
22. There are parts of the Site which are considered to be suitable and available to accommodate residential development and these too have been put forward as part of the Call for Sites submission. These sites offer potential to meet the localised needs of Thruxton which itself is physically constrained but also suffers from significant supply issues, particularly for smaller-scale (1-3 beds) and affordable homes. The allocation of these sites would contribute towards addressing these issues at a local level and well as contributing towards meeting the Borough's overall housing requirement.

Summary

- There is no existing policy provision which seeks to support or protect Thruxton Aerodrome's important role, specifically in terms of its aeronautical and motorsport functions (which includes a leisure/tourism role) and as a key local employer. The current restrictive policy framework has contributed to a lack of investment over time and a consequential decline in the overall quality of infrastructure and facilities within the Site. This is no longer sustainable and puts into question the long-term viability of the Site.
- The Council's evidence base identifies a need for a significant 81.7ha of employment land to meet demands in the north of the Borough alone. Alongside this there is a need for 6,167 new homes to be delivered in the north of the Borough over the plan period to 2040. The Local Plan should be ambitious and seek to plan to ensure that existing and future needs are met in full.
- The Site is an existing established employment location which performs a key role as an active airfield and racetrack (which has an associated leisure/tourism function). The Site also benefits from direct access to the A303 and the local topography is such that there is potential to accommodate additional development within the Site which is appropriate to its setting.
- The Site (in constituent parts) has been submitted to the SHELAA Call for Sites, alongside these representations. In line with these submissions, there is considered potential for the Site to make a more meaningful contribution to both the commercial and residential needs of the Borough over the plan period.

Western Air (Thruxton) Ltd would welcome further discussions with the Council to ensure that the identified opportunities for the Site to deliver potentially significant social and economic benefits (whilst also addressing the challenges faced by the Site today) are fully considered and duly enabled through the plan making process.

APPENDIX 1
CALL FOR SITES - THRUXTON AERODROME

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
COMMUNICATIONS & ENGAGEMENT
DEVELOPMENT ECONOMICS

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**Strategic Housing & Economic Land Availability
Assessment 'Call for Sites' Submission Form**

This form should be used to promote land for the Strategic Housing and Economic Land Availability Assessment (SHELAA). The information you submit will be used by the Council to inform future housing and economic land allocations within future Planning Documents and on-going monitoring within the Borough including calculating the five year deliverable housing land supply position.

There is no requirement to resubmit sites afresh, should existing site promoters wish to continue promoting previously submitted sites for the 2017 SHELAA, they are requested to reply to the email which has already been sent out and complete the attached pro-forma.

With regards to residential and economic uses, the Council will accept sites for a net gain of 5 or more dwellings and sites that are 0.25ha (or likely to provide at least 500m² of economic floor space) and above.

This form should also be used to put forward Brownfield sites for inclusion on the Brownfield Register.

How to complete the form:

- Please complete separate forms for each site promoted
- Please provide your name and email address/postal address so that we can contact you to clarify site information if needed
- Please provide a location map (OS map base) clearly identifying the extent of the site boundary marked in red
- Where there are multiple landowners, landownership boundaries must be clearly defined and confirmation must be provided that every landowner agrees to the consideration of the land for possible development.
- **In order to provide us with a complete picture, please provide as much information as possible. Some information is required to be completed and the submission will not be accepted otherwise, these sections are marked with **.**

The SHELAA only identifies sites which have been promoted to the Council, it does not allocate sites. The inclusion of the site in the SHELAA does not imply that the Council would necessarily grant planning permission. Similarly, the identification of potential Brownfield Sites through the SHELAA process does not imply that the Council would necessarily grant planning permission. For further information see the available Guidance Note.

All promoted sites will be made publically available. Individual personal details and land ownership details will be processed in accordance with the Data Protection Act 1998.

Please return the Submission Form to:

By email to:



OR

By post to: Planning Policy Team
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire, SP10 3AJ

Reference (internal use only)	
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Your Details **

Name	Western Air (Thruxton) Ltd
Contact Address	c/o Agent
Telephone number	c/o Agent
E-mail address	c/o Agent

Agent Details – where applicable

Name	Daniel Melling
Company	Barton Willmore now Stantec
Name of client you are representing	Western Air (Thruxton) Ltd
Company contact address	[REDACTED]
Telephone number	[REDACTED]
E-mail address	[REDACTED]

Site Details **

Site address	[REDACTED]	
Location Co-ordinates (OS grid references)	427645	145676
Area of whole site (hectares)	c.165.6ha	
Developable area of site (hectares)		
Are you the landowner?	Yes	X

	No	Who is the landowner? (please include contact details if different from above)	
		Has the landowner given permission for this site to be submitted?	Yes
			No
If the site is under multiple ownership, is there agreement by all parties that the land could be promoted for development?	Yes		
	No		
Does the site comprise greenfield or brownfield (previously developed land)	Greenfield X	Brownfield X	
Where the site comprises both, please indicate the split	(ha)	(ha)	

Complete the table below to the best of your knowledge giving the approximate distance from the submitted site to the key destinations listed.

Key Destination	Name/Address of closest provision	Distance (km) via			Key Destination proposed as part of the development of the site (Yes/No)
		Road	Dedicated footpath separate from road (if applicable)	Dedicated cycleway separate from road (if applicable)	
Town Centre	Andover Town Centre	10	-	-	
Local Centre	-	-	-	-	No
Railway Station	Grateley	5	-	-	
Bus Stop ¹	George Inn	3.3	-	-	No
Primary School	Kimpton, Thruxton and Fyfield C of E Primary School	2.2	-	-	No

¹ For bus stops, these should be in use with a regular service

Secondary School	Harrow Way Community School	9.2	-	-	No
Convenience Store	Rosebourne Foodhall	4.0	-	-	No
Doctors Surgery	The Castle Practice	8.9	-	-	No
Business Park/Industrial Estate	Thrupton Industrial Estate	-	-	-	-
Leisure Facility	Tidworth Leisure Centre	10.6	-	-	-

Current and Potential Use

What is the current use of the site (or if vacant, what was the last use of the site)? If agricultural please specify e.g. grazing, cropping, dairy**	
Aerodrome (operated under an CAA Ordinary Licence) and associated hangers, motor racing, skid pan, kart racing and earthworks.	
What uses surround the site? E.g. agricultural, residential, mixed-use	
Agricultural to the north and west. Residential to the east. Industrial to the south.	
What Agricultural Land Classification does the site have?	
N/A	
Is there an existing planning permission on the site?	
Yes (Please provide planning application number)	The Site has a long and varied planning history relating to various activities and businesses which operate within the Site.
No	

What use do you believe the site is suitable for? Please tick all that apply and explain why **		
Residential – how many dwellings could be provided on this site and of what type?		
Employment – floor space (m ²)	X	The Site is an existing operational airfield which supports a number of businesses but which are currently constrained by the Site's location within the Countryside.
Mixed (residential, industrial, commercial, office)		
Travellers (number of pitches/plots), including Traveller Showpeople		
Self-build or custom build housing		
Retail – floor space (m ²)		
Leisure – floor space (m ²)	X	The Site is an operational racing track with ancillary facilities which support a number of businesses but which are currently constrained by the Site's location within the Countryside.
Other		

Possible Constraints

To the best of your knowledge, please indicate any known constraints that may restrict or prevent development on the site. **		
	<i>Please tick</i>	<i>Please provide further details</i>
Environmental		
Flood risk (Flood Zone)	X	Largely Flood Zone 1. Area of Flood Zone 3 following the route of the Pillhill Brook.
Contamination		
Drainage		
Hazardous waste		
Air quality		
Significant noise sources nearby		
Pollution		
Other <i>please specify</i>	X	Minerals Consultation Area.
Policy		

Planning policies	X	Development within the Countryside.
Heritage, environmental and wildlife designation e.g. SSSI, Conservation Area, Listed Buildings, Wildlife Sites, Scheduled Ancient Monument, Priority habitat/species		
Open space		
Physical		
Access e.g. access over land not controlled by owner		
Tree cover including TPOs		
Topography e.g. site levels		
Local character		
Infrastructure		
Utilities e.g. electricity supply		
Constraints e.g. pylons, overhead cables, pipelines		
Other		
Ownership issues		
Covenants/tenancies/ransom strips		
Market viability		
Other <i>please specify</i>		

If there are constraints on the site, how could they be overcome?

The emerging Local Plan should recognise the existing role and function of the Site through a site-specific allocation. This would enable a more permissive policy framework to support and protect the existing facility and the wide range of functions it performs. The current policy framework is overly restrictive which has contributed to a lack of investment over time and a consequential decline in the overall quality of infrastructure and facilities serving the airfield and racetrack operations in particular.

Please provide details of any consultation with utility providers

Quality of available digital infrastructure

Availability

Is the site immediately available for development? **			
Yes	<input checked="" type="checkbox"/>	If yes is the site currently for sale and being marketed through a land agent?	Yes
			No
No			<input checked="" type="checkbox"/>

Is there any known developer interest in this site?	
Yes: (Please provide details)	XLB Property
No	
Do you consider this site to be economically viable?	
Yes	<input checked="" type="checkbox"/>
No	

Does a potential purchaser have an option agreement with the landowner dependent on the site gaining planning permission?	
Yes: (Please provide details)	N/A
No	

