

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

## COMMENTS FORM

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

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

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

Part A: Your Details

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

Further information can be found on our website at:

[www.testvalley.gov.uk/localplan2040](http://www.testvalley.gov.uk/localplan2040)

Once the form has been completed, please send to [planningpolicy@testvalley.gov.uk](mailto:planningpolicy@testvalley.gov.uk) below by **noon on Tuesday 2<sup>nd</sup> April 2024**.

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

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

### Contacting us

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

Tel: 01264 368000

Website: [www.testvalley.gov.uk/localplan2040](http://www.testvalley.gov.uk/localplan2040)

Email: [planningpolicy@testvalley.gov.uk](mailto:planningpolicy@testvalley.gov.uk)

## Part A: Your Details

Please fill in all boxes marked with an \*

Title* Mr/Mrs/Miss/Ms/Dr/Other (please state)	Miss	First Name*	Kate
Surname*	Coventry		
Organisation* (If responding on behalf of an organisation)	LRM Planning on behalf of Hallam Land Management		

Please provide your email address below:

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

Address*			
	Postcode		

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

On behalf of Hallam Land Management
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### Personal Details and General Data Protection Regulation

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

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

The Council respects your privacy and is committed to protecting your personal data. Further details on the General Data Protection Regulation and Privacy Notices are

available on our website here:  
<http://www.testvalley.gov.uk/aboutyourcouncil/accesstoinformation/gdpr>

## Part B: Your Comments

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

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

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

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

General
<p><b>Please refer to the accompanying Representations.</b></p>

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

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

Paragraph Ref	Specific Comments
	<p><b>Please refer to the accompanying Representations.</b></p>

### **What happens next?**

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

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





27<sup>th</sup> March 2024

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

Dear Sir/Madam,

## DRAFT LOCAL PLAN – REGULATION 18 STAGE 2

I am writing on behalf of Hallam Land Management Ltd (hereafter 'HLM') and provide a response to the Regulation 18 Stage 2 consultation.

HLM have previously responded at various stages of the Local Plan review, including most recently the Regulation 18 Stage 1 consultation. This latest response is included at *Appendix 1*. In these previous representations HLM have drawn attention to the suitability of Andover for accommodating new sustainable development in the emerging Local Plan across the plan period.

HLM control land at Littlebridge which has been the subject of various Call for Sites exercises with the Council over recent years. The locational advantage of the site means that the site is suitable to support a number of development options including both residential, mixed use and strategic employment. The accompanying Vision Document (*Appendix 2*) sets out how the land at Littlebridge provides an opportunity to deliver sustainable mixed use development whereas the plan at *Appendix 3* shows employment provision which will complement the existing Andover Business Park, providing logistics and warehousing employment land to meet not only the Borough-wide deficit but also the deficit across the sub-region at a key node on the strategic transport network. Planning Context

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The Plan-Making Section of the NPPF sets out the expected scope and content of a new Local Plan. The NPPF includes tests of soundness. Plans will be sound if they are:

- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

CARDIFF OFFICE

EXETER OFFICE

- **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.

## PLAN PERIOD

Figure 1.2 of the consultation document demonstrates that the new Local Plan is due to be adopted in Q2 2026. This does not plan for any unexpected delays, and realistically could be a later date given the historic delays experienced by the Borough and nationally across local planning authorities in the plan making process.

The NPPF states at paragraph 22 that *strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities.*

Currently, the plan period covers the period up to 2040 with an expected adoption date of 2026. This does not meet the requirement for a minimum of 15 years and conflicts with the NPPF. The plan period should be amended to plan up to 2041 as a minimum, and if considering potential delays the end date should go beyond this to a more realistic end date of 2042/43.

The Borough will need to consider this amended period in respect of including additional housing and employment allocations to address the need later in the plan period. Without this the new Local Plan will not be positively prepared and be unsound.

## SPATIAL STRATEGY

Andover is identified as a Tier 1 settlement in the settlement hierarchy. It is an important urban area which provides a range of services and facilities. It benefits from bus and rail based public transport and is astride the strategic A303 corridor. The town can accommodate sustainable development across a range of schemes including town regeneration and strategic allocations. This status in the hierarchy is supported and development should be focused to these higher tiered settlements to ensure sustainable development is delivered in accordance with the NPPF.

Paragraphs 3.65 to 3.68 set out how the Borough consider the most appropriate approach to housing market areas and strategy to be splitting the north with Andover town and south with Romsey town.

As set out in HLM's response to the Regulation 18 Stage 1 consultation the approach of splitting the Borough into the north and south areas is not supported. Development needs should be assessed at a Borough wide level and then development should be focused at the most suitable and sustainable locations, and not subject to this arbitrary geographic divide linked to Housing Market Areas within the Borough. There are no references in national policy or guidance which supports this approach, indeed by preventing land in one part of the district from coming forward to meet the needs in another part of the district where there is a shortage challenges the fundamental principles of the plan making process.

## HOUSING REQUIREMENT

The consultation document at paragraph 3.50 sets out how the new Local Plan will need to plan for meeting the future housing needs of different households including affordable housing.

The NPPF states that for a Local Plan to be positively prepared it needs to meet unmet needs from neighbouring areas where it is practical. South Hampshire identified in latest position statement that there is a shortfall of 11,711 homes. There are also identified shortfalls within New Forest and Eastleigh which amount to over 8,000 homes.

The consultation document states that national policy is clear on neighbouring authorities helping to address this need (paragraph 3.63 refers). However, the approach the Borough propose to take is to allow those authorities with a shortfall to progress their own Local Plan Reviews prior to accommodating any

growth from them. This is not a sound approach and does not assist in addressing the existing unmet needs. The consultation document sets out that this position may change, however it is not clear how the Borough could go through the Local Plan review with a set housing figure per annum to then increase this at a later stage. Any increase in the housing requirement figure will have consequences which need to be addressed at the early stages of plan making, rather than the end, to ensure suitable infrastructure provision is made to support the correct amount of growth in the Borough.

Policy SS3 sets out how the housing need figure is 550 homes per annum, however the Council rightly set out at paragraph 3.56 that this figure may change again during the preparation of the new Local Plan. Given this, and the need to address the housing need as a minimum to accord with national policy, the Council are seeking to embed a buffer into the housing supply figure. A buffer is supported and demonstrates that Borough's ability to accommodate additional growth above the standard method figure of 550 units per annum.

Critically, the annual figure does not take into account the shortfalls identified in neighbouring authorities and should be updated to help address this shortfall. Without clear evidence as to why the Borough cannot accommodate additional growth the new Local Plan is not positively prepared and is unsound.

It is recommended that the overall housing requirement figure is increased to accommodate some, if not all, unmet need from neighbouring authorities.

## MEETING THE HOUSING REQUIREMENT

Policy SS6 identifies a series of allocations for housing delivery, including land around Andover and Romsey as the key settlements. This policy should be reviewed in light of the above comments to ensure that it is addressing both the housing need of the Borough but also the shortfall from neighbouring areas.

Table 3.3 presents the housing requirement against the supply proposed, this demonstrates that the Borough are planning to deliver 12,415 homes across the plan period which includes the buffer. Paragraph 3.100 explains that this buffer is to respond to any potential delays to housing delivery.

It is concerning that there is only a 10% buffer planned for, where there is clearly an unmet need from neighbouring areas, a requirement for there to be larger annual housing supply to address affordable housing requirements, and a need for a longer plan period to accord with the NPPF.

It is recommended that there should be a larger amount of housing being planned for across a minimum 15 year period to ensure that the new Local Plan is positively prepared and sound. Policy SS6 should be amended and include further strategic allocations at the key higher tier settlements to accommodate further housing land to ensure that the above comments are addressed.

## AFFORDABLE HOUSING

The Housing Topic Paper sets out that there is an identified need for 437 affordable homes a year in the Borough. This paper concludes that to meet this need, and to ensure residents in the Borough have access to a wide range of homes the annual housing supply would need to be 1,222 homes per annum rather than the proposed 550 homes.

This is a significant and important uplift in the annual housing requirement and should be addressed as a priority through the new Local Plan. Without an appropriate amount of affordable housing being delivered across the Borough, there is a risk of residents being forced to leave the area to seek alternative housing options. This undermines the key strategic objectives of the new Local Plan for housing.

The March 2024 affordability ratios demonstrate that for Test Valley the figure has worsened from 8.52 in 2013 to 10.27 in 2023. This again presents the need for the Borough to directly address the market and affordable housing needs in full to ensure that this ratio does not worsen and force residents to leave the Borough for housing.

Policy HOU1 approaches affordable housing with a requirement of 40% for schemes of 15 units or more. This policy then embeds the ability for applicants and the Borough to negotiate the quantum of affordable housing requirement as a general approach to this policy.

This approach to affordable housing is not effective or positively prepared, as there risks a situation whereby all applications are negotiated to include a lower level of affordable housing and thus the shortfall increases even further, alongside the proposed housing supply failing to address the identified affordable housing need as a starting point.

Alternatively, the Council may start requesting more than 40% affordable housing on schemes and risks impacting viability of developments to the point that other infrastructure provision is threatened or in some cases whole schemes are no longer delivered.

Finally, the threshold set out in Policy HOU1 does not reflect the definition of major development in the NPPF which refers to 10 or more homes. Instead, the policy has two thresholds of 10 to 14 and 15 or more homes. It is unclear what the justification is for this inconsistency with national policy.

Currently, as drafted, this policy is unsound and in conflict with the NPPF. It is recommended that Policy HOU1 removes the approach to negotiation and provides a more geographic approach to the affordable housing requirements so that it is based on clear viability evidence.

## EMPLOYMENT

As set out at paragraph 3.106 the Borough has experienced significant employment growth in recent years which demonstrates the vitality of the economic market to support continued economic growth in Test Valley. The consultation document is clear that the Borough continues to support this growth.

Paragraph 3.108 identifies the need for further employment land and types of development to address the changing economic patterns following the pandemic. Table 3.4 presents the required amount of employment space between the northern and southern areas of the Borough. There is no sound justification to support a north / south approach to the Borough in assessing and delivering economic growth. Indeed so far as strategic logistics and warehousing are concerned the functional market area will extend well beyond the Borough boundary and will be influenced by Regional; National and International demand.

The Plan allocates based on a theoretical assessment of employment need which unduly constrains economic growth – the Plan includes a deficit of 25.4ha of B8 employment land in South Test Valley and fails to take account of constraints and opportunities for growth. In this instance there is significantly more employment land focused in the south. This area is more congested and constrained and should not be subject to more growth than the north. The figures set out in Policy SS7 are a minimum, which is supported, however the proportionate split should be abandoned and allocations made based on the availability of land and the suitability, deliverability and marketability of specific sites within the Borough as a whole.

Policy SS7 should be amended to include further employment land at key higher tier settlements such as Andover and the potential of sites such as Littlebridge properly assessed.

## LITTLEBRIDGE

HLM propose a series of options for the land at Littlebridge including a mixed use urban extension and a strategic employment development. The land is adjacent to the built up area of Andover, the key settlement in the Borough and is located on a key strategic transport node, and would deliver sustainable development in accordance with the NPPF.

Andover is a tier 1 settlement and one of the two most sustainable locations within the Borough, with the consultation document rightly identifying the town as a focus for development including strategic allocations.

*Appendix 2* presents a masterplan at page 23 demonstrating how a mixed use scheme can be delivered alongside substantial open space which would address the Council's aspiration to maintain a settlement gap between Andover and Abbots Ann. The delivery of a scheme on this land would ensure that the gap is maintained and provides useable and functional open space for existing and future residents.

Another option included at *Appendix 3* is for strategic employment development, which would directly address the evidenced employment needs of both the Borough and the wider sub region and would be consistent with the strategy to direct development towards Andover as the key settlement.

The land at Littlebridge can provide a wide range of housing and employment opportunities and would address the shortfalls which are not considered to be addressed in the consultation document currently.

## CONCLUSION

HLM support the ongoing review of the Local Plan, however, are concerned that both the housing and employment supply presented by the Council risks undermining the overall vision of *providing access to good quality homes that will meet a range of needs and a thriving economy*. The consultation document is in clear conflict with national policy and does not meet the identified needs for the Borough in respect of market or affordable housing and economic growth, therefore as drafted the new Local Plan is unsound.

It is recommended that the Council reconsider the approach to accommodating unmet need for neighbouring areas. Similarly, there is a clear and evidenced need for 437 affordable housing per year to be delivered to address the identified needs. This need requires a yearly supply of 1,222 homes rather than 550 homes.

To address the above, the annual housing requirement figure should be substantially increased, to ensure a reasonable amount of housing is delivered per year to avoid worsening affordability for existing and future residents to ensure people can stay living with the Borough. This means that Borough should identify additional land at key settlements for growth.

Also, there should be additional employment land identified in the northern area of Test Valley to support economic growth across the Borough, reflect the role and function of Andover as a key settlement and alleviate some of the economic pressure in the south. Without further employment land there is a risk of existing and future residents being forced to travel elsewhere for work and undermining the aspiration for sustainable development in the new Local Plan.

Careful attention should be given to the wording of emerging policies to ensure they accord with national policy and do not directly impact on the viability of schemes, this includes the Council's approach to affordable housing.

The land at Littlebridge would be a suitable and sustainable site to deliver either a mixed use scheme for both housing and employment land or strategic employment development at the key settlement of Andover. It is recommended that the Borough should consider this land for inclusion in the new Local Plan to address the concerns raised and to ensure they are delivering a sound plan.

Kind regards



**Kate Coventry**  
Principal Planner



**Appendix 1. (a) Call for sites response**



19 August 2022



Planning Policy Team  
Test Valley Borough Council  
Beech Hurst  
Weyhill Road  
Andover  
SP10 3AJ

Dear Sir/Madam

**Strategic Housing and Employment Land Availability Assessment – Call for Sites**

I am writing on behalf of Hallam Land Management Limited.

Hallam has responded to the different Call for Sites exercises undertaken by the Council and has provided information about the development opportunity at Littlebridge for a strategic scale mixed used development.

Hallam has also submitted various representations to the different stages of the Local Plan process, most recently the Draft Regulation 18 Plan – Stage 1 in April 2022. In that consultation document the Council identify the amount of employment land that needs to be provided in the northern part of the Borough; Tables 5.4 and 5.5 indicate that there is a need to provide some 3.15 hectares of land for B1a/b uses and 47.25 hectares of land for B1c/B2/B8 uses in Northern Test Valley.