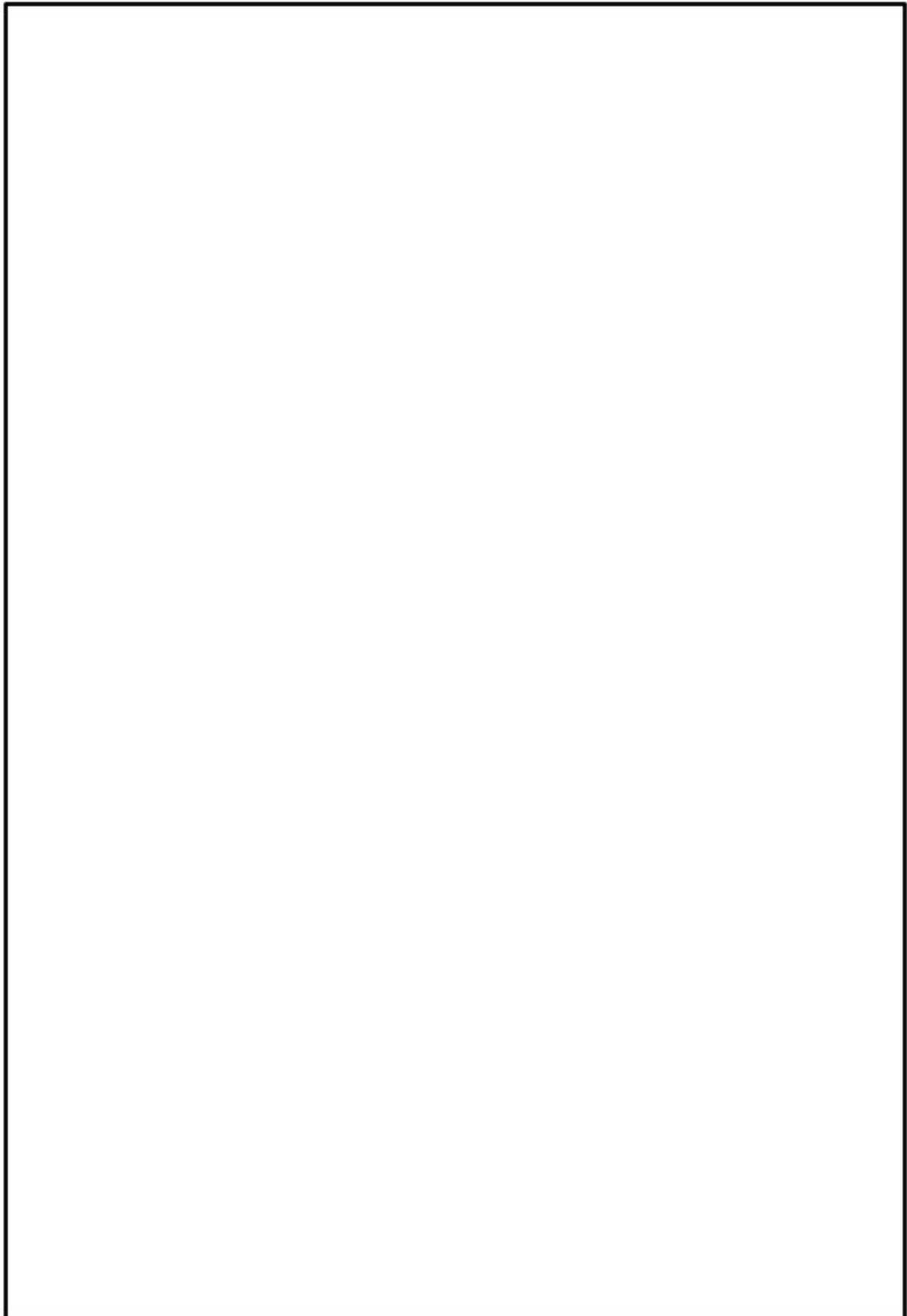
If the site <i>is not immediately available</i> for development, over what broad time frame would you anticipate the site <i>could first become available for development?</i> **

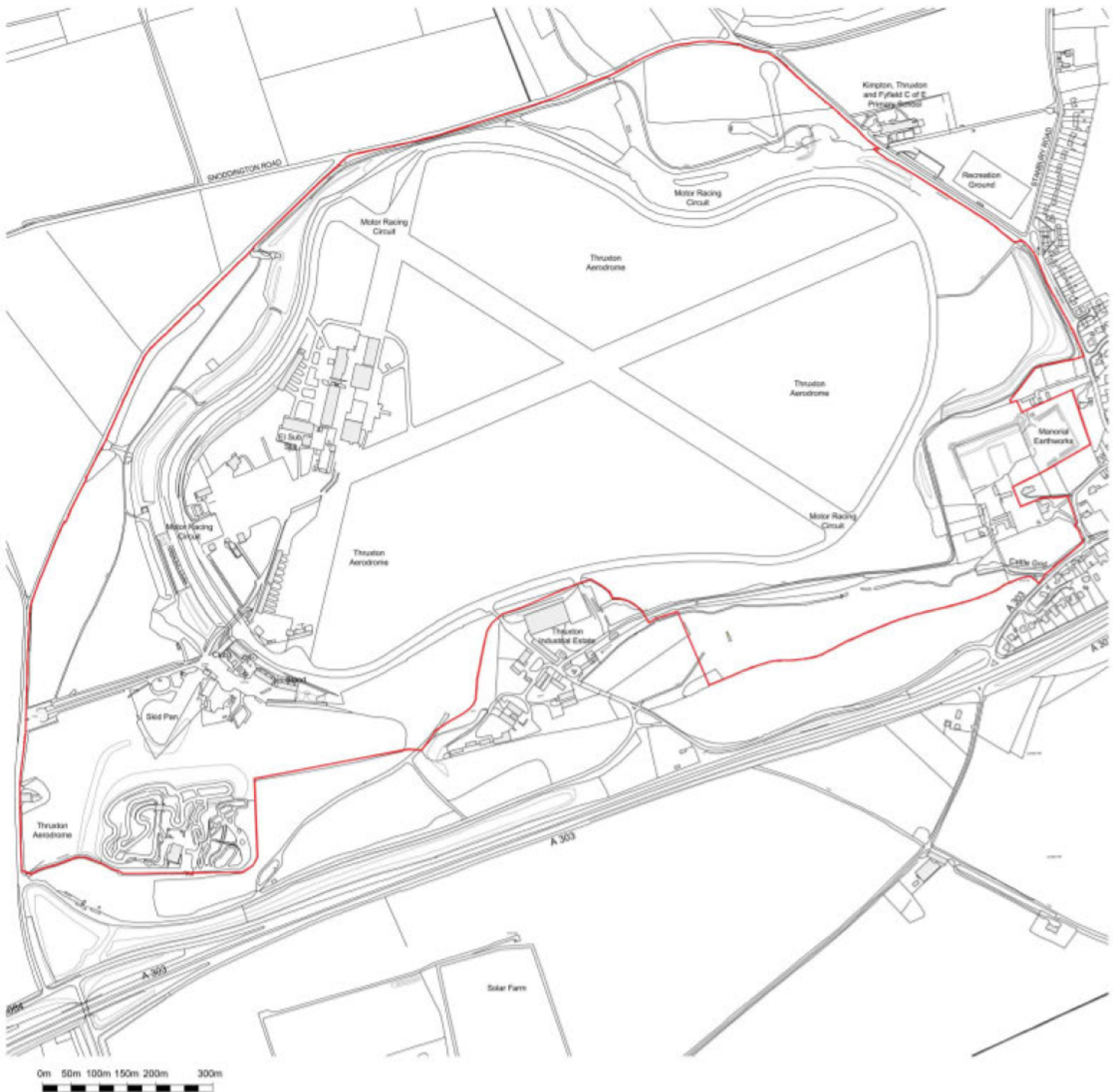
Years		Estimated number of residential units/floor space/pitches etc that the site could accommodate					
0 – 5 years (2019-2024)		X					
6 – 10 years (2024-2029)							
11 – 15 years (2029-2034)							
16 years and beyond (2034-)							
Once started, how many years do you think it would take to develop the site?							
Estimated number of residential units/floor space/pitches etc that the site could accommodate							
1 year 2019/20	2 years 2020/21	3 years 2021/22	4 years 2022/23	5 years 2023/24	6 – 10 years (2024-2029)	11 – 15 years (2029-2034)	Beyond 16 years (2034-)

Surveys and Other Issues

In identifying such a site you are giving permission for an officer of the Authority to access the site in order to ascertain site suitability if necessary. In this context would there be any access issues to the site?	
No	
If yes, please provide contact details of the person who should be contacted to arrange a site visit.	
Agent	
Do you know of any other issues that we should be aware of?	
No	

Please attach an up-to-date Ordnance Survey based map outlining the precise boundaries of the site in its entirety and the part which may be suitable for development (if this is less than the whole). Without this mapped information we are unable to consider the site. **





Client: XLB PROPERTY / WESTERN AIR
Project: THRUXTON AERODROME
Drawing Title: SITE LOCATION PLAN - THRUXTON AERODROME

Scale @ A4: 1:10000	Checked by: ME	Date: APR 22
Job No: 11080	Stage: PL	Drawing No.: 011
Construction <input type="checkbox"/>	Preliminary <input type="checkbox"/>	Information <input type="checkbox"/>
Approval <input type="checkbox"/>	Tender <input type="checkbox"/>	



**APPENDIX 2
CALL FOR SITES – INDUSTRIAL**

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
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Assessment 'Call for Sites' Submission Form**

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There is no requirement to resubmit sites afresh, should existing site promoters wish to continue promoting previously submitted sites for the 2017 SHELAA, they are requested to reply to the email which has already been sent out and complete the attached pro-forma.

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How to complete the form:

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- Please provide your name and email address/postal address so that we can contact you to clarify site information if needed
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- **In order to provide us with a complete picture, please provide as much information as possible. Some information is required to be completed and the submission will not be accepted otherwise, these sections are marked with **.**

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By email to:



OR

By post to: Planning Policy Team
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire, SP10 3AJ

Reference (internal use only)	
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Your Details **	
Name	Western Air (Thruxton) Ltd
Contact Address	c/o Agent
Telephone number	c/o Agent
E-mail address	c/o Agent
Agent Details – where applicable	
Name	Daniel Melling
Company	Barton Willmore now Stantec
Name of client you are representing	Western Air (Thruxton) Ltd
Company contact address	[REDACTED]
Telephone number	[REDACTED]
E-mail address	[REDACTED]

Site Details **		
Site address	Land to the south of Thruxton Aerodrome north of the A303, [REDACTED]	
Location Co-ordinates (OS grid references)	427780	145022
Area of whole site (hectares)	c.15ha	
Developable area of site (hectares)	c.15ha	
Are you the landowner?	Yes	X

	No	Who is the landowner? (please include contact details if different from above)	
		Has the landowner given permission for this site to be submitted?	Yes
			No
If the site is under multiple ownership, is there agreement by all parties that the land could be promoted for development?	Yes		
	No		
Does the site comprise greenfield or brownfield (previously developed land)	Greenfield X	Brownfield X	
Where the site comprises both, please indicate the split	(ha)	(ha)	

Complete the table below to the best of your knowledge giving the approximate distance from the submitted site to the key destinations listed.

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Town Centre	Andover Town Centre	8.5	-	-	
Local Centre	Thrupton	-	-	-	No
Railway Station	Grateley	5.8	-	-	
Bus Stop ¹	George Inn	1.3	-	-	No
Primary School	Kimpton, Thrupton and Fyfield C of E Primary School	2.0	-	-	No

¹ For bus stops, these should be in use with a regular service

Secondary School	Harrow Way Community School	7.6	-	-	No
Convenience Store	Rosebourne Foodhall	2.4	-	-	No
Doctors Surgery	The Castle Practice	8.1	-	-	No
Business Park/Industrial Estate	Thrupton Industrial Estate	-	-	-	Yes
Leisure Facility	Andover Leisure Centre	10	-	-	Yes

Current and Potential Use

What is the current use of the site (or if vacant, what was the last use of the site)? If agricultural please specify e.g. grazing, cropping, dairy**	
Employment uses within Thrupton Industrial Estate and recycling operations (operated by Earthline).	
What uses surround the site? E.g. agricultural, residential, mixed-use	
Thrupton Aerodrome and Racetrack to the north and residential to the east. Agricultural land to the south and west.	
What Agricultural Land Classification does the site have?	
N/A	
Is there an existing planning permission on the site?	
Yes (Please provide planning application number)	The Site has a long and varied planning history relating to various activities and businesses which operate within the Site. Those of most note are: <ul style="list-style-type: none"> Unit 14 (T2 Hangar) has the benefit of planning permission for 'the operation of a waste transfer and recycling facility' , dated 8th May 1997 (Ref: TVN0063/58). In December 2021, planning

	<p>permission was granted for a modest extension to the existing building and alterations to the yard area (Ref: 12/01883/CMAN).</p> <ul style="list-style-type: none"> In August 2003, planning permission was granted for a 'Recycling facility to produce secondary aggregates from inert waste' (Ref: TVN00063/77), for a temporary period of four years. Permission was subsequently granted (Ref: 07/02226/CMAN) to enlarge the recycling operation and to extend the time limits for both the use of the recycling facility and the reinstatement of the land (as required under Ref: TVN00063/76) until November 2016 and May 2017 respectively. The time limits were further extended under permissions Ref: 14/02449/CMAN, 16/01089/CMAN and 19/01455/CMAN. There is a current live application seeking a further extension until November 2025 (Ref: 22/00851/CMAN).
No	

What use do you believe the site is suitable for?		
Please tick all that apply and explain why **		
Residential – how many dwellings could be provided on this site and of what type?		
Employment – floor space (m ²)	X	The Site is an existing, established employment site with direct access to the A303. There is therefore considered potential for the Site to make a more meaningful contribution to the local economy.
Mixed (residential, industrial, commercial, office)		
Travellers (number of pitches/plots), including Traveller Showpeople		
Self-build or custom build housing		
Retail – floor space (m ²)		
Leisure – floor space (m ²)	X	The Site is an existing recreation, leisure and tourism site and offers potential to provide additional facilities (e.g. hotel) which would contribute towards supporting and bolstering existing operations.
Other		

Possible Constraints

To the best of your knowledge, please indicate any known constraints that may restrict or prevent development on the site. **		
	<i>Please tick</i>	<i>Please provide further details</i>
Environmental		
Flood risk (Flood Zone)	X	Largely Flood Zone 1. Area of Flood Zone 3 following the route of the Pillhill Brook.
Contamination		
Drainage		
Hazardous waste		
Air quality		
Significant noise sources nearby		
Pollution		
Other <i>please specify</i>	X	Minerals Consultation Area. Safeguarded waste site.
Policy		
Planning policies	X	Development within the Countryside.
Heritage, environmental and wildlife designation e.g. SSSI, Conservation Area, Listed Buildings, Wildlife Sites, Scheduled Ancient Monument, Priority habitat/species		
Open space		
Physical		
Access e.g. access over land not controlled by owner		
Tree cover including TPOs		
Topography e.g. site levels		
Local character		
Infrastructure		
Utilities e.g. electricity supply		
Constraints e.g. pylons, overhead cables, pipelines		
Other		
Ownership issues		
Covenants/tenancies/ransom strips		
Market viability		

Other <i>please specify</i>		
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If there are constraints on the site, how could they be overcome?

- Current adopted policy recognises the need to support economic development within rural areas in an appropriate manner which respects and protects the character and views of the Countryside. Due to existing bunding to the south, the Site is very well screened and there is therefore limited potential for the character or views of the Countryside to be adversely impacted by development in this location.
- Other material considerations include the need to support Thruxton Aerodrome and Racetrack as a key local employment location; and the significant need for additional employment floorspace to meet demands in the north of the Borough which the Site could material contribute to in an accessible location.

Please provide details of any consultation with utility providers

Quality of available digital infrastructure

Availability

Is the site immediately available for development? **				
Yes	X	If yes is the site currently for sale and being marketed through a land agent?	Yes	
			No	X
No				

Is there any known developer interest in this site?	
Yes: (Please provide details)	XLB Property

No	
Do you consider this site to be economically viable?	
Yes	X
No	

Does a potential purchaser have an option agreement with the landowner dependent on the site gaining planning permission?	
Yes: (Please provide details)	N/A
No	

If the site <i>is not immediately available</i> for development, over what broad time frame would you anticipate the site <i>could first become available for development?</i> **							
Years					Estimated number of residential units/floor space/pitches etc that the site could accommodate		
0 – 5 years (2019-2024)					X		
6 – 10 years (2024-2029)							
11 – 15 years (2029-2034)							
16 years and beyond (2034-)							
Once started, how many years do you think it would take to develop the site?							
Estimated number of residential units/floor space/pitches etc that the site could accommodate							
1 year 2019/20	2 years 2020/21	3 years 2021/22	4 years 2022/23	5 years 2023/24	6 – 10 years (2024-2029)	11 – 15 years (2029-2034)	Beyond 16 years (2034-)

Surveys and Other Issues

In identifying such a site you are giving permission for an officer of the Authority to access the site in order to ascertain site suitability if necessary. In this context would there be any access issues to the site?

No

If yes, please provide contact details of the person who should be contacted to arrange a site visit.

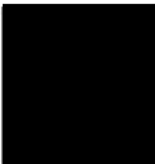
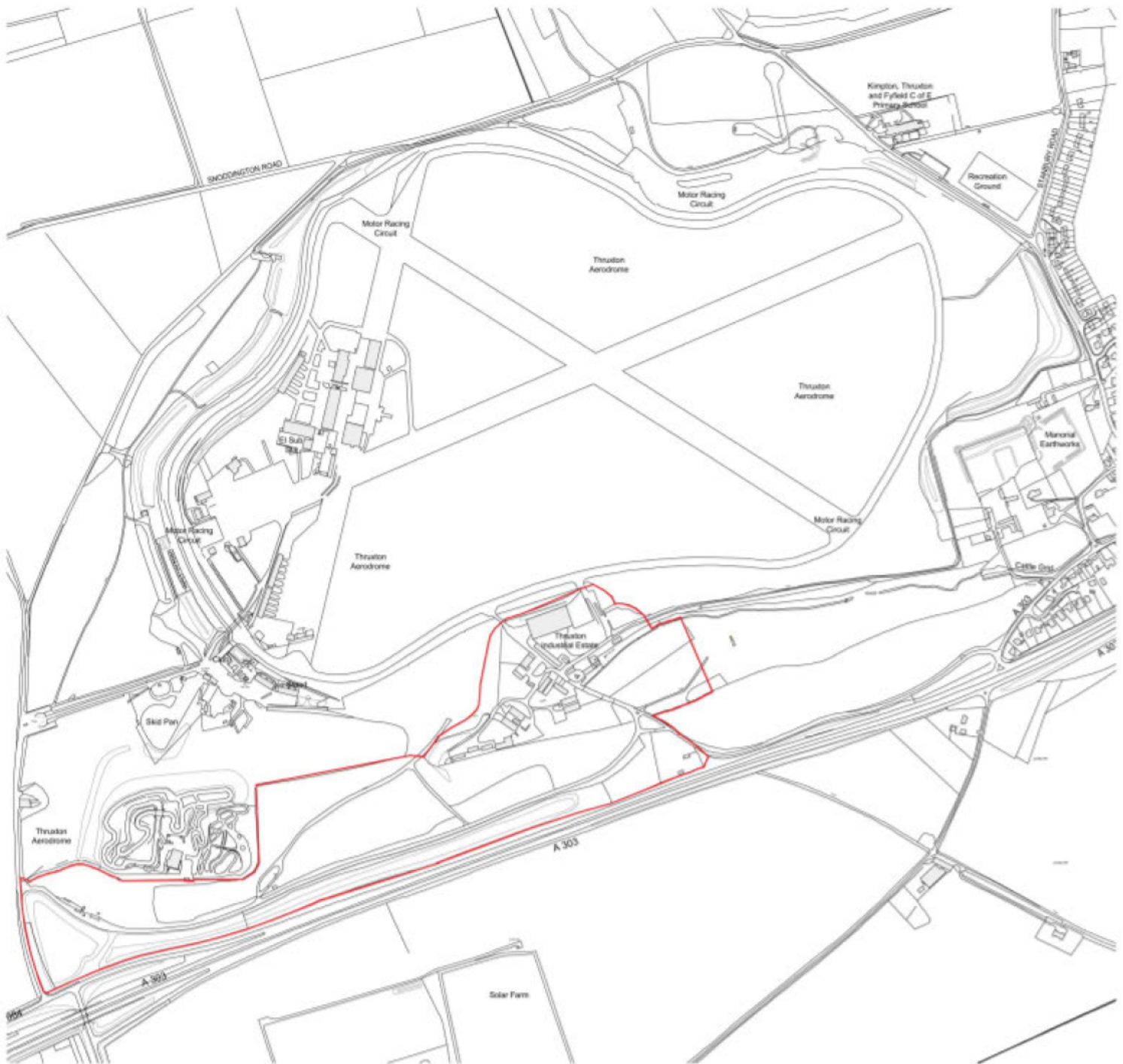
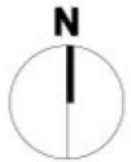
Agent

Do you know of any other issues that we should be aware of?

No

Please attach an up-to-date Ordnance Survey based map outlining the precise boundaries of the site in its entirety and the part which may be suitable for development (if this is less than the whole). Without this mapped information we are unable to consider the site. **





Client: XLB PROPERTY / WESTERN AIR
Project: THRUXTON AERODROME
Drawing Title: SITE LOCATION PLAN - THRUXTON INDUSTRIAL ESTATE

Scale @ A4: 1:10000	Checked by: ME	Date: APR 22
Job No: 11080	Stage: PL	Drawing No.: 010
Rev: *		
Construction <input type="checkbox"/>	Preliminary <input type="checkbox"/>	Information <input type="checkbox"/>
Approval <input type="checkbox"/>	Tender <input type="checkbox"/>	



APPENDIX 3
CALL FOR SITES – RESIDENTIAL 1

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
COMMUNICATIONS & ENGAGEMENT
DEVELOPMENT ECONOMICS

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managed forests.

**Strategic Housing & Economic Land Availability
Assessment 'Call for Sites' Submission Form**

This form should be used to promote land for the Strategic Housing and Economic Land Availability Assessment (SHELAA). The information you submit will be used by the Council to inform future housing and economic land allocations within future Planning Documents and on-going monitoring within the Borough including calculating the five year deliverable housing land supply position.

There is no requirement to resubmit sites afresh, should existing site promoters wish to continue promoting previously submitted sites for the 2017 SHELAA, they are requested to reply to the email which has already been sent out and complete the attached pro-forma.

With regards to residential and economic uses, the Council will accept sites for a net gain of 5 or more dwellings and sites that are 0.25ha (or likely to provide at least 500m² of economic floor space) and above.

This form should also be used to put forward Brownfield sites for inclusion on the Brownfield Register.

How to complete the form:

- Please complete separate forms for each site promoted
- Please provide your name and email address/postal address so that we can contact you to clarify site information if needed
- Please provide a location map (OS map base) clearly identifying the extent of the site boundary marked in red
- Where there are multiple landowners, landownership boundaries must be clearly defined and confirmation must be provided that every landowner agrees to the consideration of the land for possible development.
- **In order to provide us with a complete picture, please provide as much information as possible. Some information is required to be completed and the submission will not be accepted otherwise, these sections are marked with **.**

The SHELAA only identifies sites which have been promoted to the Council, it does not allocate sites. The inclusion of the site in the SHELAA does not imply that the Council would necessarily grant planning permission. Similarly, the identification of potential Brownfield Sites through the SHELAA process does not imply that the Council would necessarily grant planning permission. For further information see the available Guidance Note.