Plainly, sustaining the economic vitality and role of Andover as a node along the A303 is an important strategic priority. Given the success and momentum achieved at Andover Business Park, continuing with the south western growth of the town is eminently sensible. Littlebridge is well suited to contributing towards growth in that broad location.

Having considered that information, Hallam has prepared the accompanying plan which illustrates how employment land could be developed in this location, and in this context Hallam, working with its sister company and commercial partner HBD, are putting forward this additional option for consideration as part of the Local Plan process. Information regarding HBD is included at Appendix A.

If we are able to assist you further in your consideration of potential growth at Andover, please do not hesitate to contact me.



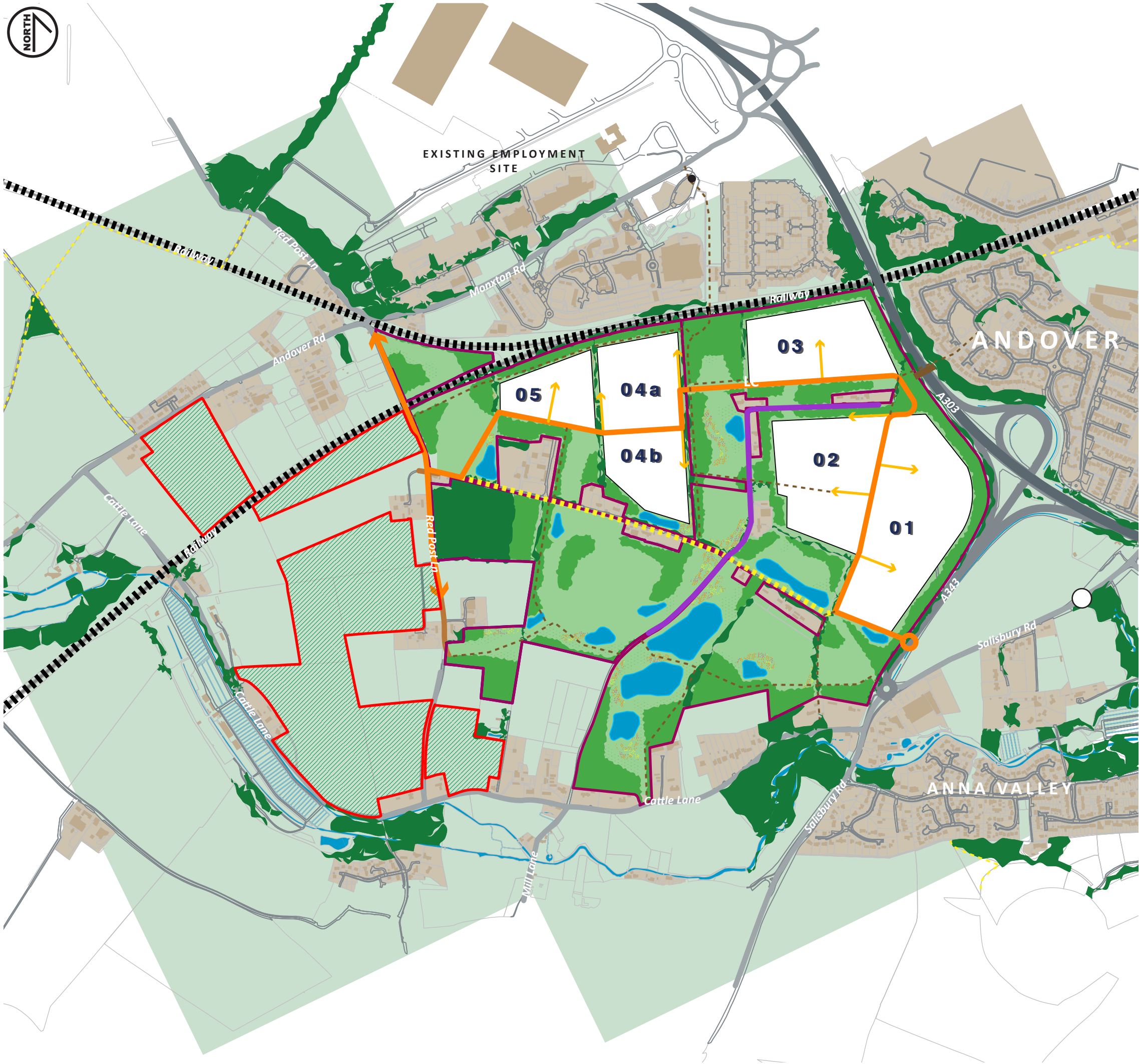


Yours faithfully,



Owen Jones  
Director





- Proposed Development Boundary - Circa 123.56 Ha
- Employment: circa 40 Ha
- Primary vehicular routes
- Secondary vehicular routes
- Existing Route: downgraded for pedestrian/cycle use and access where required
- Existing Route: integrated with proposed road network and upgraded to suit
- Proposed woodland planting
- Public Open Space: comprising of a network of amenity grassland, habitat enhancement and ornamental wildflower planting
- Proposed Sustainable Drainage Features / wetland habitat
- Existing mature tree cover
- Existing road network
- Proposed public footpaths
- Potential Land for Biodiversity Net Gain; Green Infrastructure and/or Green Energy - circa 36.34 Ha



**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 500m<sup>2</sup> 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: [planningpolicy@testvalley.gov.uk](mailto:planningpolicy@testvalley.gov.uk)

OR

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

Your Details **	
Name	Hallam Land Management Limited (HLM) and HBD both forming part of the Henry Boot Group
Contact Address	c/o Agent
Telephone number	
E-mail address	
Agent Details – where applicable	
Name	Owen Jones
Company	LRM Planning Limited
Name of client you are representing	Hallam Land Management Limited
Company contact address	<div></div> <div></div> <div></div>
Telephone number	<div></div>
E-mail address	<div></div>

Site Details **		
Site address	Littlebridge, Andover	
Location Co-ordinates (OS grid references)		
Area of whole site (hectares)	C125 hectares	
Developable area of site (hectares)	40ha	
Are you the landowner?	Yes	No

	No	Who is the landowner? (please include contact details if different from above)	
		Ilchester Estate and Andover College	
		Has the landowner given permission for this site to be submitted?	Yes
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	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	6.1km			
Local Centre	Weyhill Road	3km			
Railway Station	Andover Station	5.4km			
Bus Stop <sup>1</sup>	Willow Farm	1.07			
Primary School	Abbotts Ann Primary School	2.5km			
Secondary School	Balkbury Junior School and Harrow Way Community School	4km			
Convenience Store	Abbotts Ann Post Office and Village Shop	1.7km			

<sup>1</sup> For bus stops, these should be in use with a regular service

Doctors Surgery	Charlton Hill Surgery	4.3km			
Business Park/Industrial Estate	Andover Business Park	2.7km			
Leisure Facility	The Sports Academy	3.5km			

### Current and Potential Use

<b>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**</b>	
Arable farming land comprising of medium sized fields defined by hedgerows. Tree coverage is limited to isolated hedgerow trees and small woodland copses. There are some existing private dwellings, agricultural buildings and farmsteads within the development area.	
<b>What uses surround the site? E.g. agricultural, residential, mixed-use</b>	
Agricultural, employment and residential.	
<b>What Agricultural Land Classification does the site have?</b>	
Grade 2 and 3a	
<b>Is there an existing planning permission on the site?</b>	
Yes (Please provide planning application number)	
No	

<b>What use do you believe the site is suitable for? Please tick all that apply and explain why **</b>		
Residential – how many dwellings could be provided on this site and of what type?		
Employment – floor space (m²)	X	Please refer to accompanying plan.
Mixed (residential, industrial, commercial, office)		

Travellers (number of pitches/plots), including Traveller Showpeople		
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Self-build or custom build housing		
Retail – floor space (m <sup>2</sup> )		
Leisure – floor space (m <sup>2</sup> )		
Other		

### Possible Constraints

To the best of your knowledge, please indicate any known constraints that may restrict or prevent development on the site. **		
	Please tick	Please provide further details
<b>Environmental</b>		
Flood risk (Flood Zone)		The site lies within Flood Zone 1. The site levels fall in a southerly direction down towards the Pillill Brook south of Cattle Lane, before spilling into the River Test catchment. The site is not liable to flooding.
Contamination		
Drainage		
Hazardous waste		
Air quality		
Significant noise sources nearby		
Pollution		
Other <i>please specify</i>		
<b>Policy</b>		
Planning policies		
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		There are two existing public rights of way which cross the site – a bridle path and footpath. The location of the rail line along the northern boundary of the site could deliver a new train halt, located to the north east of the site. Each of the sites within the development area have road access allowing for access from the development area to Andover to the north east, Abbots Ann to the south and a number of strategic employment sites and the Army headquarters to the north.
Tree cover including TPOs		There are a number of small TPO areas found within the development area.
Topography e.g. site levels		The site levels fall in a southerly direction down towards the Pillill Brook south of Cattle Lane.
Local character		
Infrastructure		
Utilities e.g. electricity supply		The development will be supplied from existing service networks within the vicinity of the site. Extensive consultations with local network operators will be undertaken to ensure that no detrimental impact on existing supplies will be caused from these proposals.

Constraints e.g. pylons, overhead cables, pipelines		
Other		
Ownership issues		
Covenants/tenancies/ransom strips		
Market viability		There is developer interest in this Site.
Other <i>please specify</i>		

If there are constraints on the site, how could they be overcome?
Proposals would seek to extend existing pedestrian access through the site and connect these into the wider footpath network. The design proposals will take account of the TPO areas to ensure they are suitably accommodated.
Please provide details of any consultation with utility providers

Consultations with local network operators will be undertaken to ensure that no detrimental impact on existing supplies will be caused from these proposals.

#### Quality of available digital infrastructure

Appropriate consultation with providers will be complete to ensure there is suitable connection available.

### Availability

Is the site immediately available for development? **				
Yes		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:	HLM would secure the planning permission and HBD would deliver the consent
No	
Do you consider this site to be economically viable?	
Yes	
No	

Does a potential purchaser have an option agreement with the landowner dependent on the site gaining planning permission?	
Yes:	Option Agreement
No	

If the site <b><u>is not immediately available</u></b> for development, over what broad time frame would you anticipate the site <b><u>could first become available for development?</u></b> **							
Years					Estimated number of residential units/floor space/pitches etc that the site could accommodate		
0 – 5 years (2022-2027)					500,000sq.ft (250sq.ft 2026 and 2027)		
6 – 10 years (2027-2032)					1,500,000sq.ft (300sq.ft per annum)		
11 – 15 years (2032-2037)					2,000,000sq.ft (400sq.ft per annum)		
16 years and beyond (2037- )					500,000sq.ft		
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	2 years	3 years	4 years	5 years	6 – 10 years	11 – 15 years	Beyond 16 years
			250,000	250,000	300,000pa	400,000 pa	500,000 pa

## 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?**

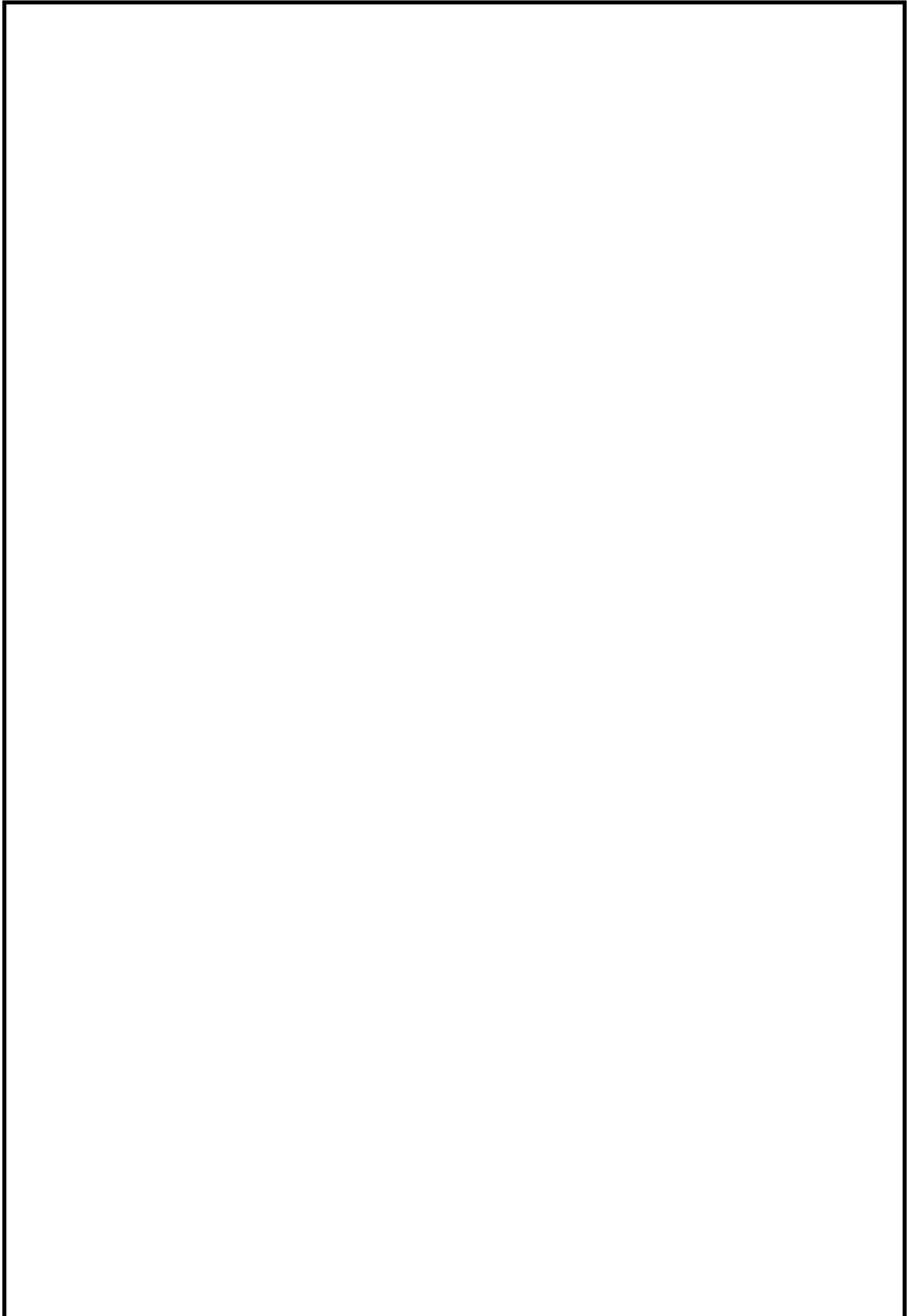
Prior notification to allow access onto site would be welcomed.

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

Please contact the planning agent (Owen Jones)

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

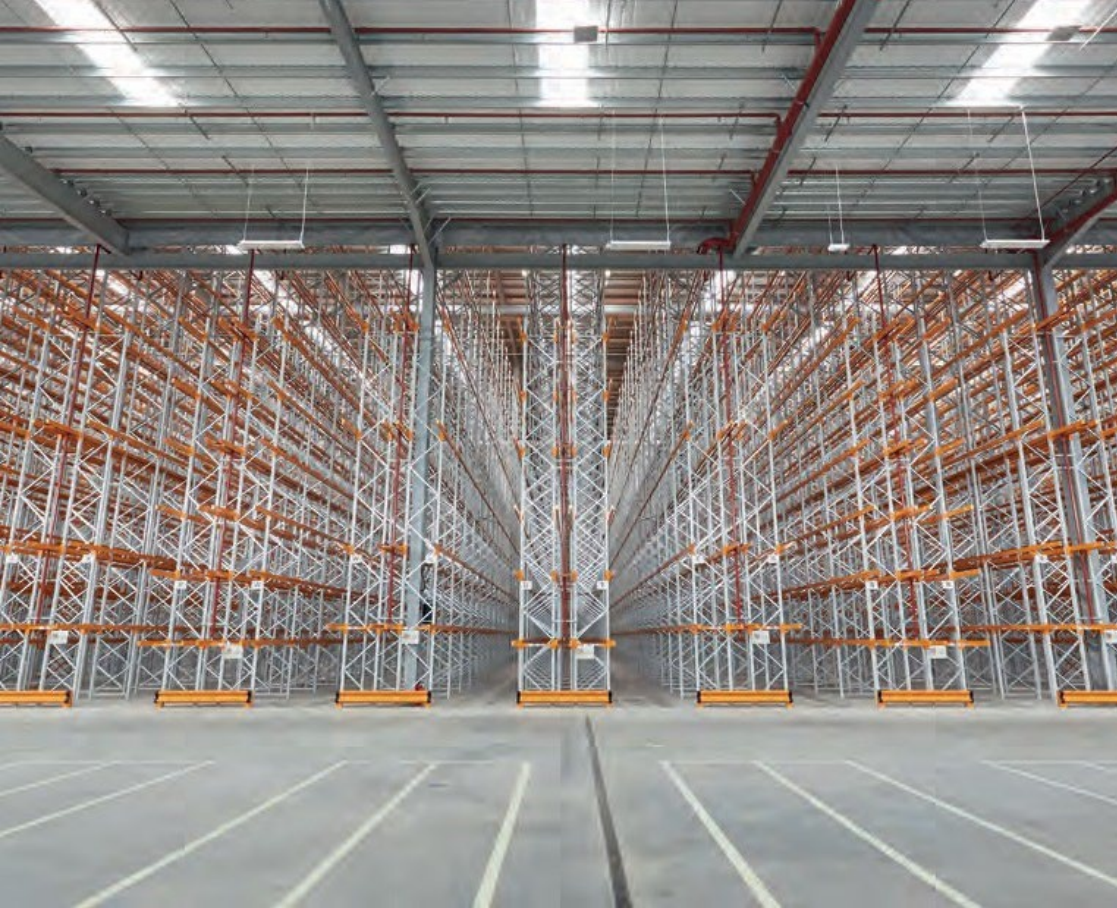
Please attach an up-to-date Ordnance Survey based map outlining the precise boundaries of the site in its entirety and the part which may be suitable for development (if this is less than the whole). Without this mapped information we are unable to consider the site. \*\*



---

# **Appendix A**

## **HBD Track Record**



## Markham Vale, Derbyshire

Extensive ground works required prior to development

Build-to-suit units available up to 500,000 sq ft

2.5m sq ft scheme with 2m sq ft now built out

2,236 people currently employed on-site

Partner:  
**DERBYSHIRE COUNTY  
COUNCIL**

Sectors:  
**MANUFACTURING &  
LOGISTICS  
PARTNERSHIPS**

## Wakefield Hub, Wakefield

1 million sq ft design and build opportunities

200 acre development

Located on the M62 Junction, 1 mile to the east of the M1 10

minute drive time to Wakefield town centre

Partner:  
**YORKCOURT**

Sectors:  
**INDUSTRIAL & LOGISTICS  
PARTNERSHIPS**





## IAMP, North East

---

Over 4,000,000 sq ft of developable floorspace by 2032

---

IAMP One Could deliver over 1,650,000 sq ft of bespoke manufacturing space

---

Creation of over 7,000 jobs

---

Fast track delivery process, delivering three buildings in 18 months totalling 623,000 sq ft

---

Partner:  
**SUNDERLAND CITY  
COUNCIL & SOUTH  
TYNSIDE COUNCIL**

Sectors:  
**MANUFACTURING  
PARTNERSHIPS**



## Wyvern Park, Skipton

---

50 acre greenfield site acquired for mixed use development

---

16 acres of residential land

---

Up to 260,000 sq ft of employment uses

---

Approximately 13 acres of employment land

---

Sectors:  
**MIXED USE  
INDUSTRIAL & LOGISTIC  
RESIDENTIAL  
INFRASTRUCTURE**





## Butterfield Business Park, Luton

---

45 acres of land available for development

---

Delivery within 18 months of agreeing terms

---

Accommodate buildings up to 100,000 sq ft

---

80,000 sq ft speculative scheme completed

---

Partner:  
**LUTON BOROUGH  
COUNCIL  
CROWN ESTATE**

Sectors:  
**INDUSTRIAL & LOGISTICS  
PARTNERSHIPS**

## Airport Business Park, Southend

---

52 acres of enabled land ready for development Delivery of

---

units within 18 months of agreeing terms

---

Able to accommodate buildings up to 350,000 sq ft Located

---

less than 1 mile from London Southend Airport

---

Partner:  
**SOUTHEND-ON-SEA CITY  
COUNCIL**

Sectors:  
**INDUSTRIAL & LOGISTICS  
PARTNERSHIPS**

---

# **Appendix B**

# **Hallam Land Management**

## **Track Record**





Sectors:  
Residential  
Commercial

## Bridgewater, Somerset

---

235 acre site

---

Received £11.5 million Kick Start funding from the HCA 650,000

---

sqft distribution unit sold to Morrisons.

---

2,000 new homes and 110,000 sqm of employment

---



Sectors:  
Residential  
Commercial

## New Lubbethorpe, Leicester

---

Consent for 4,250 new homes, including 21ha of employment

---

Consent for two new motorway bridges

---

Four developers currently on site

---

Over 600 units occupied to date

---





## Shireoaks, Worksop

66 acres site area

170 dwellings sold to Harron Homes

26 acres of employment, sold in 2022.

Sectors:  
Residential  
Commercial



## Eastern Green, Coventry

Released from Green Belt in 2017

Consent for 2,400 new homes

15ha of employment, plus new primary school and district centre

New junction on the A45

Sectors:  
Residential  
Commercial





Sectors:  
Residential  
Commercial

## Infinity Garden Village, Derby

450 ha of developable land

New Garden Village allocated in Local Plan

2,130 dwellings, new primary school, district centre

£49 million grant for new junction on the A50



Sectors:  
Residential

## Edenthorpe, Doncaster

79 acres of developable land

Successful appeal, called in by the Secretary of State

Consent for 650 dwellings and a new Primary School

Currently progressing through sale to a National Housebuilder

**Appendix 1. (b) Response to Regulation 18 Stage 1 consultation**

08 April 2022

[REDACTED]

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

Dear Sir/Madam

**Draft Local Plan – Regulation 18 Stage 1**

I am writing on behalf of Hallam Land Management Limited.

Hallam has previously responded to the Issues and Options Consultation in 2018 and the Refined Issues and Options Consultation in 2020. In those previous representations we have drawn attention to the suitability of Andover in accommodating new development in this emerging Local Plan and its plan period.

Hallam has also responded to the various Call for Sites Exercises over recent years and has prepared and submitted a Vision Document drawing attention to the opportunity that exists at Littlebridge to provide a sustainable mixed use development. That material remains relevant to this current consultation response and for convenience has been included as Appendices so as to not to repeat information unnecessarily.

This present consultation identifies a number of policy areas that the Council intend would form part of the Local Plan and we comment on these in the following sections.

**Vision and Strategic Priorities**

We agree that the Local Plan should ensure that there is access to good quality homes that meet a range of needs and aspirations.

The Government's Standard Method for calculating a Local Authority's housing requirement suggests that 540 new homes need to be built in Test Valley each year. We agree that the Local Plan should aim to meet this need in full; we do not believe there are exceptional circumstances to warrant any reduction. Indeed, as the consultation document refers, the strength of housing demand locally is evidenced by the higher rates of development experienced over recent years following adoption of the Local Plan.

Moreover, it is possible that neighbouring authorities within the local sub-regions may not be able to meet their identified needs giving rise to unmet need that could be accommodated within Test Valley.

[REDACTED]



That is a matter the Council will need to consider as part of the statutory Duty to Co-operate and the required Statement of Common Ground.

We agree with the importance afforded to the future consideration of climate change. This requires measures to reduce climate change and adapt to its effects. The Climate Change Act 2008 as amended obliges the UK Government to bring all greenhouse gas emissions to net zero by 2050. 'Net zero' refers to achieving an overall balance between emissions produced and emissions taken out of the atmosphere.

It is widely accepted that CO<sub>2</sub> emissions from transport contributes to climate change. In this context, the land-use planning system - and this Local Plan - has a particular role in ensuring that the location of new development contributes to the principle of reducing the need to travel so as to reduce emissions.

This will require a distribution of development that is focused at the District's large settlements where there is a wide range of facilities and services and employment. It is unanswerable the Andover represent the most sustainable settlement within the plan area and should be the focus of new development.

We disagree therefore with the suggestion that the Local Plan should have a more dispersed pattern of development as this would increase, rather than reduce, travel. We discuss this further in relation to the Spatial Strategy in the following section.

In addition, the ability to achieve nature-based solutions to a range of environmental considerations and adaptation to climate change, including biodiversity net gain, can be better achieved at a large scale as compared to a number of smaller and more dispersed proposals. In such instances, a comprehensive green infrastructure strategy can be devised and implemented and importantly monitored and managed and maintained when this is part of a large-scale proposal.

Taken together, **these important considerations suggests that strategic scale development at Andover should remain part of the Local Plan's strategy in order to meet a number of its strategic priorities.**

### **Spatial Strategy**

As the consultation document acknowledges, Andover and Romsey stand out as the most sustainable settlements, each with a full range and number of services and a high level of accessibility by public transport (emphasis added). This analysis is entirely consistent with the submissions made in 2018 as regards the suitability of Andover.

Andover is an important urban area which provides a range of services and facilities. It benefits from bus and rail based public transport and is astride the strategic A303 corridor.

The consultation document also rightly acknowledges that the pattern of new development will enable the prioritisation of walking, cycling, and use of public transport to minimise the need for unnecessary travel by car. This is an approach which is entirely consistent with the NPPF which identifies that:

- the planning system should actively manage patterns of growth in support of sustainable transport objectives.
- significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- planning policies should support an appropriate mix of uses across an area and within larger scale sites to minimise the number and length of car journeys needed for employment, shopping, leisure, education and other activities.





In this context, large scale development adjacent to Andover can play an important role in delivering this spatial strategy; it allows for an internalisation of trips, walkable neighbourhoods and investment in active travel and public transport to the town centre and other key destinations. The proximity of new development in the south of the town to established employment locations underscores this approach.

As has been identified in previous submissions, Andover has always been a very self-contained settlement reflecting the balanced development of housing and employment. A dispersed approach to growth could have the effect on undermining this equilibrium.

Concentration of development at Andover also ensures that the built, historic and natural environment in other, more sensitive and rural parts of the District are conserved. In particular, Romsey is a historic market town and whilst there are existing commitments at the town the extent to which it can continue to grow and expand is limited by its environmental characteristics and constraints.

It is evident therefore that **Andover should be afforded a greater strategic significance than Romsey in the new Local Plan because it is less constrained than Romsey and is better able to accommodate new development.**

The above considerations give rise to **a spatial strategy that is more, not less, concentrated on the District's main settlement – Andover.**

As such, the current delineation of the housing market areas may require adjustment so that new housing can be directed to the locations best able to accommodate new development in a sustainable manner.

Equally, Andover is well positioned in terms of its relationship to other large settlement, both in the South Hampshire area and also the east-west corridor including Basingstoke – Hart – Rushmoor. In this regard Andover could play a greater sub-regional role. Indeed, Andover's historic role has been to fulfil this sub-regional role.

As set out in previous representations, **Littlebridge provides the opportunity to accommodate a large-scale mixed use development in a sustainable manner**, than can complement the regeneration of the town centre.

### **Strategic Policy Framework**

Each Local Plan must set out its Strategic Policies. The scope of these are defined in paragraph 20 of the NPPF.

*Strategic Policy 1: Countering Climate Change.* We agree that the Local Plan should take the opportunities to maximise the potential for active and sustainable travel and minimise unnecessary travel – this naturally leads to a greater concentration of new development at Andover. Moreover, large scale development provides the opportunity for a range of adaptation measures to avoid the effects of climate change.

*Strategic Policy 2: Delivering healthy, well-designed development.* Previous submissions made in respect of Littlebridge have illustrated the extent to which large-scale development in this location can be designed to achieve these listed objectives.

*Strategic Policy 3: Delivering development and regeneration in Andover and Romsey town centre.* Continued growth at Andover beyond the existing Local Plan allocations will afford a continued momentum to the regeneration initiatives, providing a growing population to support its vitality and



viability. Development on the edge of the town, but well-related to it and connected by active and sustainable travel, will complement the town centre masterplan.