All promoted sites will be made publically available. Individual personal details and land ownership details will be processed in accordance with the Data Protection Act 1998.

Please return the Submission Form to:

By email to:



OR

By post to: Planning Policy Team
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire, SP10 3AJ

Reference (internal use only)	
-------------------------------	--

Your Details **	
Name	Western Air (Thruxton) Ltd
Contact Address	c/o Agent
Telephone number	c/o Agent
E-mail address	c/o Agent
Agent Details – where applicable	
Name	Daniel Melling
Company	Barton Willmore now Stantec
Name of client you are representing	Western Air (Thruxton) Ltd
Company contact address	
Telephone number	
E-mail address	

Site Details **		
Site address	Land to the north of Church Lane, Thruxton, Andover, [REDACTED]	
Location Co-ordinates (OS grid references)	E: 428954	N: 145671
Area of whole site (hectares)	c.0.34ha	
Developable area of site (hectares)	c.0.34ha	
Are you the landowner?	Yes	<input checked="" type="checkbox"/>

	No	Who is the landowner? (please include contact details if different from above)	
		Has the landowner given permission for this site to be submitted?	Yes
			No
If the site is under multiple ownership, is there agreement by all parties that the land could be promoted for development?	Yes		
	No		
Does the site comprise greenfield or brownfield (previously developed land)	Greenfield X	Brownfield	
Where the site comprises both, please indicate the split	(ha)	(ha)	

Complete the table below to the best of your knowledge giving the approximate distance from the submitted site to the key destinations listed.

Key Destination	Name/Address of closest provision	Distance (km) via			Key Destination proposed as part of the development of the site (Yes/No)
		Road	Dedicated footpath separate from road (if applicable)	Dedicated cycleway separate from road (if applicable)	
Town Centre	Andover Town Centre	7.6	-	-	
Local Centre	-	-	-	-	No
Railway Station	Grateley	7.4	-	-	
Bus Stop ¹	George Inn	0.3	-	-	No
Primary School	Kimpton, Thruxton and Fyfield C of E Primary School	0.8	-	-	No

¹ For bus stops, these should be in use with a regular service

Secondary School	Harrow Way Community School	6.7	-	-	No
Convenience Store	Rosebourne Foodhall	1.4	-	-	No
Doctors Surgery	The Castle Practice	6.9	-	-	No
Business Park/Industrial Estate	Thruyton Industrial Estate	1.3	-	-	No
Leisure Facility	Andover Leisure Centre	8.3	-	-	No

Current and Potential Use

What is the current use of the site (or if vacant, what was the last use of the site)? If agricultural please specify e.g. grazing, cropping, dairy**	
Open space.	
What uses surround the site? E.g. agricultural, residential, mixed-use	
Residential to south and east. Buriel ground to the west and open space to the north. Thruyton Aerodrome and motor racing circuit to the north west.	
What Agricultural Land Classification does the site have?	
Grade 3	
Is there an existing planning permission on the site?	
Yes (Please provide planning application number)	
No	X

What use do you believe the site is suitable for? Please tick all that apply and explain why **		
Residential – how many dwellings could be provided on this site and of what type?	X	11-13 dwellings including affordable.
Employment – floor space (m ²)		
Mixed (residential, industrial, commercial, office)		
Travellers (number of pitches/plots), including Traveller Showpeople		
Self-build or custom build housing		
Retail – floor space (m ²)		
Leisure – floor space (m ²)		
Other		

Possible Constraints

To the best of your knowledge, please indicate any known constraints that may restrict or prevent development on the site. **		
	<i>Please tick</i>	<i>Please provide further details</i>
Environmental		
Flood risk (Flood Zone)		
Contamination		
Drainage		
Hazardous waste		
Air quality		
Significant noise sources nearby	X	Thrupton Aerodrome and Racetrack to the west.
Pollution		
Other <i>please specify</i>	X	Minerals Consultation Area.
Policy		
Planning policies	X	Development within the Countryside.

Heritage, environmental and wildlife designation e.g. SSSI, Conservation Area, Listed Buildings, Wildlife Sites, Scheduled Ancient Monument, Priority habitat/species	X	<ul style="list-style-type: none"> • Thrupton Conservation Area • Scheduled Monument (Site of Fortified Manor) • Grade I listed Church of St Peter and St Paul and various Grade II listed buildings.
Open space	X	The Site comprises existing open space.
Physical		
Access e.g. access over land not controlled by owner	X	There is currently no direct vehicular access into the Site.
Tree cover including TPOs		
Topography e.g. site levels		
Local character	X	Thrupton Village
Infrastructure		
Utilities e.g. electricity supply		
Constraints e.g. pylons, overhead cables, pipelines		
Other		
Ownership issues		
Covenants/tenancies/ransom strips		
Market viability		
Other <i>please specify</i>		

If there are constraints on the site, how could they be overcome?

- There is a recognised need for smaller homes in the Thrupton area which are currently in short supply. This would help to address a gap in the market which would enable those either looking to step onto the property ladder or to downsize to remain within the Village. In the case of the latter, this would also help to recycle existing larger properties.
- Development is capable of being designed in a manner which is sympathetic to the historic setting and character of the village.
- Development is also capable of being designed to protect the amenity of occupiers from the adjacent Aerodrome and Racing Circuit.

Please provide details of any consultation with utility providers
Quality of available digital infrastructure

Availability

Is the site immediately available for development? **				
Yes	X	If yes is the site currently for sale and being marketed through a land agent?	Yes	
			No	X
No				

Is there any known developer interest in this site?	
Yes: (Please provide details)	XLB Property
No	
Do you consider this site to be economically viable?	
Yes	X
No	

Does a potential purchaser have an option agreement with the landowner dependent on the site gaining planning permission?	
Yes: (Please provide details)	N/A
No	

If the site ***is not immediately available*** for development, over what broad time frame would you anticipate the site ***could first become available for development?*** **

Years		Estimated number of residential units/floor space/pitches etc that the site could accommodate					
0 – 5 years (2019-2024)		11-13					
6 – 10 years (2024-2029)							
11 – 15 years (2029-2034)							
16 years and beyond (2034-)							
Once started, how many years do you think it would take to develop the site?							
Estimated number of residential units/floor space/pitches etc that the site could accommodate							
1 year 2019/20	2 years 2020/21	3 years 2021/22	4 years 2022/23	5 years 2023/24	6 – 10 years (2024-2029)	11 – 15 years (2029-2034)	Beyond 16 years (2034-)

Surveys and Other Issues

In identifying such a site you are giving permission for an officer of the Authority to access the site in order to ascertain site suitability if necessary. In this context would there be any access issues to the site?

No

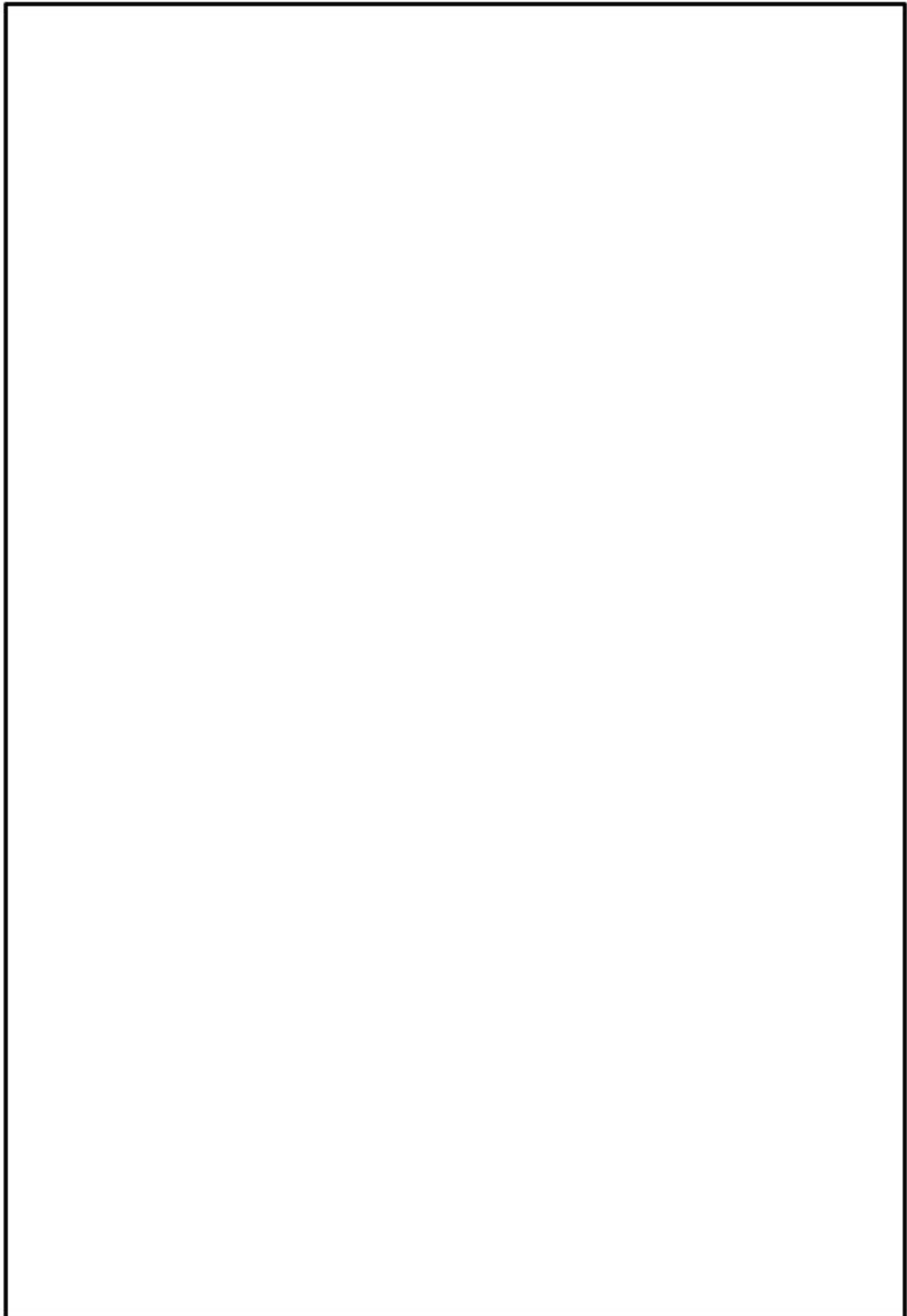
If yes, please provide contact details of the person who should be contacted to arrange a site visit.