*Strategic Policy 5: Delivering Infrastructure.* New development will give rise to additional infrastructure requirements. Such investment can also benefit existing residents and achieve wider objectives, for example, new pedestrian and cycle routes or improvements in public transport that are facilitated by major development will also support changes to travel behaviour for existing residents. This is an important consideration in where best to locate new development.

*Strategic Policy 6: Housing Provision.* The consultation document identifies the residual housing and employment needs across the District as a whole. It is widely understood that whilst a priority should be afforded to the use of previously developed land, future development needs cannot be met solely on such land, and the need for greenfield development is a legitimate approach in this context and the importance of a sustainable pattern of development is of particular significance. For the reasons given previously, maintaining the partition between north and south may no longer be appropriate and certainly the proportionate split needs to be amended to take account of, firstly, the constrained nature of Romsey and, secondly, the greater potential and future role of Andover.

As such, a greater scale of development and proportion of the residual requirement in Table 5.3 should be directed to Andover.

In respect of employment, we infer from Tables 5.4 and 5.5 that there is a need to provide some 3.15 hectares of land for B1a/b uses and 47.25 hectares of land for B1c/B2/B8 uses in Northern Test Valley. **Plainly, sustaining the economic vitality and role of the node along the A303 is an important strategic priority. Given the success and momentum achieved at Andover Business Park, continuing with south-western growth of the town is eminently sensible. Littlebridge is well suited to contributing towards growth in that broad location and benefits from existing travel corridor to the town centre via Salisbury Road.**

### Littlebridge

In the context of the above representations, we propose a mixed use allocation at Littlebridge. Given the evidence of employment need we have considered how Littlebridge could contribute towards this, and the attached plan at Appendix 5 illustrates a further option for a mixed use development with an enlarged area for employment. We would welcome the opportunity to discuss this with you and in particular the balance of land uses.

Yours faithfully,



**Owen Jones**  
**Director**

Appendix 1:	Response to Issues and Options September 2018
Appendix 2:	Response to Refined Issues and Options August 2020
Appendix 3:	Littlebridge Vision Document 2018
Appendix 4:	Call for Sites Response 2021
Appendix 5:	Site Wide Concept Plan April 2022





**LRM**  
PLANNING  
LIMITED

## **TEST VALLEY LOCAL PLAN**

### **OUR FUTURE – HOW DO WE PLAN FOR IT? ISSUES AND OPTIONS CONSULTATION**

**Representations prepared on behalf of  
Hallam Land Management Limited**

**September 2018**



# Report Control

**Project:** Andover West, Test Valley

**Client:** Hallam Land Management Limited

**Job Number:** 18.254

**File Origin:** 18/18.254 Andover/180831 Test Valley Local Plan Issues and Options Response.docx

## Document checking

Primary author: Owen Jones

Initialled: OJ

Review by: Neil Mantell

Initialled: OJ

Issue	Date	Status	Checked for issue
A	07/09/18	First Draft	KC
B	14/09/18	Final	OJ



## Contents

<b>Report Control.....</b>	<b>1</b>
<b>1 Introduction .....</b>	<b>3</b>
<b>2 National Planning Policy Framework.....</b>	<b>4</b>
<b>Achieving Sustainable Development .....</b>	<b>4</b>
<b>Plan-Making .....</b>	<b>4</b>
<b>Strategic Policies .....</b>	<b>5</b>
<b>Tests of Soundness.....</b>	<b>5</b>
<b>Delivering a Sufficient Supply of Homes.....</b>	<b>5</b>
<b>Promoting Sustainable Transport .....</b>	<b>6</b>
<b>Synthesis.....</b>	<b>6</b>
<b>3 Andover .....</b>	<b>7</b>
<b>Population .....</b>	<b>7</b>
<b>Local facilities.....</b>	<b>7</b>
<b>Economy .....</b>	<b>8</b>
<b>Commuting Patterns.....</b>	<b>8</b>
<b>The Suitability of Andover for Additional Development .....</b>	<b>8</b>
<b>4 Response to Consultation Questions .....</b>	<b>10</b>
<b>5 Conclusion .....</b>	<b>14</b>



# 1 Introduction

- 1.1 These representations are submitted on behalf of Hallam Land Management Limited. Hallam is a strategic land promotion company operating throughout England, Wales and Scotland, delivering land for new employment and commercial, housing and mixed-use developments.
- 1.2 Hallam control land to the south west of Andover which is suitable for residential-led mixed use development. Andover is the pre-eminent settlement in the Borough and, reflecting its role and function as a sustainable settlement, it is the focus for the majority of new development in the current Local Plan. Further development in this location would contribute to meeting the future needs of the Borough, whilst achieving a sustainable pattern of development.
- 1.3 Our representations comprise three Sections. In Section 2 we summarise the requirements of the new National Planning Policy Framework. In Section 3 we provide relevant information about the role and function of Andover to supplement the portrait of the Borough in the consultation document. In Section 4 we respond to relevant questions posed in the consultation document.



## 2 National Planning Policy Framework

- 2.1 The consultation document acknowledges that, at the time it was written, the then current National Planning Policy Framework was expected to be replaced.
- 2.2 As anticipated, a new version of the NPPF was published in July 2018.
- 2.3 The NPPF sets out the Government's planning policies for England and how these should be applied. The Tests of Soundness require that a Local Plan is consistent with national policy and should enable the delivery of sustainable development in accordance with its policies.
- 2.4 The Plan-Making Section of the NPPF sets out the expected scope and content of a new Local Plan.

### Achieving Sustainable Development

- 2.5 The purpose of the planning system is to contribute to the achievement of sustainable development and there are three overarching objectives – economic, social and environmental. These are interdependent and are to be pursued in mutually supportive ways.
- 2.6 For plan-making, the presumption in favour of sustainable development means that plans should positively seek opportunities to meet the development needs of their area, with sufficient flexibility to adapt to rapid change. Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas. Only when areas of protection afforded by the NPPF provide strong reasons not to, or when any adverse impacts significantly and demonstrably outweigh the benefits, should this principle be departed from.

### Plan-Making

- 2.7 The Local Plan must include strategic policies to address each local authority's priorities. In summary, Local Plans should:
  - a. be prepared with the objective of meeting sustainable development;
  - b. be positively prepared in a way that is aspirational but deliverable;
  - c. be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
  - d. contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
  - e. be accessible through the use of digital tools to assist public involvement and policy presentation; and
  - f. serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in this Framework, where relevant).





## Strategic Policies

- 2.8 The Local Plan's strategic policies are required to set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:
- a. housing (including affordable housing), employment, retail, leisure and other commercial development;
  - b. infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
  - c. community facilities (such as health, education and cultural infrastructure); and
  - d. conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
- 2.9 Moreover, strategic policies should look ahead for a minimum of 15 years from the date of adoption, to anticipate and respond to long-term requirements and opportunities. They should also provide a clear strategy for bringing forward sufficient land, and at a sufficient rate, to address objectively assessed needs over the plan period in line with the presumption in favour of sustainable development. This will include allocating sufficient sites to deliver strategic priorities in the area.

## Tests of Soundness

- 2.10 The new NPPF includes tests of soundness in a slightly amended form. Plans will be sound if they are:
- a. **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
  - b. **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
  - c. **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
  - d. **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework.

## Delivering a Sufficient Supply of Homes

- 2.11 The Government's objective to significantly boost the supply of new homes is restated in the new NPPF. To support this, it is important that a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are



addressed.

- 2.12 A Local Housing Needs Assessment will inform decisions about the minimum number of new homes needed. This will be conducted using the standard method in national planning policy unless exceptional circumstances justify an alternative approach. The Government have signalled their intention to review the standard method later this year and the Local Plan's housing strategy will need to have regard to this in due course.
- 2.13 In turn, planning policies should identify a sufficient supply and mix of sites taking in to account their availability, suitability and likely economic viability. Planning policies should identify a supply of specific, deliverable sites for years one to five of the plan and specific, developable sites or broad locations for growth for years 6-10 and where possible for years 11-15 of the plan.
- 2.14 In this regard, the supply of a large number of homes can often be best achieved through planning for larger scale development, such as significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.

## Promoting Sustainable Transport

- 2.15 Allied to the above, the planning system should actively manage patterns of growth in support of sustainable transport objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Planning policies should support an appropriate mix of uses across an area and within larger scale sites to minimise the number and length of car journeys needed for employment, shopping, leisure, education and other activities.

## Synthesis

- 2.16 The above illustrates central tenets in the NPPF that the new Local Plan will need to conform with: the need to plan positively to meet, as a minimum, objectively assessed needs for new development and to ensure that new development is directed to sustainable locations to achieve the overarching objectives of sustainable development.
- 2.17 In this context, the following section considers in more detail the role and function of Andover as a suitable and sustainable location for future development.



## 3 Andover

- 3.1 The Consultation Document provides contextual information concerning the characteristics of the Borough. To supplement this, and to illustrate the pre-eminence of Andover as a location at which new development should be located, we have produced a similar pen-portrait for the town. In turn this provides context for certain of our responses provided to the questions posed in the consultation document.

### Population

- 3.2 The current population of Andover is approximately 47,500 residents, with a commitment in the current Local Plan for an additional 6500 new homes to be provided by 2029. This will increase the town's population to over 60,000 residents. Its role and function are commensurate with the scale of the settlement and provides a focus for the Borough's rural hinterland.
- 3.3 Other settlements in the Borough are significantly smaller. The population of Romsey, the only other major centre in the Borough, is only a third of that of Andover's. Romsey is a historic town which is part of the cluster of settlements associated with the Solent Waterside area.
- 3.4 The structure of Andover's population is in marked contrast to that of the Borough as a whole. Whilst the Borough has an ageing population, Andover is characterised to a greater extent by a younger population. The proportion of the population in the younger and economically active cohorts is greater in Andover than elsewhere in the Borough. Conversely, the proportion of Andover's population who are elderly is smaller.

### Local facilities

- 3.5 There is a wide range of facilities and services at Andover, typical of a settlement of this size. This includes major retail, employment, secondary and further education, leisure, sports and health and public transport provision.
- 3.6 The town centre offers both retail and employment opportunities and a range of local amenities and services for residents. Andover Business Park, recently developed to the south west of the town, is a premier employment location near the town centre.
- 3.7 Andover has a range of educational facilities, including higher and further education at Andover College.
- 3.8 Andover benefits from both bus and rail based public transport. Situated on the main line railway, it is accessible to London Waterloo with a half hourly services and a journey time of little over an hour. Other destinations include Salisbury and Exeter.
- 3.9 Andover War Memorial Hospital is situated in the town centre and as part of Hampshire NHS Foundation Hospital provides extensive healthcare.
- 3.10 In contrast, whilst Romsey is the second largest settlement, it has a much smaller level of facilities and looks to the larger urban areas of the Waterside for higher order services. Although served by a rail line, these services are more intra-regional. The retail centre is smaller in size reflecting its smaller population and proximity to other larger settlements.



- 3.11 The 'Andover Profile Report' published by Test Valley in June 2017, highlights the shortfall of public open space within Andover. Based on the 2011 population figures, there is a requirement for some 110ha, whereas the current amount of open space is on 80ha. Increasing and improving open space is a theme of the 'Andover Vision'.

## Economy

- 3.12 Andover is the main economic centre within the Borough and, as emphasised in the Economic Development Strategy, plays an important economic role with employment growing by 25% between 2010 and 2015. This is a larger proportionate growth than for the Borough as a whole. Following this pattern, future growth can be expected to be focused at Andover, reflecting its structural and spatial advantages.
- 3.13 In the 2011 census, 75.8% of Andover residents aged 16-74 years old were economically active, higher than the proportion in the Borough. Job Density at Andover is also the greatest in the Borough. The growing young population of Andover supports economic growth and labour supply.
- 3.14 Of the economically active residents in Andover, 61.3% are in either full time or part time work. This is higher than the 57.5% in the Borough.
- 3.15 Within Andover there is a higher proportion of the population employed in higher skilled occupations. However, and in addition, the manufacturing base in Andover is stronger than elsewhere in the Borough. The Economic Development Strategy highlights that one in eight jobs (12%) are in this sector. This is greater than both the Borough and Regional proportions.
- 3.16 The British Army Land Forces Headquarters opened a new complex at Marlborough Lines in July 2010, which represented a significant investment in the town.

## Commuting Patterns

- 3.17 Andover is a settlement with a significant degree of self-containment. The Economic Development Strategy highlights that more of Andover's residents work locally rather commute further afield, and its 50% 'self-containment' is high compared to most towns, especially the southern parts of the Borough.
- 3.18 The Sustainability Appraisal that accompanied the Adopted Local Plan demonstrated that for the Andover area, approximately 76% of employed residents worked locally, while around 70% of local jobs were taken by local residents.
- 3.19 Maintaining and improving further this degree of self-containment is an important planning and land use objective.
- 3.20 In contrast, reflecting its smaller employment offer and the effect of its proximity to other large settlements, Romsey experiences significant out-commuting.

## The Suitability of Andover for Additional Development

- 3.21 Reflecting the above characteristics, and as a matter of principle, Andover continues to be a location eminently suitable for development and to serve as the focus for the distribution of



development in the Borough. In the context of the requirements of the NPPF for policies and proposals to achieve a sustainable pattern of development, Andover represents the town best suited to achieve this.

- 3.22 Moreover, given its transportation links with such settlements as Basingstoke, Winchester, Southampton, it is also well suited to meeting unmet need from adjoining Authorities.
- 3.23 There are limited environmental constraints to future development at Andover. Development can be sensitively located without harming the character of nearby settlements. In comparison, Romsey, which has a raft of designations including European protected habitats, has little genuine opportunity to accommodate further large-scale development.
- 3.24 Whilst the Borough is characterised by an ageing population, the structure of Andover's population is aligned with the town's role as the economic centre of the Borough with it having the greatest proportion of economically active residents. It also has a significant level of self-containment which should be maintained and improved.
- 3.25 The recent development of Andover Business Park represents a significant investment in the growth of the town. Development opportunities that capitalise on its locations adjacent to the A303 are clearly beneficial to the town's growth in the longer term and the juxtaposition of housing and employment is a positive factor in the location of new development. This is especially the case where new development would enable investment in the town's existing infrastructure.
- 3.26 For the reasons given in this Section, and reflecting both the fact that Andover has proven capable of assimilating growth historically and advice in the NPPF that the new Local Plan should look plan to meet as a minimum objectively assessed need for new development, any future development strategy for the Borough should prioritise the opportunities afforded at Andover to accommodate new development.