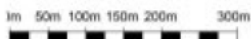
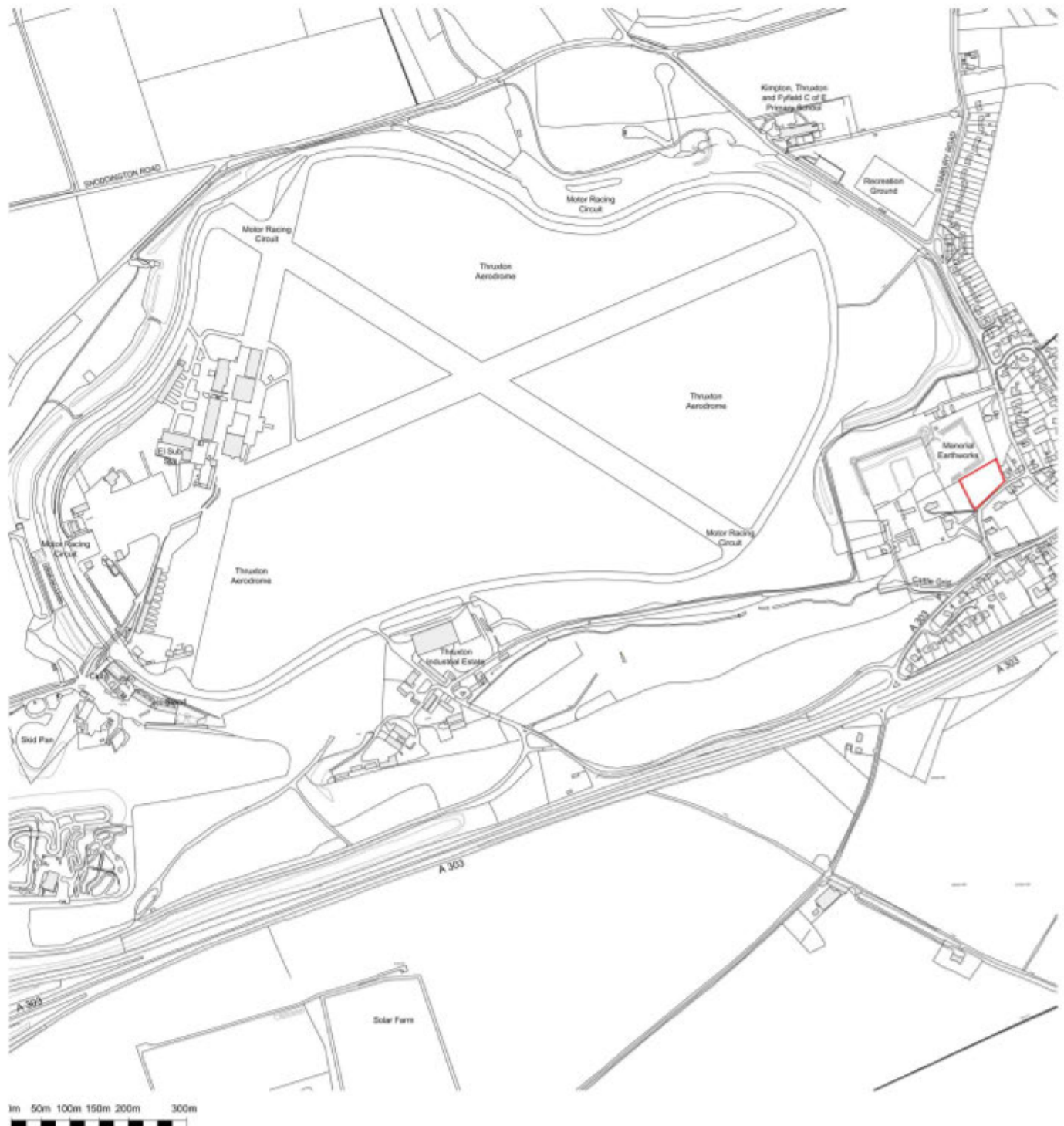
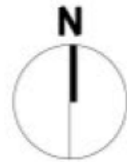
Agent

Do you know of any other issues that we should be aware of?

No

Please attach an up-to-date Ordnance Survey based map outlining the precise boundaries of the site in its entirety and the part which may be suitable for development (if this is less than the whole). Without this mapped information we are unable to consider the site. **





Client: XLB PROPERTY / WESTERN AIR
Project: THRUXTON AERODROME
Drawing Title: SITE LOCATION PLAN

Scale @ A4: 1:10000	Checked by: ME	Date: APR 22
Job No: 11080	Stage: PL	Drawing No.: 012
Construction <input type="checkbox"/>	Preliminary <input type="checkbox"/>	Information <input type="checkbox"/>
Approval <input type="checkbox"/>	Tender <input type="checkbox"/>	



APPENDIX 4
CALL FOR SITES – RESIDENTIAL 2

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
COMMUNICATIONS & ENGAGEMENT
DEVELOPMENT ECONOMICS

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standards for sustainably
managed forests.

**Strategic Housing & Economic Land Availability
Assessment 'Call for Sites' Submission Form**

This form should be used to promote land for the Strategic Housing and Economic Land Availability Assessment (SHELAA). The information you submit will be used by the Council to inform future housing and economic land allocations within future Planning Documents and on-going monitoring within the Borough including calculating the five year deliverable housing land supply position.

There is no requirement to resubmit sites afresh, should existing site promoters wish to continue promoting previously submitted sites for the 2017 SHELAA, they are requested to reply to the email which has already been sent out and complete the attached pro-forma.

With regards to residential and economic uses, the Council will accept sites for a net gain of 5 or more dwellings and sites that are 0.25ha (or likely to provide at least 500m² of economic floor space) and above.

This form should also be used to put forward Brownfield sites for inclusion on the Brownfield Register.

How to complete the form:

- Please complete separate forms for each site promoted
- Please provide your name and email address/postal address so that we can contact you to clarify site information if needed
- Please provide a location map (OS map base) clearly identifying the extent of the site boundary marked in red
- Where there are multiple landowners, landownership boundaries must be clearly defined and confirmation must be provided that every landowner agrees to the consideration of the land for possible development.
- **In order to provide us with a complete picture, please provide as much information as possible. Some information is required to be completed and the submission will not be accepted otherwise, these sections are marked with **.**

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All promoted sites will be made publically available. Individual personal details and land ownership details will be processed in accordance with the Data Protection Act 1998.

Please return the Submission Form to:

By email to:



OR

By post to: Planning Policy Team
Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire, SP10 3AJ

Reference (internal use only)	
-------------------------------	--

Your Details **	
Name	Western Air (Thrupton) Ltd
Contact Address	c/o Agent
Telephone number	c/o Agent
E-mail address	c/o Agent
Agent Details – where applicable	
Name	Daniel Melling
Company	Barton Willmore now Stantec
Name of client you are representing	Western Air (Thrupton) Ltd
Company contact address	[REDACTED]
Telephone number	[REDACTED]
E-mail address	[REDACTED]

Site Details **		
Site address	Land to the west of Stanbury Road, Thrupton, Andover [REDACTED]	
Location Co-ordinates (OS grid references)	428941	145801
Area of whole site (hectares)	c.0.7ha	
Developable area of site (hectares)	c.0.7ha	
Are you the landowner?	Yes	X

	No	Who is the landowner? (please include contact details if different from above)	
		Has the landowner given permission for this site to be submitted?	Yes
			No
If the site is under multiple ownership, is there agreement by all parties that the land could be promoted for development?	Yes		
	No		
Does the site comprise greenfield or brownfield (previously developed land)	Greenfield X	Brownfield X	
Where the site comprises both, please indicate the split	(ha)	(ha)	

Complete the table below to the best of your knowledge giving the approximate distance from the submitted site to the key destinations listed.

Key Destination	Name/Address of closest provision	Distance (km) via			Key Destination proposed as part of the development of the site (Yes/No)
		Road	Dedicated footpath separate from road (if applicable)	Dedicated cycleway separate from road (if applicable)	
Town Centre	Andover Town Centre	7.7	-	-	
Local Centre	Thrupton	-	-	-	No
Railway Station	Grateley	7.6	-	-	
Bus Stop ¹	Stanbury Road	0.2	-	-	No
Primary School	Kimpton, Thrupton and Fyfield C of E Primary School	0.5	-	-	No

¹ For bus stops, these should be in use with a regular service

Secondary School	Harrow Way Community School	6.9	-	-	No
Convenience Store	Rosebourne Foodhall	1.5	-	-	No
Doctors Surgery	The Castle Practice	6.7	-	-	No
Business Park/Industrial Estate	Thruyton Industrial Estate	1.6	-	-	No
Leisure Facility	Andover Leisure Centre	8.4	-	-	No

Current and Potential Use

What is the current use of the site (or if vacant, what was the last use of the site)? If agricultural please specify e.g. grazing, cropping, dairy**	
Vacant formerly agricultural use (there are derelict former agricultural buildings on the site).	
What uses surround the site? E.g. agricultural, residential, mixed-use	
Residential to the east. Thruyton Aerodrome and motor racing circuit to the north and west. Open space to the south.	
What Agricultural Land Classification does the site have?	
Grade 3.	
Is there an existing planning permission on the site?	
Yes (Please provide planning application number)	
No	

What use do you believe the site is suitable for? Please tick all that apply and explain why **		
Residential – how many dwellings could be provided on this site and of what type?	X	24-28 dwellings including affordable.
Employment – floor space (m ²)		
Mixed (residential, industrial, commercial, office)		
Travellers (number of pitches/plots), including Traveller Showpeople		
Self-build or custom build housing		
Retail – floor space (m ²)		
Leisure – floor space (m ²)		
Other		

Possible Constraints

To the best of your knowledge, please indicate any known constraints that may restrict or prevent development on the site. **		
	<i>Please tick</i>	<i>Please provide further details</i>
Environmental		
Flood risk (Flood Zone)		
Contamination		
Drainage		
Hazardous waste		
Air quality		
Significant noise sources nearby	X	Thrupton Aerodrome and Racetrack to the north and west.
Pollution		
Other <i>please specify</i>	X	Minerals Consultation Area.
Policy		
Planning policies	X	Development in the Countryside.
Heritage, environmental and wildlife designation e.g. SSSI, Conservation	X	<ul style="list-style-type: none"> Thrupton Conservation Area

Area, Listed Buildings, Wildlife Sites, Scheduled Ancient Monument, Priority habitat/species		<ul style="list-style-type: none"> • Scheduled Monument (Site of Fortified Manor) • Grade I listed Church of St Peter and St Paul and various Grade II listed buildings.
Open space		
Physical		
Access e.g. access over land not controlled by owner		
Tree cover including TPOs	X	Boundary trees to the south.
Topography e.g. site levels		
Local character	X	Thrupton Village
Infrastructure		
Utilities e.g. electricity supply		
Constraints e.g. pylons, overhead cables, pipelines		
Other		
Ownership issues		
Covenants/tenancies/ransom strips		
Market viability		
Other <i>please specify</i>		

If there are constraints on the site, how could they be overcome?
<ul style="list-style-type: none"> - There is a recognised need for smaller homes in the Thrupton area which are currently in short supply. This would help to address a gap in the market which would enable those either looking to step onto the property ladder or to downsize to remain within the Village. In the case of the latter, this would also help to recycle existing larger properties. - Development is capable of being designed in a manner which is sympathetic to the historic setting and character of the village. - Development is also capable of being designed to protect the amenity of occupiers from the adjacent Aerodrome and Racing Circuit.
Please provide details of any consultation with utility providers

Quality of available digital infrastructure	

Availability

Is the site immediately available for development? **			
Yes	X	If yes is the site currently for sale and being marketed through a land agent?	Yes
			No
No			

Is there any known developer interest in this site?	
Yes: (Please provide details)	XLB Property
No	
Do you consider this site to be economically viable?	
Yes	X
No	

Does a potential purchaser have an option agreement with the landowner dependent on the site gaining planning permission?	
Yes: (Please provide details)	N/A
No	

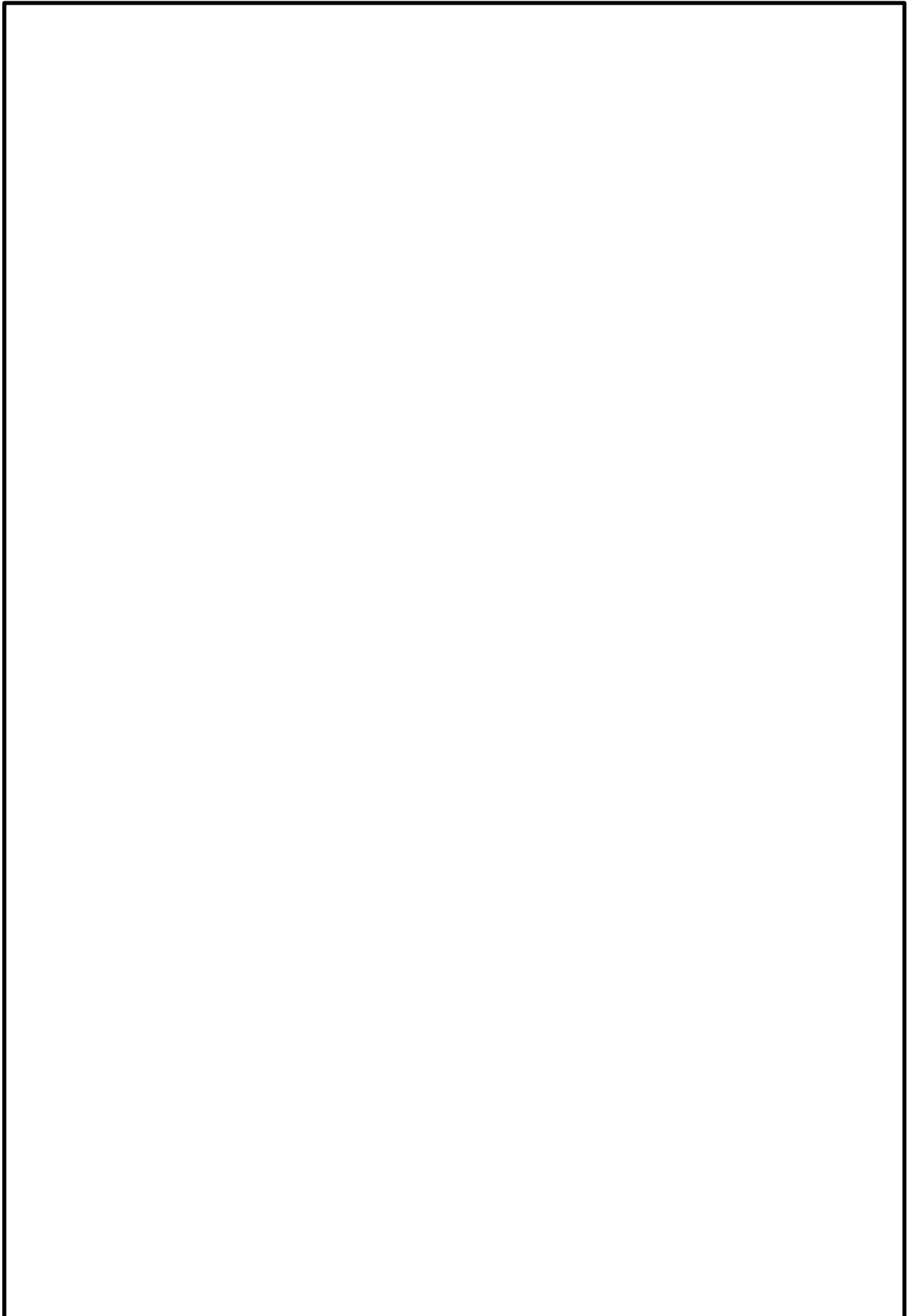
If the site ***is not immediately available*** for development, over what broad time frame would you anticipate the site ***could first become available for development?*** **

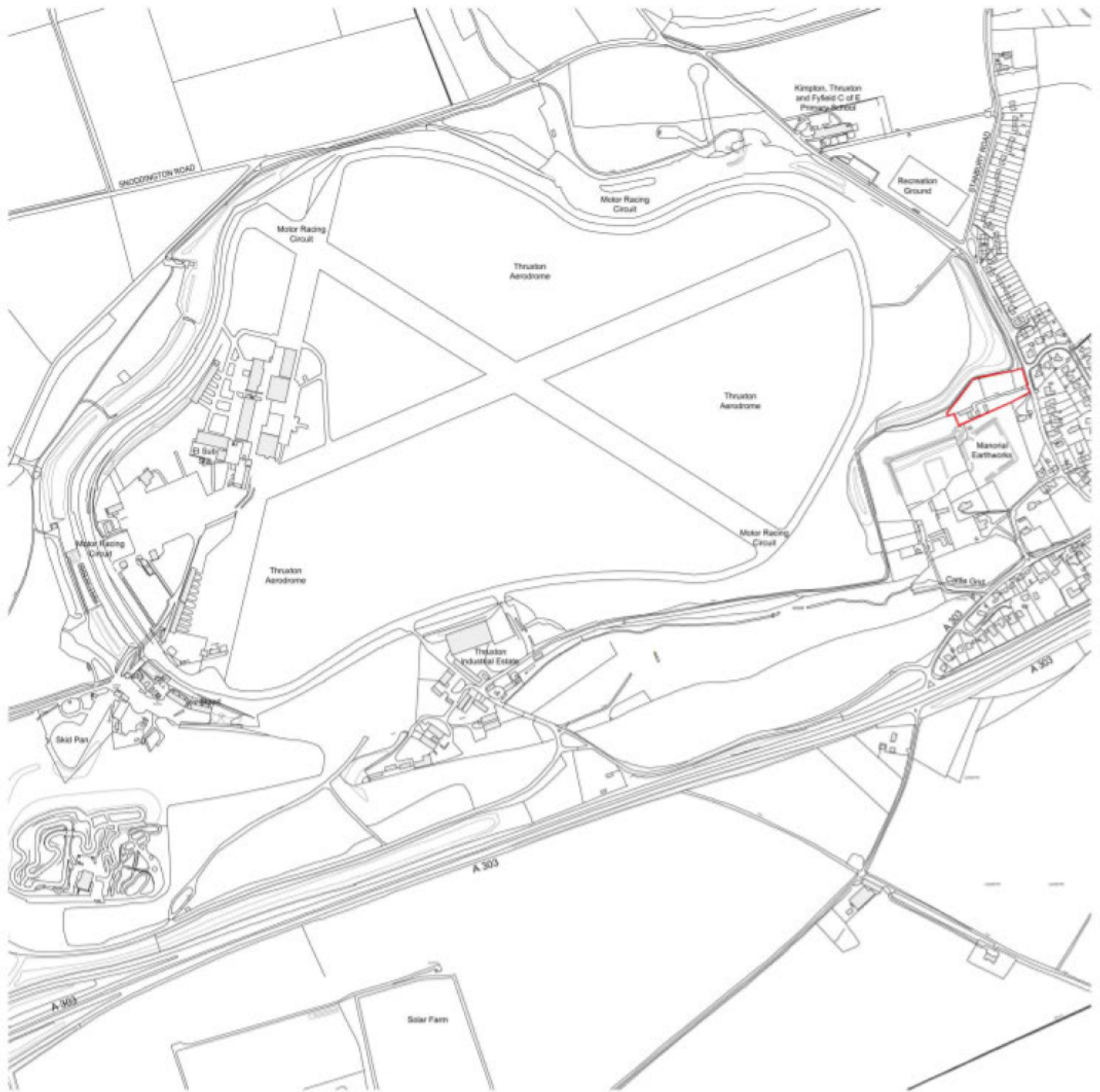
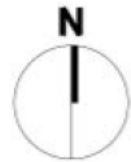
Years		Estimated number of residential units/floor space/pitches etc that the site could accommodate					
0 – 5 years (2019-2024)		X					
6 – 10 years (2024-2029)							
11 – 15 years (2029-2034)							
16 years and beyond (2034-)							
Once started, how many years do you think it would take to develop the site?							
Estimated number of residential units/floor space/pitches etc that the site could accommodate							
1 year 2019/20	2 years 2020/21	3 years 2021/22	4 years 2022/23	5 years 2023/24	6 – 10 years (2024-2029)	11 – 15 years (2029-2034)	Beyond 16 years (2034-)

Surveys and Other Issues

In identifying such a site you are giving permission for an officer of the Authority to access the site in order to ascertain site suitability if necessary. In this context would there be any access issues to the site?
No
If yes, please provide contact details of the person who should be contacted to arrange a site visit.
Agent
Do you know of any other issues that we should be aware of?
No

Please attach an up-to-date Ordnance Survey based map outlining the precise boundaries of the site in its entirety and the part which may be suitable for development (if this is less than the whole). Without this mapped information we are unable to consider the site. **





0m 50m 100m 150m 200m 300m

0 10 20 30 40 50 100m

Scale 1:1000

Client: XLB PROPERTY / WESTERN AIR
Project: THRUXTON AERODROME
Drawing Title: SITE LOCATION PLAN

Scale @ A4: 1:10000	Checked by: ME	Date: APR 22
Job No: 11080	Stage: PL	Drawing No.: 013
Rev: *		

- Construction Preliminary Information
- Approval Tender



**APPENDIX 5
PREVIOUS REPRESENTATIONS**

TOWN PLANNING
MASTERPLANNING & URBAN DESIGN
ARCHITECTURE
LANDSCAPE PLANNING & DESIGN
SUSTAINABLE VALUE

INFRASTRUCTURE & ENVIRONMENTAL PLANNING
HERITAGE
GRAPHIC COMMUNICATION
COMMUNICATIONS & ENGAGEMENT
DEVELOPMENT ECONOMICS

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Representations to Test Valley Borough Council Refined Issues and Options Local Plan Consultation

Prepared on behalf of Western Air (Thruxton) Ltd

August 2020

Representations to Test Valley Borough Council Refined Issues and Options Local Plan Consultation

Prepared on behalf of Western Air (Thruxton) Ltd

Project Ref:	32117
Status:	FINAL
Issue/ Rev:	1
Date:	August 2020
Prepared by:	[REDACTED]
Checked by:	[REDACTED]
Authorised by:	[REDACTED]

Barton Willmore LLP



Tel: [REDACTED]
Fax: [REDACTED]
Ema: [REDACTED]