## 4 Response to Consultation Questions

- 4.1 Having set out in earlier sections the planning policy framework which the new Local Plan will need to comply with, the sustainable development policy objectives it will need to contribute towards, and the characteristics of the Borough and pre-eminence of Andover, in this Section we provide a response to the relevant Questions posed in the consultation document.

### **Question 4: Should the Local Plan's housing requirement be consistent with Government standard methodology?**

- 4.2 The Council will need to produce an up to date Local Housing Needs Assessment. This will identify the minimum number of new homes needed through the application of the standard method set in national planning guidance. Only where there are exceptional circumstances would an alternative departure be justified.
- 4.3 Presently, the standard methodology provides an indicative assessment of housing need for the period 569 dwellings per annum. Whilst this information is only available for the 2016-2026 period, NPPG intends that it is applied for the whole of a plan period.
- 4.4 In the adopted Local Plan Policy COM1: Housing Provision 2011-2029 proposes 588 additional dwellings per annum which indicates the continuing need for housing development of a similar magnitude over the new plan period.
- 4.5 However, the Government have signalled their intention to review the standard method later this year in the context of the new household projections which may give rise to new and additional figures.
- 4.6 It is important to recognise though that the standard methodology does not of itself translate immediately into the housing strategy. The NPPF's presumption in favour of sustainable development requires that the Local Plan's strategic policy provides in the first instance, as a minimum, the Objectively Assessed Need (OAN) for housing and other uses.
- 4.7 In this regard the Council will need to consider the implications the OAN has in forming a judgement about whether a higher housing requirement would be more appropriate. This will need to consider such matters as the structure of the local population now and in the future, the economic strategy and growth objectives, changes in labour supply versus labour demand and the level of affordable housing that should be provided, unmet need for adjoining local authority areas, previous rates of housing delivery. This is especially the case when the NPPF expects the OAN requirement to be the minimum level provided for through the Local Plan.
- 4.8 Similarly, in the context of an objective to exceed the OAN, the Council will need to consider capitalising on opportunities afforded by available and suitable development sites and the benefit of a higher housing requirement in such instances.

### **Question 5: Should the Local Plan increase its housing requirement to help support economic growth?**

- 4.9 The Borough's economic aspirations will be one of the factors that will need to be taken in to account in determine the housing requirement. Test Valley's Economic Development Strategy



explains the local economic context and identifies the key considerations and objectives for developing the local economy in the future. The Borough is characterised by an ageing population and is forecast to have a slower increase in the proportion of people of working age. Indeed, the Economic Development Strategy highlights the importance of an improved availability of skilled and highly skilled labour. Similarly, the Andover Vision sets out an ambition to see further economic growth and opportunities at the town. To ensure that the Borough's economic development objectives can be met it will be important to ensure that sufficient labour supply is available, and this will have a bearing upon the housing requirement.

**Question 6: Do you think the HMA boundary is broadly right? If not, how and why do you think it should be changed?**

4.10 In the present Local Plan, the Borough is divided into two Housing Market Areas:

- Southern Test Valley which relates to the urban areas of the Solent and includes the historic town of Romsey; and
- Northern Test Valley which is a much larger area comprising the rural hinterland of the Borough and the main urban area of Andover.

4.11 The characteristics of these areas are unlikely to have changed significantly, but the spatial approach to distributing development needs further consideration and we comment on this in Question 7. In response to Question 7 we discuss the distribution of development

**Question 7: Are there any other approaches to distributing development across the Borough that we should consider?**

4.12 The current distributional strategy effectively distributes development two thirds to Northern Test Valley and one third to Southern Test Valley. 60% of new housing is directed towards Andover, 30% towards Romsey and 10% to the rural area.

4.13 Whilst both Andover and Romsey are designated as main centres, Andover is clearly the pre-eminent settlement in the Borough as explored in Section 3 of these representations.

4.14 Andover should continue to be the focus of new development and because of its distinguishing features compared to the historic town of Romsey, it is better suited to accommodate an increased proportion of new development over the longer term.

**Question 10: Do you think we should continue with seeking up to 40% of new homes to be affordable, or should we change the percentage?**

4.15 The new Local Plan will need to include a policy for the proportion of affordable housing that will be sought from new development. Paragraph 62 of the NPPF requires that policies should specify the type of affordable housing required and the definition of affordable housing in the Glossary now extends to affordable housing for rent, starter homes, discounted market sales housing; and other affordable routes to home ownership.

4.16 The need for affordable housing will be a matter which the Local Needs Assessment will consider and will inform the proportion of affordable housing that will be sought. In formulating a policy approach, the viability of this and other policy implications will need to be





considered.

**Question 15: Should the Council change its approach and set out a requirement that certain sites should provide for the needs of such groups as the elderly?**

**And**

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

- 4.17 Paragraph 59 of the NPPF requires that the needs of groups with specific housing requirements are addressed.
- 4.18 Paragraph 61 states that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.
- 4.19 It follows that the Local Plan should include provision for the identified need from different groups, drawing upon evidence from the Housing Needs Assessment. In our experience this can be met through the identification of such uses as part of a mixed tenure development.
- 4.20 Moreover, the NPPG advises that where local planning authorities do not consider it appropriate to allocate such sites to meet the needs of specific groups, they should ensure that there are sufficiently robust criteria in place to set out when such homes will be permitted and that this might be supplemented by setting appropriate targets for the number of these homes to be built.

**Question 18: Should the Council establish density standards in the Local Plan?**

- 4.21 Planning policies should promote an effective use of land in meeting the need for homes and other uses. However, this principle must be balanced with the need to safeguard and improve the local environment and ensure safe and healthy living conditions. This encourages a more considered approach to density than a simple blanket approach and minimum density. As with the current Local Plan, the density of individual proposals should be informed by the character of the site and its surroundings and be sympathetic to it.

**Question 33: Should we continue to retain the principle of Local Gaps? Should we define specific boundaries or more general policy which aims to avoid coalescence?**

- 4.22 Policy E3 of the adopted Local Plan designates Local Gaps in various locations in the Borough including Andover for the purpose of helping to define the character of settlements and in shaping the settlement pattern of an area.
- 4.23 It is important to recognise that the boundaries of these Local Gaps were drawn in the context of the development requirements that existed at the time the Local Plan was being prepared and how these could be accommodated by new allocations. In the context of a new Local Plan which has additional development requirements that need to be accommodated, Local Gap designations should be reviewed. Such designations must be consistent with sustainable development and allow for provision of sufficient homes, jobs and other essential services.
- 4.24 Such designations, which are not afforded permanence in the same fashion as a Green Belt, are



not immutable and can be subject to change or even deletion where on balance new development can be located that contributes to meeting development needs and the objective of creating a sustainable pattern of development. In those instances, considered masterplanning can ensure that the character and amenity of settlements continue to be protected.

**Question 34: Should the Local Plan identify and designate Local Areas of Green Space or should this be undertaken via Neighbourhood Plans?**

- 4.25 The NPPF permits both Local and Neighbourhood Plans to designate areas of Local Green Space. However, such designations must be consistent with sustainable development and complement investment in sufficient homes, jobs and other essential services. They can only be used where the green space is reasonably close to the community it serves, demonstrably special to the local community and local in character and not an extensive tract of land.

**Question 44: How can the Council promote more sustainable forms of transport such as walking, cycling and public transport?**

- 4.26 There is a strong inter-relationship between where new development is located and how sustainable forms of transport are achieved. As the NPPF advises:
- significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes; and
  - the supply of large number of homes can often be best achieved through planning for larger scale development, such as significant extensions to existing towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.
- 4.27 The recent development of Andover Business Park represents a significant investment in the growth of the town. Development opportunities that capitalise on its locations adjacent to the A303 are clearly beneficial to the town's growth in the longer term and the relationship between new housing and employment is a positive factor in the location of new development. This is especially the case where new development would enable investment in the town's existing infrastructure.
- 4.28 In this context, and having regard to the characteristics of Andover described in Section 3, the majority of additional development should be located at this main settlement. The opportunity presented to the south west of the town, which is the subject of the attached Vision document, is an eminently suitable location for future development at Andover and takes advantage of the juxtaposition between existing and future employment and new housing and community facilities.



## 5 Conclusion

- 5.1 These representations are submitted on behalf of Hallam Land Management Limited.
- 5.2 In the context of national, sub-regional and local planning and economic policy, the Local Plan has an important role in providing additional opportunities for sustainable development to meet, as a minimum, the objective assessed need.
- 5.3 In the context of the Borough, Andover is and should continue to be the focus at which additional development will be located. This approach would accord with the NPPF's principles that support significant development being focused at sustainable locations and the opportunity afforded by the supply of large number of homes as larger scale development as urban extensions.
- 5.4 Hallam control land to the South West of Andover which is suitable for mixed use residential led development and would be consistent with the spatial strategy for the Plan and contribute towards meeting future development needs.

*LRM Planning  
September 2018*



20 August 2020

[REDACTED]

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

Dear Sir/Madam

**Next Local Plan – Refined Issues and Options Consultation**

I am writing on behalf of Hallam Land Management Limited who previously responded to the Issues and Options Consultation in September 2018. Hallam is a strategic land promotion company and have control of the land to the south west of Andover which is suitable for a residential-led mixed use development.

The representations made at that time concerned the principal elements relating to the requirements of the new National Planning Policy Framework; an overview of Andover, including its role and function for the purpose of considering a Spatial Strategy; and the response to the relevant consultation questions. In addition, we submitted a Vision Document for the development opportunity at Littlebridge, situated to the south west of Andover. Together, those representations sought to demonstrate the role and function of Andover as the pre-eminent settlement in the Borough, its suitability as the continued focus for new development and the opportunity to create a Garden Suburb at Littlebridge to accommodate large scale development in a sustainable manner.

The Council has now published a further consultation document relating to Refined Issues and Options. The consultation document explains that the Council are not at the stage of determining development requirements or identifying potential sites for future development. The original representations continue to be relevant at the point the Council begin to consider those issues.

Since the Council published this consultation document the Government has published its White Paper entitled *Planning for the Future*. This is expressed as a fundamental reform of the plan making system and the form of Local Plans and their policies map, and the status given to land within a Plan area.

A new approach to the Standard Method for calculating each Local Authority's (LA) housing requirement is referred to, which would appear to result in a binding requirement given out by Government. This is intended to avoid debates on housing growth dominating discussions in the Local Plan process.

It will remain the responsibility of each LA to allocate land suitable for housing to meet the requirement, either as growth areas or renewal areas. This function of the Local Plan will be of heightened importance given the potential implication that Growth Areas will carry the status of an outline planning permission and Renewal areas will be subject to an enhanced presumption, therefore importance of the way in which

land for development is chosen and the uses and parameters defined for designated areas is of added significance.

Moreover, the Government suggest that Development Management Policies will be enshrined in a national volume of policies, which would remove the need for each Local Plan to set out its own version of such policies.

Clearly the Government's proposals, which are currently subject to consultation, are subject to change, but nevertheless they represent a fundamental change to the Local Plan process. We understand that primary Legislation will be required along with subsequent secondary legislation or Statutory Instruments (ie Regulations and Order) to bring about the changes referred to. This will undoubtedly take some time to achieve, but, draws in to question how the current revision to the Test Valley Local Plan is taken forward. No doubt the Council are looking carefully at this and any implications in terms of the principle of continuing with the Review and / or the timescales in the Local Development Scheme.

Our comments therefore to the current Local Plan consultation are made in the context of these circumstances and have regard to the potential changes that could arise during the period of time within which the Council are intending to progress the Local Plan.

### **Issues Important to Local Plan**

Pages 6 and 7 of the consultation document lists the themes of the Corporate Plan key issues identified in previous comments. Many of these can shape the location and form of future development, such as:

- Good availability of local services and transport links
- Helping local shops to thrive
- To live in an environment that is naturally and physically attractive
- To be able to live a healthy and active lifestyle
- Access to good local sports facilities which can be used for community activities
- Attractive and peaceful place to live
- Access to the countryside and green space
- Good travel networks and public transport
- Access to local facilities such as doctors, local shops and schools
- Clean and safe cycle paths
- Increased frequency of buses and public bikes

Large scale, mixed use development close to main urban areas provide the greatest opportunity to achieve many of these objectives. The Vision for Littlebridge has at its core this approach.

### **Plan Period**

Although not a question that the consultation document specifically asks about, the length of the plan period is important. The NPPF currently frames a plan period in the term "not less than 15 years from the date of adoption". On the basis of the LDS (page 8) this would suggest 2040, which would appear to align with the PUSH Spatial Position Statement (para 4.5).

### **Living in Test Valley (Housing and Communities)**

The Government's Standard Method for calculating a Local Authority's housing requirement suggests that 550 new homes need to be built in Test Valley each year. We agree that the Local Plan should aim to meet this need in full; we do not believe there are exceptional circumstances to warrant any reduction. Indeed, as the consultation document refers, the strength of housing demand locally is evidenced by the higher rates of development experienced over recent years following adoption of the Local Plan.





In addition, there will need to be consideration of accommodating unmet need from other LAs in the housing market areas. Given that Test Valley is relatively less constrained than other LAs in the respective Housing Market Areas, it can assist in meeting unmet need.

### ***Housing Market Areas – Questions 1 - 2***

Presently, the Plan area is divided into two Housing Market Areas; southern and northern. Para 5.6 of the Local Plan describes this in the following terms:

“The SHMA has confirmed that there are two separate housing market areas within the Borough, which justifies maintaining a split housing requirement. Southern Test Valley forms part of the western or Southampton sub-area of the south Hampshire housing market area. The rest of the Borough lies within the central Hampshire housing market area. Within this area Andover has the characteristics of a self-contained sub-area market, due to its significant degree of self-containment of the local labour market and relative distance from other larger settlements”.

The focus for development in the Southern Housing Market area is Romsey. Romsey is a historic market town and whilst there are significant existing commitments at the town, the extent to which it can continue to grow and expand is limited by its environmental characteristics and constraints. In turn, this leads to a greater role for Andover in accommodating new development, which is comparatively less constrained in these terms. Therefore, the current delineation of the housing market areas may require adjustment so that new housing can be directed to the locations best able to accommodate new development in a sustainable manner.

### ***Settlement Hierarchy – Questions 4 - 7***

These Questions are directed in the main at defining the settlement strategy for the rural areas. For the reasons set out in our September 2018 response, Andover is and must maintain its status as the main focus for new development in the Plan Area. Because of Andover’s pre-eminent role and function new development opportunities should be exhaustively considered in this location first and foremost.

### ***Self Build Question 13 – 16***

Para 61 of the NPPF indicates that planning policies should consider the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including ...people wishing to commission or build their own homes).

Under section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building. They are also subject to duties under sections 2 and 2A of the Act to have regard to this and to give enough suitable development permissions to meet the identified demand. A policy framework to enable the Council to determine such applications is therefore important and should be included in the Local Plan.

Large sites provide the opportunity for land to be made available for self-build plots along with other types of housing. There are however practical considerations, for example, whether the interest expressed and evidenced on the self-build register is consistent with the location of the large allocations proposed, the cumulative number of potential plots relative to evidence of need, how design objectives will be secured to ensure a consistency of approach across the whole development, and arrangements for those plots to return to conventional housing for sale in the event there is no take up.

### **Enjoying Test Valley (Environment and Quality of Life)**



There are no specific questions in this section of the consultation document, however, we would re-iterate our earlier comments in response to the section on Local Gaps.

Policy E3 of the adopted Local Plan designates Local Gaps in various locations in the Borough including Andover for the purpose of helping to define the character of settlements and in shaping the settlement pattern of an area. It is important to recognise that the boundaries of these Local Gaps were drawn in the context of the development requirements that existed at the time the Local Plan was being prepared and how these could be accommodated by new allocations. In the context of a new Local Plan which has additional development requirements that need to be accommodated, Local Gap designations should be reviewed. Such designations must be consistent with sustainable development and allow for provision of sufficient homes, jobs and other essential services.

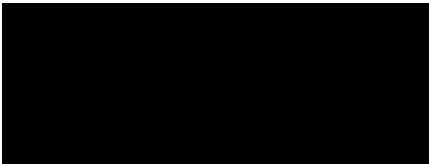
Such designations, which are not afforded permanence in the same fashion as a Green Belt, are not immutable and can be subject to change or even deletion where on balance new development can be located that contributes to meeting development needs and the objective of creating a sustainable pattern of development. In those instances, considered masterplanning can ensure that the character and amenity of settlements continue to be protected.

### **Conclusions**

This response has sought to answer certain questions posed in the consultation document, highlighting again the important role and function of Andover and its potential to accommodate future housing, in preference to other locations in the District. However, there is a period of uncertainty associated with the planning system generally and Local Plans specifically, and the way in which the new Local Plan is prepared and its format may be different.

If we are able to assist you further in your consideration of potential growth at Andover and Littlebridge, please do not hesitate to contact me.

Yours faithfully,



**Owen Jones**  
**Director**





25 June 2021

[REDACTED]

Planning Policy Team  
Test Valley Borough Council  
Beech Hurst  
Weyhill Road  
Andover  
SP10 3AJ

Dear Sir/Madam

**Strategic Housing and Employment Land Availability Assessment – Call for Sites**

I am writing on behalf of Hallam Land Management Limited, hereafter 'Hallam', who previously responded to the Issues and Options Consultation in September 2018, the Refined Issues and Options Consultation in August 2020, and the Strategic Housing and Employment Land Availability Assessment (SHELAA) Review in March 2021. Hallam is a strategic land promotion company and have control of the land to the south west of Andover which is suitable for a residential-led mixed use development.

The latest response made to the Council provided additional information on the site to the south west of Andover. This site will provide residential-led mixed use development in a sustainable location delivering key destinations within the Site itself and in close proximity to a range of additional services and facilities for future residents.

A meeting was held with the Council on the 15<sup>th</sup> June 2021, where the proposals were presented. Following this meeting the previous proposals have been amended to reflect a scheme which has a longer development opportunity for Andover, as an edge of settlement urban extension. This scheme will now deliver 3 villages instead of one block of development. This allows longer term delivery of housing past the plan period.

The scheme will continue to offer an opportunity for employment space, which could logically connect to the existing employment land to the north of the site. The site itself will comprise services and facilities for local residents to use.

To provide context to the proposed residential-led mixed use development and the sustainability of the location I have included plans outlining the proposals, as discussed with the Council on the 15<sup>th</sup> June 2021. These can be found at Appendix 1.

Hallam believe this Site is a key area of land which could deliver a sustainable development for residential units as well as delivering key facilities and green infrastructure. A separate submission has been made in respect of the Green Land Availability Assessment Call for Sites consultation for this Site demonstrating its ability to deliver sustainable green infrastructure.

[REDACTED]

If we are able to assist you further in your consideration of potential growth at Andover, please do not hesitate to contact me.

Yours faithfully,



Kate Coventry  
Planner



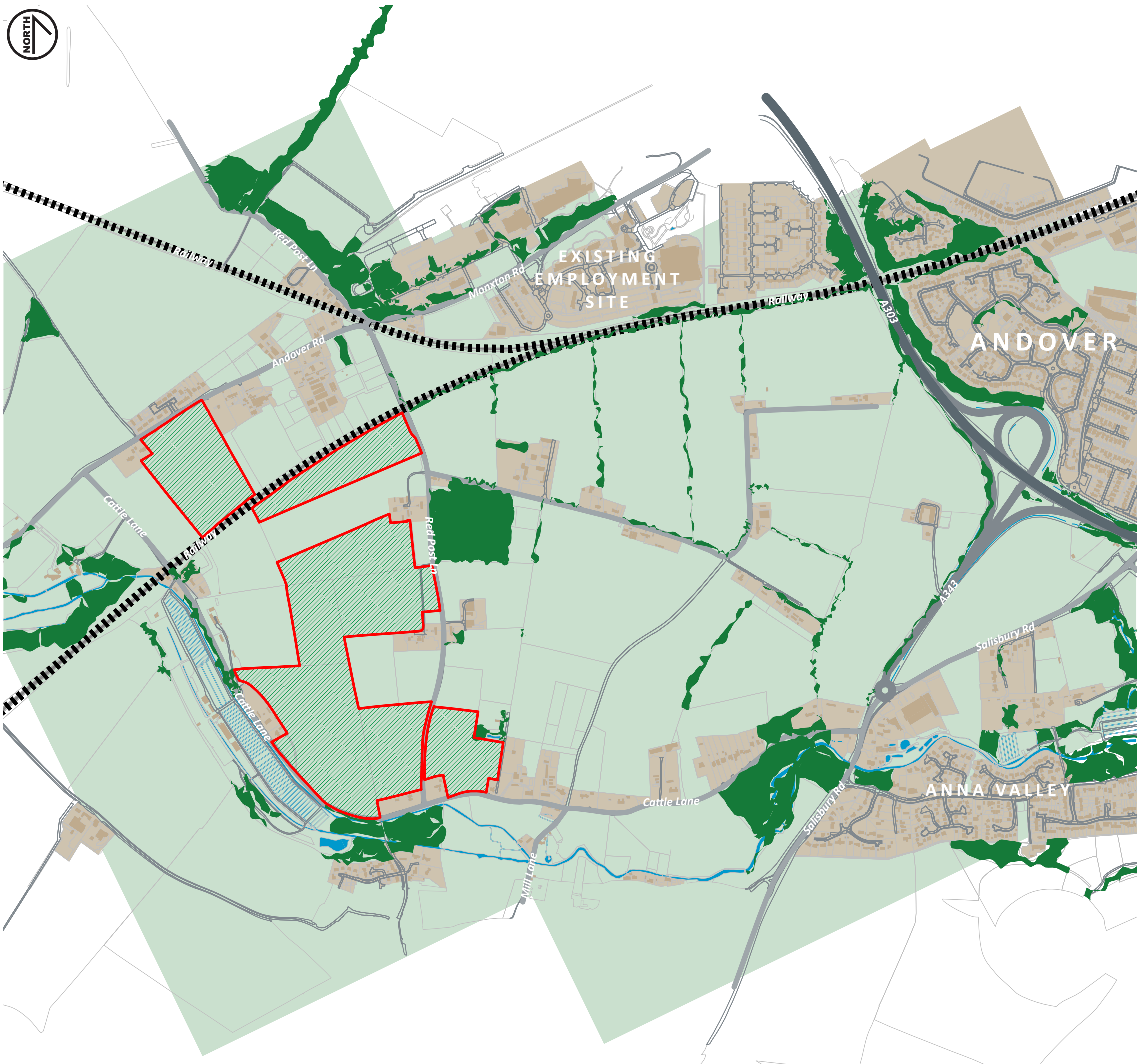
## Appendix 1 – Proposed Development Scheme







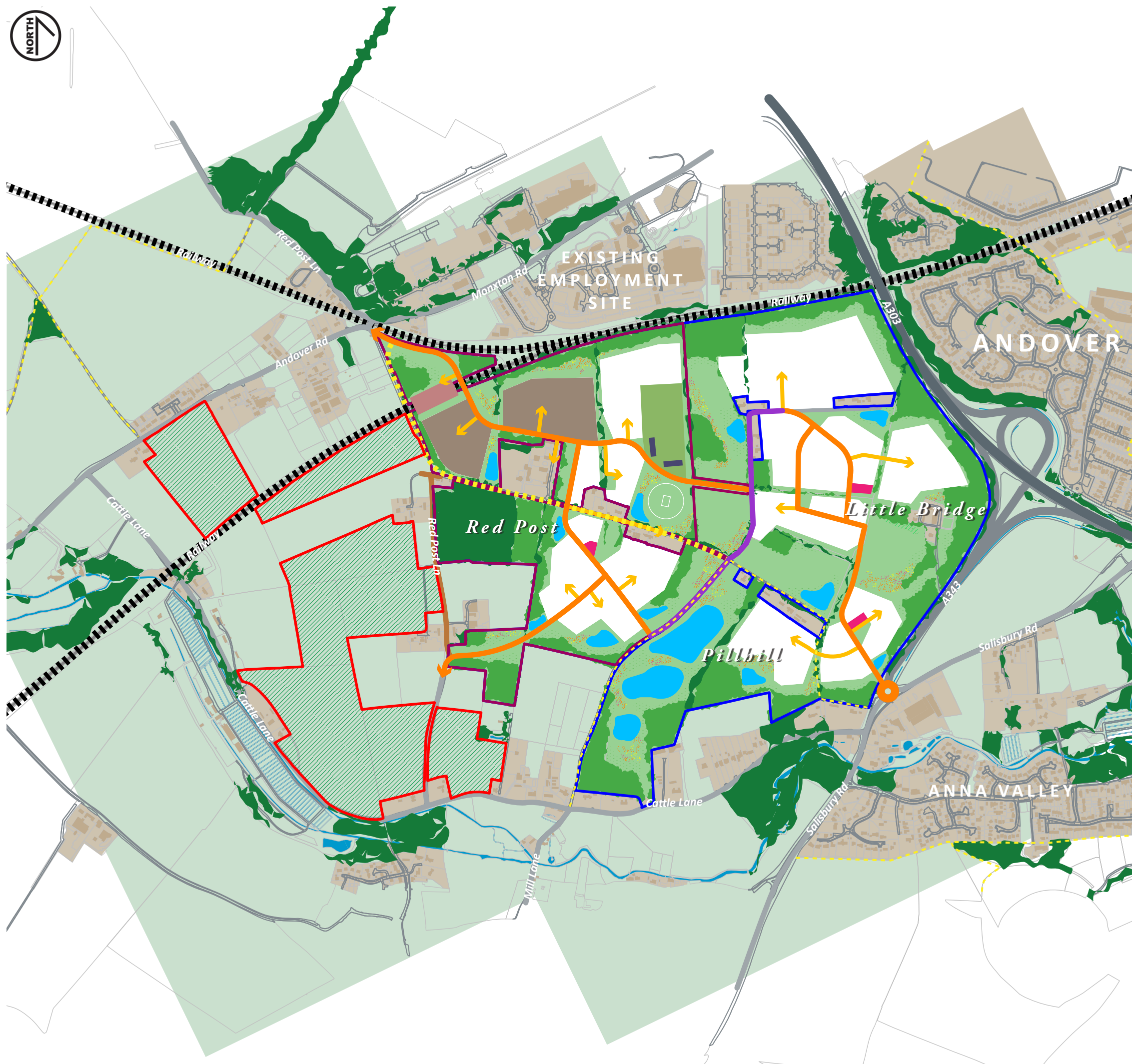
 Potential Land for Green Infrastructure  
Availability Assessment (GLAA): Circa 36.34 Ha