Ref: 32117/A3/PN/JP
Date: August 2020
Status: FINAL

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APPENDICES

Appendix 1 – Site Location Plan

Appendix 2 – Representations to the Issues and Options Plan (September 2018)

1.0 INTRODUCTION

- 1.1 These representations have been prepared by Barton Willmore LLP on behalf of Western Air (Thrupton) Ltd in response to the Refined Issues and Options Consultation on the Test Valley New Local Plan.
- 1.2 Western Air (Thrupton) Ltd current operate Thrupton Aerodrome ('the site') and surrounding land. The extent of the site is shown on the plan at **Appendix 1**.
- 1.3 The site is located to the north of the A303 and south of Snoddington Road, west of the settlement of Thrupton. Thrupton is the nearest settlement west of Andover, approximately 5 miles away.
- 1.4 The site comprises an aerodrome (operated under an CAA Ordinary Licence) and associated modern hangars for storage and air related businesses, motor racing, skid pan, kart racing and industrial and recycling uses to the south. The industrial uses are provided in a collection of ageing industrial buildings arranged in an ad hoc configuration, providing warehouse, office and industrial floorspace.
- 1.5 The site currently accommodates over 30 separate businesses (on the industrial estate and airfield) and is the focus of economic activity in the local area, positively contributing to the local economy and employment opportunities.
- 1.6 Further, the site has easy access to the A303 and has few physical or environmental constraints.
- 1.7 However, despite the site's current characteristics it is not identified within the adopted Test Valley Borough Revised Local Plan (2016) as an existing employment site or as an area where further development would be encouraged. Indeed, it is currently identified as falling outwith the settlement boundary of Thrupton, within the open countryside and within a mineral consultation area. The existing Local Plan position does not reflect the current site conditions or the important role and function the site plays in the local economy.
- 1.8 The importance of the site to the local area is however recognised in the draft Thrupton Neighbourhood Plan which notes that its relationship with the Parish (of Thrupton) and community is current 'symbiotic and positive'. Indeed, emerging Neighbourhood Plan policy EC1 is supportive of further commercial development at the site provided that it is part of a long term plan for the site and its users, it delivers benefits for the airfield, Parish and local environment and it contributes to the importance of the motor and

aviation industries and its sense of place and identity.

- 1.9 Representations were submitted to the Issues and Options draft Plan (in September 2018) seeking a more permissive policy position particularly in relation to the industrial estate part of the site. A copy of the representations are contained at Appendix 2.
- 1.10 The opportunity now exists to consider the future of the site in a more holistic manner, aimed at securing the long term future of the site and maximising the economic and community benefits it can deliver over the emerging Local Plan period.
- 1.11 The site is available and in our view suitable for development and is evidently deliverable within the Plan period.
- 1.12 As a result, these representations are aimed at encouraging a positive dialogue with both the Local Authority and Parish Council and will be supported by a future Call for Sites submission. We would therefore welcome the opportunity to discuss these representations and the owners' wider aspirations further in due course.

2.0 RESPONSES TO THE REFINED ISSUES AND OPTIONS CONSULTATION DOCUMENT

- 2.1 The refined Issues and Options document is framed as providing a high-level overview of the issues affecting the borough and the potential options to address them. However, in the questions it asks it primarily focusses on some quite detailed and narrowly defined housing matters as opposed to setting out and asking questions on some more fundamental issues. For example, it contains little on how the growth of the borough can best be balanced in a sustainable way, or how the closely interlinked nature of maintaining and growing a successful economy can best be balanced to support existing settlements and the required number of new homes.
- 2.2 It also does not recognise its relationship with neighbouring authorities, not only in unmet housing need, but also in terms of environmental constraints and economic relationships.
- 2.3 Paragraph 8 of NPPF 2019 sets out the overarching objectives of achieving sustainable development, which it states are interdependent and need to be pursued in mutually supportive ways, so that “the opportunities can be taken to secure net gains across each of the different objectives” of economic, social and environmental objectives.
- 2.4 The starting point for a local plan, once land has been identified as available, suitable and achievable, and therefore deliverable (as is the case here) should be considering how sustainable development can be achieved spatially, taking into account where the need for development arises (including unmet need from neighbouring authorities) key infrastructure (existing and opportunities to improve or provide new) as well as relationships with the wider geography the area.

The Economy and Housing

- 2.5 The relationship between the economy and housing is fundamental. The emerging Local Plan is currently planning for the provision of 588 new homes a year. However, the recently published new Standard Methodology for calculating housing need indicates a 38% increase to 813 new homes a year. The emerging Local Plan will therefore need to plan carefully for the additional housing numbers and identify appropriate sites to accommodate that growth.
- 2.6 In addition, there is also significant unmet housing need in the south Hampshire sub-region, which has to be met in or near to where that need arises. This need is primarily generated by Test Valley’s immediate neighbours Southampton and New Forest district

(more than 12,000 dwellings in the Southampton HMA alone and more than 17,000 dwellings in the whole of the Partnership for South Hampshire(PfSH) area to 2036). Using the new Standard Methodology, the average increase in housing provision across the PfSH area will increase by a further 25%.

- 2.7 On the basis that many of the local authority areas in PfSH are restricted by physical or environmental constraints, there are limited options to meet this housing need. Test Valley is however a relatively unconstrained authority and should as a result be seeking to accommodate a fair proportion of this unmet need, and any future unmet need.
- 2.8 It is therefore essential that the emerging local plan recognising this increase in unmet housing need and not only plans for the right amount of housing, but also for the requisite amount of employment, commercial, and service space required to support the growing population and create sustainable communities.
- 2.9 The site represents a sustainable location which can accommodate a mix of uses including residential.

Working in Test Valley (Local Economy)

- 2.10 The refined Issues and Options document (at paragraph 6.12) states that:

"A strong and robust local economy is key to delivering prosperity and quality of life. The next Local Plan will aim to be positive in supporting future economic growth and productivity, alongside quality of life and protecting the Borough's environmental assets which are also important in making the area an attractive business location".

- 2.11 Whilst this statement is welcomed, the emerging Local Plan is also an opportunity for the Council to clearly set out its ambitions for the borough in terms of encouraging inward and external investment. Such a positive statement would provide confidence and encouragement to developers and investors.
- 2.12 Indeed, Paragraph 81 a) of the NPPF (2019) states that planning policies should "set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration." In this regard, the Local Plan should ensure that it considers all relevant strategies when considering an increase to the minimum standard method figure to support future economic growth of the Borough.

- 2.13 The site is located within Northwest Hampshire, as identified in the Enterprise M3 Local Industrial Strategy. The Northwest Hampshire area is significant in size but unlike the other sub-regional areas identified which have multiple settlements in each, it only includes Andover which recognises its more rural character. The area is identified as having strong relationships with the Thames Valley due to the A303 and its direct links to the A34 (leading to M4) and the M3.
- 2.14 Indeed, the refined Issues and Options document (at paragraph 6.13) acknowledges that the borough is easily accessible by road and rail to all corners of the UK, with the A303 being the key distributor road in the borough and a key location for employment opportunities at Andover Business Park and the site.
- 2.15 The Economic Assessment (March 2016) shows that Test Valley has a high representation in growing sectors such as 'wholesale', 'transport & storage' and 'professional, scientific & technical'. This is a positive position when considering the future uncertainty for other employment sectors such as general office and retail provision.
- 2.16 The Employment Land Study (Feb 2018) references the A303 being a key location but primarily focusses on the south coast, acknowledging how the industrial sector along the south coast continues to be 'hot property' with consistent levels of competition seen for all product types.
- 2.17 Paragraph 6.16 of the consultation document states the local plan will make provision for the employment land and premises needed in the borough, taking account of the changes in the structure of the local economy and the requirements for sites and buildings.
- 2.18 There will be many changes in how people live, work, shop and pursue leisure pursuits across the lifetime of the Local Plan. Internet shopping is already having a profound impact on town centres, and this is recognised by the Council with its aspirations to redevelop the main centres of Romsey and Andover. Increased internet shopping will also influence the kind of employment space required as more and more distribution centres will be required on key transport links, not just for Test Valley residents but for the whole of the UK.
- 2.19 When considering needs of this sort a more strategic view needs to be taken as to how a strategic road such as the A303 operates in the distribution network and requirements that may evolve at key locations along it, such as the site.

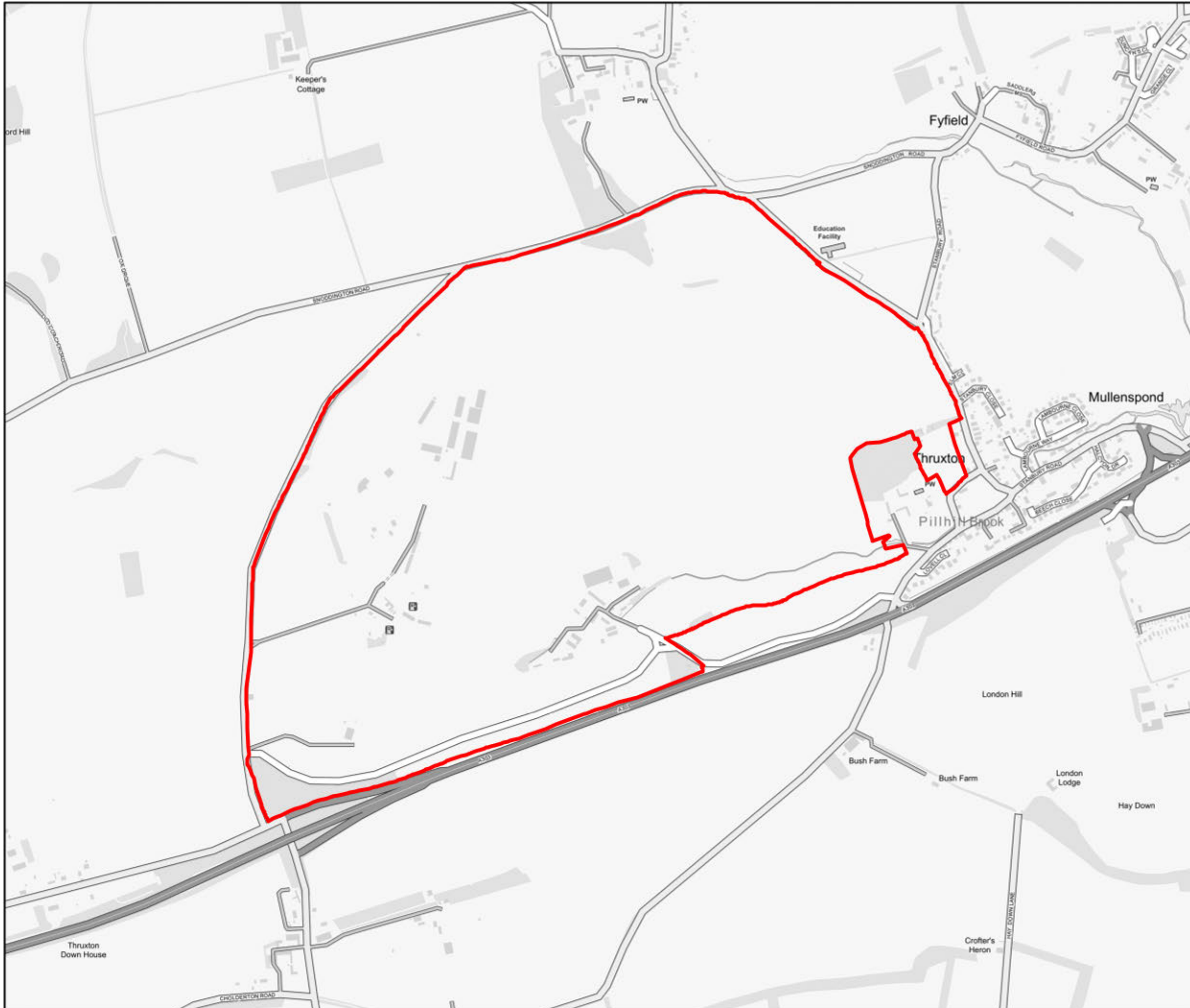
- 2.20 The Government's has recently published a number of changes (and potential changes) to the Use Classes Order, the GDPO and the planning system in general (through the publication of the White Paper: Planning for the Future). A common thread in all of the documents is that land use, and the planning system, will need to be more market-led, more responsive to market changes, and will need to be more flexible than any time in the past to provide for growth and prosperity.
- 2.21 To thrive, existing and important sites such as the site will need to become increasingly multi-functional and flexible to support the mix of commercial, leisure, recreational and tourism uses. This needs to be supported by an ambitious, forward thinking, and flexible planning policy.
- 2.22 Currently, the site is only identified in the draft Neighbourhood Plan. As the emerging Local Plan moves forward, the site should be identified for further development. This would build on the current uses whilst recognising an appropriate amount of flexibility moving forward to allow for businesses to invest, expand, and adapt. This would optimise the site's contribution to the job market and employment offer in this part of the borough.
- 2.23 Indeed, we believe that the site is appropriate for significant development over the plan period, building on its history and reputation to support Andover (and its continued growth), and promoting the area as being attractive for further inward investment and maintaining its commercial competitiveness.
- 2.24 In this regard, Western Air (Thrupton) Ltd would welcome discussing this with the council and how it could be best achieved through a long-term masterplan for the site.