**151-UW-SK-02**  
GLAA Plan | 1:5000  
Littlebridge Andover

AK/NE  
25 Jun 21

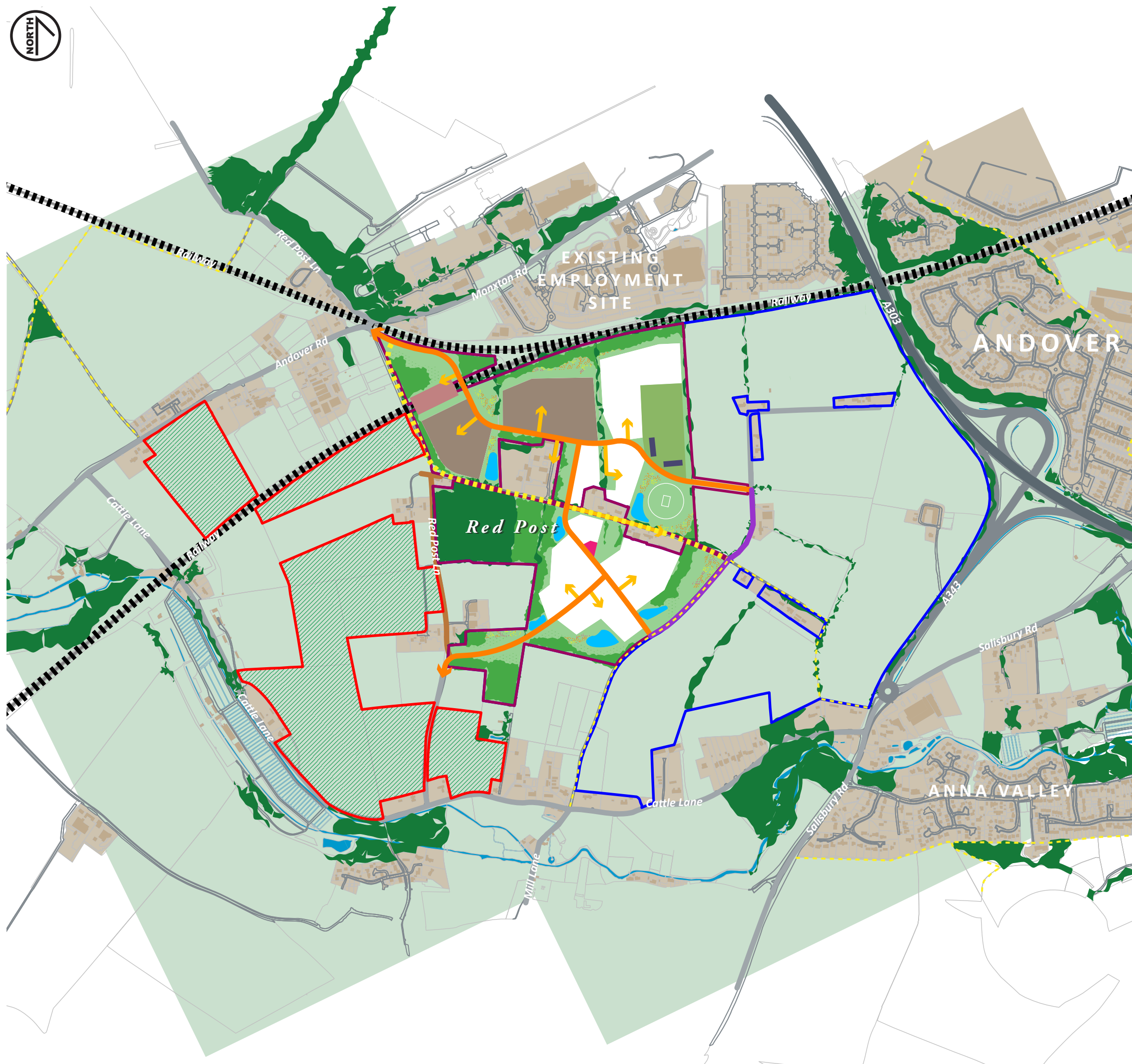




- 'Red Post' Village - Phase 1: Circa 49.41 Ha
- 'Little Bridge' Village & 'Pillhill' Hamlet - Additional Land within Applicants Control to be Brought Forward in Subsequent Phasing: Circa 74.15 Ha
- Residential: Circa 1335 Dwellings
- Potential Railway Station
- Residential / Employment: Circa 210 Dwellings or Circa 6.1 Ha
- Primary School
- Community Facilities
- ➡ Primary Vehicular Routes
- ➡ Secondary Vehicular Routes
- Existing Route: Downgraded for pedestrian/cycle use and access where required
- Existing Route: Integrated with proposed road network and upgraded to suit
- Existing Route: Access only
- Proposed Woodland Planting
- Public Open Space: Comprising of a network of amenity grassland, habitat enhancement and ornamental wildflower planting
- Proposed Sustainable Drainage Features / Wetland Habitat
- Existing Mature Tree Cover
- Existing Road Network
- Existing Public Access Routes
- ▨ Potential Land for Green Infrastructure Availability Assessment (GLAA): Circa 36.34 Ha (see 151-UW-SK-02)







- 'Red Post' Village - Phase 1: Circa 49.41 Ha
- Residential: Circa 440 Dwellings
- Potential Railway Station
- Residential / Employment: Circa 210 Dwellings or Circa 6.1 Ha
- Primary School
- Community Facilities
- ➡ Primary Vehicular Routes
- ➡ Secondary Vehicular Routes
- Existing Route: Downgraded for pedestrian/cycle use and access where required
- Existing Route: Integrated with proposed road network and upgraded to suit
- Existing Route: Access only
- Proposed Woodland Planting
- Public Open Space: Comprising of a network of amenity grassland, habitat enhancement and ornamental wildflower planting
- Proposed Sustainable Drainage Features / Wetland Habitat
- Existing Mature Tree Cover
- Existing Road Network
- Existing Public Access Routes
- Additional Land within Applicants Control: Circa 74.15 Ha (see 151-UW-SK-04)
- Potential Land for Green Infrastructure Availability Assessment (GLAA): Circa 36.34 Ha (see 151-UW-SK-02)



**151-UW-SK-03**

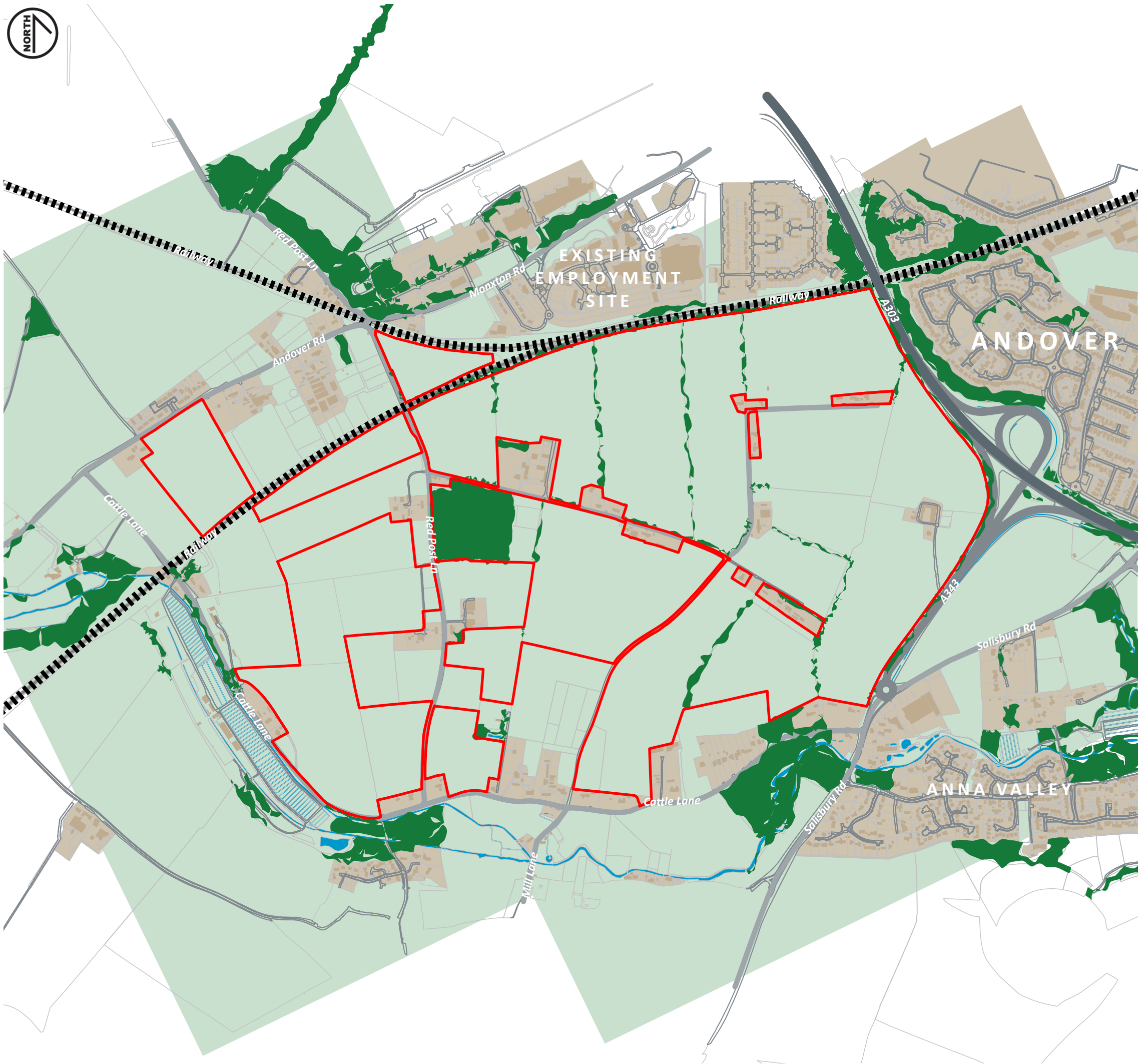
Phase 1 Concept Plan | 1:5000  
Littlebridge Andover

AK/NE  
25 Jun 21

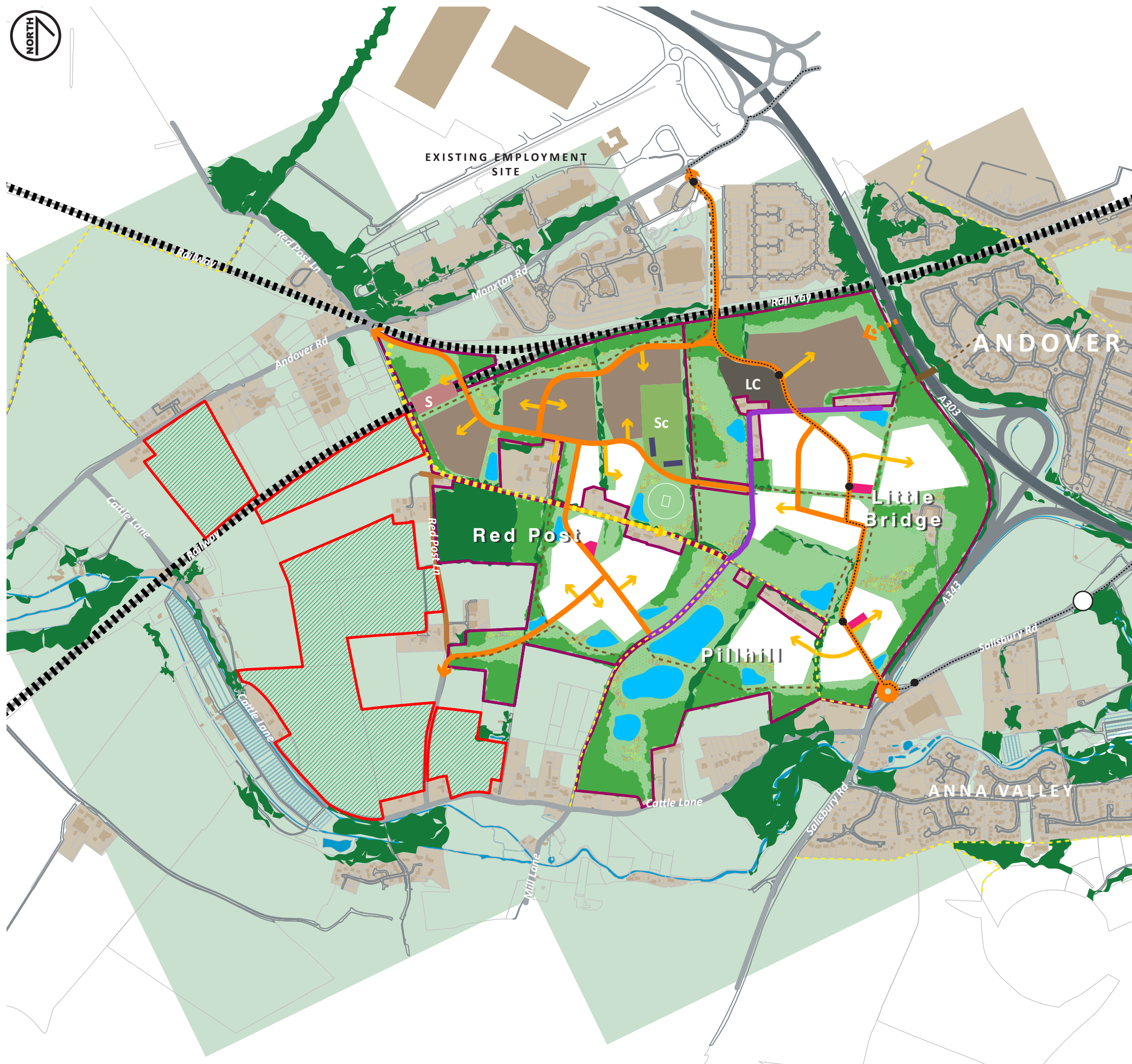




Land within Applicants Control: Circa 159.90 Ha







- 'Red Post' Village, 'Little Bridge' Village & 'Pillhill' Hamlet - Circa 123.56 Ha
- Residential: circa 965 Dwellings
- Potential railway station
- Residential / Employment: circa 570 Dwellings or circa 16 Ha
- Potential local centre (including retail and healthcare facilities) (1Ha)
- Primary school
- Community facilities
- Primary vehicular routes
- Potential vehicular access to Employment from A303
- Secondary vehicular routes
- Existing Route: downgraded for pedestrian/ cycle use and access where required
- Existing Route: integrated with proposed road network and upgraded to suit
- Existing Route: access only
- Proposed woodland planting
- Public Open Space: comprising of a network of amenity grassland, habitat enhancement and ornamental wildflower planting
- Proposed Sustainable Drainage Features / wetland habitat
- Existing mature tree cover
- Existing road network
- Enhance pedestrian, cycle and links along Salisbury Road
- Existing public footpaths to be Integrated with proposed public open space
- Proposed public footpaths
- Proposed footbridge / cycle link over the A303
- Explore potential bus link
- Potential Land for Green Infrastructure / country park / Biodiversity Net Gain / sustainable power generation circa 36.34 Ha



**151-UW-SK-04 REV B**

Site Wide Concept Plan | 1:5000  
Littlebridge Andover

AK/NE  
07 April 22

# Appendix 2. Vision Document



# LITTLEBRIDGE / ANDOVER

## VISION DOCUMENT

**Submission to Test Valley Borough Council**  
September 2018



# CONTENTS

		Page
1 /	<b>OUR VISION</b>	
	- Vision	3
	- Site Location	4
	- Development Partners	5
	- Andover Vision	6
2 //	<b>DELIVERY</b>	
	- Health and Well-being	8
	- Education	9
	- Housing	10
	- Economic	11
3 ///	<b>PLANNING CONTEXT</b>	13 - 18
4 ////	<b>PLACE MAKING</b>	
	- The Site	21
	- The Masterplan	22 - 23
	- Creating a Garden Suburb	24
	- Landscape Led	25
	- Connections	26
	- Diverse Community	27
	- Wider Community	28 - 29
5 /////	<b>SUSTAINABILITY</b>	31
6 /////	<b>COMMUNITY LED TRUST</b>	33
7 /////	<b>ACHIEVING THE VISION</b>	35







**TO CREATE A SUSTAINABLE AND VIBRANT GARDEN SUBURB, WHICH CONTRIBUTES TO THE ECONOMIC PROSPERITY OF ANDOVER AND ITS HINTERLAND, IS CONNECTED WITH COMMUNITIES IN ANDOVER AND THE ANNA VALLEY, AND WHICH PLACES THE PROMOTION OF HEALTH AND WELL BEING AT ITS HEART.**





# / SITE LOCATION

## Local and Regional Context

The historic market town of Andover is situated on the River Anton, 18.5 miles west of Basingstoke, 18.5 miles north-west of Winchester and 25 miles north of Southampton. Andover is situated on a low plateau formed by the river valley, with existing housing and employment areas extending out from the town centre across the valley floor. To the south of the town the A303 trunk road, which forms an important route from London to the southwest of England, beyond which lies a prominent ridge line comprising Bury Hill, Bere Hill and Tinkers Hill. To the north of the town the land rises towards Enham Alamein and North Wessex AONB, and to the west towards Weyhill and Monxton.