3.0 SUMMARY

- 3.1 The Local Plan should be ambitious and seek to plan to ensure that existing and future communities thrive.
- 3.2 Western Air (Thrupton) Ltd have an aspirations for the site to further contribute to the residential and commercial needs of the borough.
- 3.3 The site is an existing recreation, leisure, tourism and employment site located with easy access on to the A303, the key distributor road in Test Valley.
- 3.4 The site is available and suitable for further development and therefore deliverable to accommodate some of the identified and future needs of the borough.
- 3.5 It is essential that the Local Plan not only plans for the right amount of housing, but also for the requisite amount of employment and commercial opportunities for those growing community across the borough.
- 3.6 When considering needs of this sort a more strategic view needs to be taken as to how a strategic road such as the A303 operates in the distribution network and requirements that may evolve at key locations along it, such as the site.
- 3.7 In order to thrive, the site will need to become increasingly multi-functional and flexible to support the mix of commercial, leisure, recreational and tourism uses. This needs to be supported by an ambitious, forward thinking, and flexible planning policy. This would optimise the site's contribution to the local job market and employment offer for this part of the borough.
- 3.8 Western Air (Thrupton) Ltd would welcome discussing this with the council and how it could be best achieved through a long-term masterplan for the site.
- 3.9 We trust that the representations are helpful. If the Council would consider it beneficial to discuss the representations provided, we would welcome working with the Council as part of the Local Plan preparation process.

APPENDIX 1

Site Location Plan

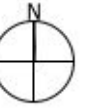


The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd

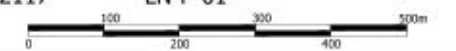
LEGEND

 Site Boundary



Project
Thrupton Airfield
Western Air (Thrupton) Ltd
 Drawing Title
Site Location Plan

Date	Scale	Drawn by	Check by
25.08.2020	1:10,000 @A3	ML	PN
Project No	Drawing No	Revision	
32117	LN-P-01	-	



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Representations to the Issues and Options Plan (September 2018)

Planning Policy

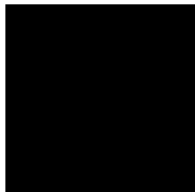
From: [Redacted]
Sent: 07 September 2018 15:01
To: Planning Policy
Cc: [Redacted]
Subject: Representation to Issues and Options Consultation for the next Local Plan 2036 - Thrupton Industrial Estate Andover
Attachments: Representation Letter - Issues and Options Consultation Local Plan 2036 - Thrupton Industrial Estate Andover.pdf

Dear Test Valley Planning Policy Team,

Please find attached a representation to your Issues and Options Consultation for the next Local Plan 2036. This representation relates to the Thrupton Industrial Estate Andover.



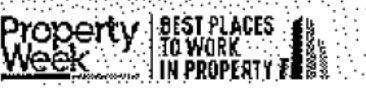
I look forward to hearing your response to this representation.

Kind regards,



BSc (Hons), MSc, MRTPI Senior Planner

T: [Redacted] M: [Redacted] E: [Redacted]

Birmingham Crawley Guildford Heathrow London Portsmouth Reading Southampton



Vail Williams News Update

Hughes Ellard

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Ref: P18-2449
Date: September 2018



Planning Policy
Test Valley Borough Council
Beech Hurst
Weyhill Road
ANDOVER Hampshire
SP10 3AJ

Dear Sir/Madam

Representation to the Issues and Options Consultation for the Test Valley Borough Local Plan 2036 on behalf of Western Air (Thruxton) Ltd in respect of their site Thruxton Industrial Estate, Thruxton Airport, Andover SP11 8PW.

Vail Williams LLP have been instructed by Western Air (Thruxton) Ltd to submit representations to the above consultation in respect of the allocation of Thruxton Industrial Estate as an existing employment site. This consultation by Test Valley Borough Council has a response period expiring on the 14th September 2018.

The Site

The Thruxton Industrial Estate site is located within the administrative boundary of the Test Valley Borough Council.



Figure 1: Aerial View of Thruxton Industrial Estate (Courtesy Of Google)

Listen Care



Innovate Lead



The site is located west of the village of Thruxton which is to the west of the nearest major settlement of Andover. To the north of the site is the Thruxton Aerodrome and motor circuit. To the south of the site is the A303 and beyond this agricultural fields. To the west of the site is the Thruxton Kart Centre and an aggregate storage facility.

The industrial estate is currently a collection of ageing industrial sheds arranged in an ad hoc format. The uses of the buildings are commercial including warehouse, office and industrial uses. The buildings are sporadically located amongst areas of grassland with access roads achieving the most direct routes from the estate point of access in the south-eastern corner.

The existing access to the site is via a 1.2km lane which starts from the main access road into Thruxton Airport and Motor Circuit in the south-western end of the Western Air (Thruxton) Ltd ownership. The access lane then follows the southern boundary of the ownership until reaching the Industrial Estate. The main access to the Thruxton Airport and Motor Circuit complex (including the Industrial Estate) has easy access to the A303.

In order to mitigate any noise produced by the Thruxton Motor Circuit and Airport, large bunded mounds have been created which surround the Industrial Estate giving it the appearance of sitting within a valley.

The site is located predominately within flood zone 1 but a section of flood zone 3 runs through the centre of the site following the line of Pill Hill Brook. Work has been undertaken to manage the flood risk. Planning history records exist for the bunds and flood alleviation works.

No historic assets exist on the site according to Historic England but a number of listed buildings are located in Thruxton village and a Scheduled Ancient Monument is in the north-west corner of the village bordering the Motor Circuit.

No ecological designations are on or adjacent to the site according to Magic.gov.

Representation

Thruxton Industrial Estate is not identified within the adopted Test Valley Borough Revised Local Plan (2016) as an existing employment site. The proposals map for this Local Plan identifies the site as outside of the settlement boundary of Thruxton and within the countryside and also a mineral consultation area.

Industrial Estates in a similar countryside location to Thruxton Industrial Estate (located within the countryside) are identified as existing employment sites and their operations supported by Local Policy LE17 (employment sites in the countryside). A nearby example is Harewood Forest Industrial Estate which is located within a countryside location but is identified as an existing employment site.

Policy LE17 (employment sites in the countryside) details that the redevelopment extension of the buildings or erection of new buildings on existing employment sites for employment use will be permitted provided that:

- a) it is contained within the lawful employment site;
- b) the proposal is well related to any retained buildings;
- c) it does not include outside storage where this could be visually intrusive.

We are supportive of this Policy being within the Local Plan and would encourage the Local Planning Authority to transpose this Policy into the new Local Plan.

We listen, care



innovate and lead

As Thruxton Industrial Estate is not currently identified within the Local Plan proposals map as an existing employment site the opportunities offered by Policy LE17 do not apply. The operations at Thruxton Industrial Estate do however reflect the characteristics outlined within the supporting text of Policy LE17 (paragraph 6.92). Paragraph 6.92 states that employment sites within the countryside have a variety of industrial, storage or business uses, comprise an important element of the rural economy and provide local job opportunities for those in rural areas.

The purpose of this representation is to request that Thruxton Industrial Estate is included within the Local Plan 2036 as an existing employment site. This would ensure that the continuing commercial operations of the estate are supported by the employment sites in the countryside policy. For the survival of this rural Industrial Estate it is also essential that the uses are not restricted to being associated with the Motor Circuit and Airport but are open to B1, B2 and B8 uses which typify an industrial estate.

National Planning Policy supports the proposed allocation of Thruxton Industrial Estate as an existing employment site within local policy. The following paragraphs within the National Planning Policy Framework (adopted 2018) are of relevance.

Paragraph 80 of the NPPF states that planning policy and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should also be placed on the need to support economic growth and productivity taking into account both local business needs and wider opportunities for development that paragraph 80 encourages.

Paragraph 81 of the NPPF details that planning policies should:

- set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth;
- set criteria, or identify strategic sites, for local and inward investment to match the strategy and meet anticipated needs over the plan period;
- seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and
- be flexible enough to accommodate the needs not anticipated in the plan, allowing for new and flexible working practices, and to enable a rapid response to changes in economic circumstances.

To support a prosperous rural economy NPPF paragraph 83 states that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas both through conversion of existing building and well designed new buildings.

Summary

Based on National Policy support, the long term existence of Thruxton Industrial Estate as an employment site and the nature of the operations taking place at the Estate, it is requested that the Estate is identified as an existing employment site within Local Plan 2036. This allocation is essential to the long term retention of this locally important employment site to protect and promote local business and provide security for local employment.



Should additional information be required to support the allocation of this Estate as an existing employment site please do not hesitate to contact me.

I trust these representations are duly noted.

Yours faithfully

[Redacted]
Senior Planner
For and on behalf of Vail Williams LLP
Mob:
Email: I

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