Littlebridge is located approximately 2.5 miles from Andover town centre, on the south western edge of the town. The A303 forms the site's north-eastern boundary. The southern boundary of the site follows the course of the Pillhill Brook and Cattle Lane, a wooded valley between the site and settlements along the Anna Valley, namely Abbots Ann and Little Ann and further east to Anna Valley and Upper Clatford.

The West of England Main Rail Line, borders the northern boundary of the site, beyond which lies Government Offices, MOD land (Army Headquarters including Officers Mess and residential quarters) and Andover Business Park. Belts of mature trees and hedgerows strongly define this edge. To the west the site is bounded by Cattle Lane and existing watercress beds adjacent to the Pillhill Brook. Cattle Lane proceeds north to join Andover Road. Also to the west, Farm Road and Red Post Lane provide existing access into and across the site.

Andover is the main town with Test Valley, significantly larger than other settlements and with a commensurate level of services and facilities. Consequently, Andover exhibits a particular degree of self containment.





## / DEVELOPMENT PARTNERS

### Andover College, Ilchester Estate and Hallam Land Management

#### Andover College

Andover College focuses on developing its student's skills across a broad academic curriculum including A Level, BTEC and City and Guilds professional qualifications. The College facilities in the centre of Andover include a successful Sixth Form Academy for the pursuit of academic programs; together with a range of well-appointed professional facilities to support a diverse range of programmes leading to qualifications in IT and business, health and social care, motor-vehicle, hair and beauty, creative and performing arts and construction.

*"Andover College aims to be at the forefront of the market place with an outstanding reputation for clarity, innovation, impact and quality of service. To provide an outstanding, enjoyable and successful learner experience. To foster a culture that develops and supports staff to be outstanding in all they do, and to be the market leader in providing high-quality beneficial training and skills development that improves business performance."*

Development at Littlebridge would allow the college to continue to develop its successful program of expansion and investment and help to put education for all at the heart of proposals for both Littlebridge and Andover as a whole. The creation of a purpose built campus community learning hub within Littlebridge, which offers the opportunity for young people would provide much needed facilities for the College to continue to expand its programme for Schools to prepare young people for progression from 16 years old onwards across Andover and Test Valley area.

Furthermore, dedicated facilities within Littlebridge combined with capital released from development of the Littlebridge site would free-up space within the College main campus in Andover to allow for further post 16 expansion of the full range of curriculum choices in line with the considerable increases in student enrolments which the College has seen since 2007.

Moreover the college will explore the potential to sponsor a new primary school within Littlebridge, ensuring that any new school benefits from placement students and an exchange of expertise.

Improved public transport connections would link the campus at Littlebridge to existing employment areas within Andover, and the town centre. These links will improve the on-going unity between business and education within the town. Both existing and new residents alike will have greater access to a range of educational facilities, and this will improve Andover in terms of educational excellence and opportunity, as well as creating more jobs.

#### The Ilchester Estate

Ilchester Estates owns and manages a significant property portfolio in the south-east of England, comprising a mix of agricultural land, forestry, residential property to let, commercial properties and high quality, 5 Star and Gold Award, rural holiday cottages.

#### Hallam Land Management

Hallam Land Management Limited (HLM) is the strategic land and planning promotion arm of the Henry Boot Group of Companies.

HLM has been acquiring and promoting strategic land since 1990. HLM have a strong track record in resolving planning and technical problems in order to secure planning permissions and to release land for a variety of developments.



Ilchester Estates



**Hallam Land  
Management**



# / ANDOVER VISION

## A partnership of residents, community groups, businesses and public bodies

Andover Vision sets out an ambition for Andover and its future over the next 20 years (2017-2037). The document sets out five themes for Andover Vision, as follows;

1. *"Being part of a connected community.*
2. *Having a great green environment.*
3. *Being part of a thriving town centre.*
4. *Supporting business, jobs and skills in the town.*
5. *Access to great health."*

Andover Vision notes the key drivers for change within Andover being;

- *"1050 new homes by 2024.*
- *22% of the population are 0-17 years old (above the national average).*
- *An estimated population increase of 5392 bringing the population to 511,117 by 2022.*
- *Higher proportion of people are in full time employment compared to the UK national average"*

The following 'big ideas' drawn out from Andover Vision's key themes are relevant to development opportunities at Littlebridge;

### Being part of a connected community

- *"Andover will be a town where people are able to get involved, through a wide range of volunteering opportunities and community groups.*
- *Andover will be well served with a range of community facilities that enable all of its residents to get involved and engage with their wider community.*
- *Andover will be accessible and easy to get around with a connected range of walking and cycling routes."*

### Having a great green environment

- *"Improve recreation facilities and acquire new green spaces and parkland as Andover grows.*
- *Cultivate community interest in Andover's diverse wildlife and biodiversity in order to help protect it.*
- *Encourage and grow community-led projects where people and groups play an active role in nurturing and promoting green spaces and parkland.*
- *Let's all play our part in making the established and new communities in the town greener and more beautiful places."*

### Being part of a thriving town centre

- *"Create and promote a strong brand for Andover as a place to visit and spend time."*

### Supporting business, jobs and skills in the town

- *"Strengthen links between businesses in the town and schools in order to inspire young people for the future."*

### Access to great health

- *"Deliver state-of-the-art facilities in Andover in order to promote active healthy lifestyles.*
- *Promote and encourage activities that Andoverians of all ages and abilities can take part in and have fun whilst being healthy.*
- *Work with young people and their families to encourage healthy habits which will become part of everyday life."*

Littlebridge has the potential to create a sustainable garden suburb for Andover. In doing so Littlebridge can deliver a range of interconnected community facilities and open spaces, promoting the health and well being of its residents. It has the potential to develop stronger links between local business and educational establishments and will help develop a strong brand for Andover.





## 2 // DELIVERY

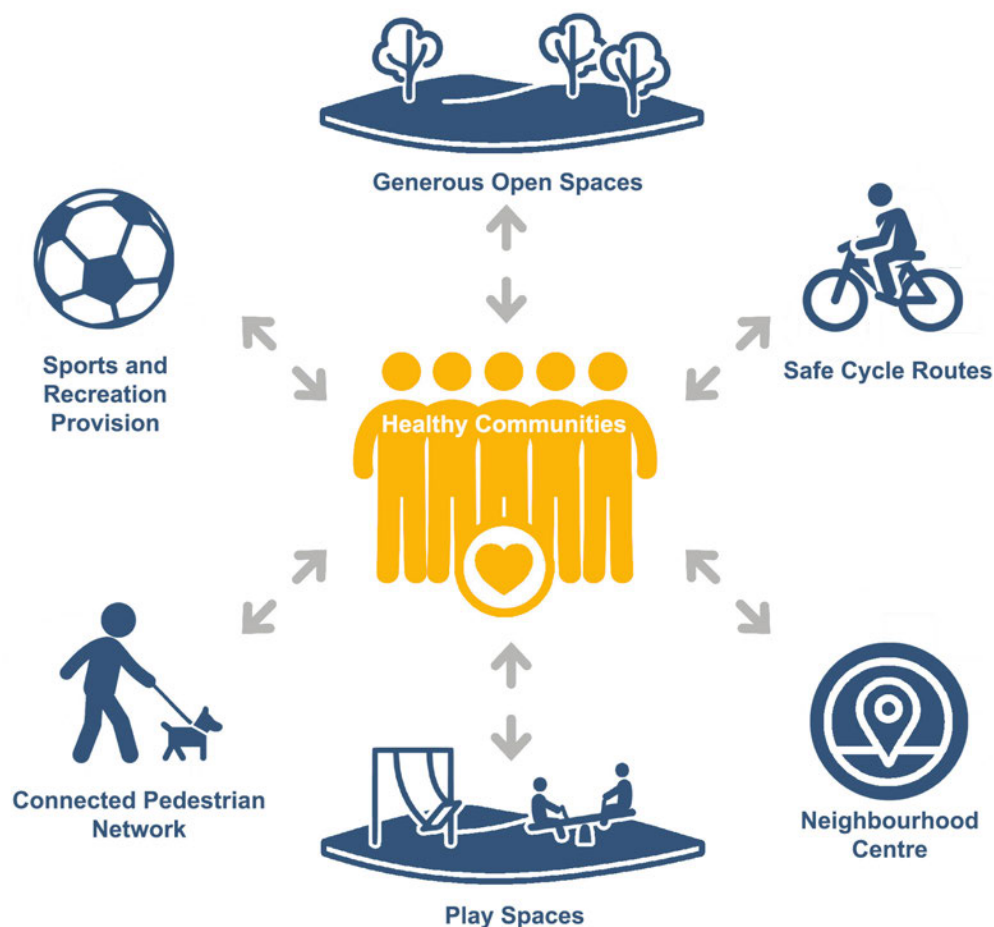


## // HEALTH AND WELL-BEING

### Creating a legacy of health and well-being within the development

There is a symbiotic relationship between human health, town planning and the quality of the built environment. Place making therefore has an important role to play in creating vibrant new neighbourhoods and a strong sense of local identity. This is essential if a strong, engaging, and adaptable local community is to become a reality and ensure that the proposed masterplan for Littlebridge is ultimately sustainable.

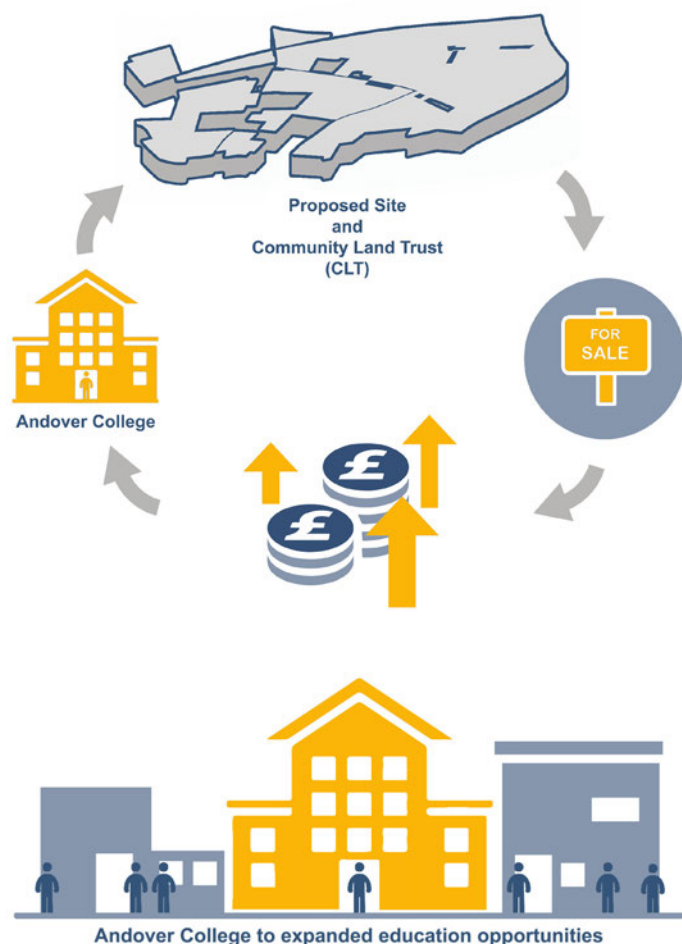
Proposals for Littlebridge will be developed to ensure that national and local government policy, relating to health and well-being ("Health in all Policies" published by Public Health England, 2016), will be fully incorporated into the masterplan. This will ensure that public physical and mental health sits at the heart of the design process. This in turn will seek to promote easy access to green infrastructure, opportunities for recreation and relaxation, connectivity to public rights of way, etc. Above all, the masterplan seeks to provide opportunities for social engagement through the creation of a network of public open spaces and interlinked community facilities.





# // EDUCATION

## A cornerstone of the delivery process



Littlebridge offers the opportunity to provide a wide range of educational benefits to the town, these include:

- Capital receipts as a result of development at Littlebridge which will be reinvested in the College's existing town centre campus to improve facilities, courses and its educational outreach;
- A purpose-built Learning and Skills hub for Andover College with dedicated public transport links to the town centre and surrounding employment areas; and
- A new high quality two form entry primary school, set within attractive grounds and potentially linked to the college through sponsorship and governance.

### Andover College

A new Learning hub within Littlebridge would assist Andover College to continue and expand its on-going provision for educational excellence and lifelong learning within the town. It would enable the college to expand its range and scope of vocational and academic courses, as well as widening outreach to members of the community of Littlebridge and surrounding areas. The new centre could accommodate a range of learning and recreational facilities which would be available to the whole community.

The design of this new college building would reflect its importance within the development, as a gateway building and a key resource for the local community, cementing the important link between education and businesses within the town.

### Primary Education

A new primary school is also included within the proposals for Littlebridge. This will be located at the centre of the development, allowing easy access from all residential areas via green corridors throughout the development. These routes will allow for safe movement of pedestrians in a traffic-free environment. Green corridors will also link the primary school with proposed sports facilities enabling the school to extend its boundaries and use the wider Littlebridge site as an educational resource.



## // HOUSING

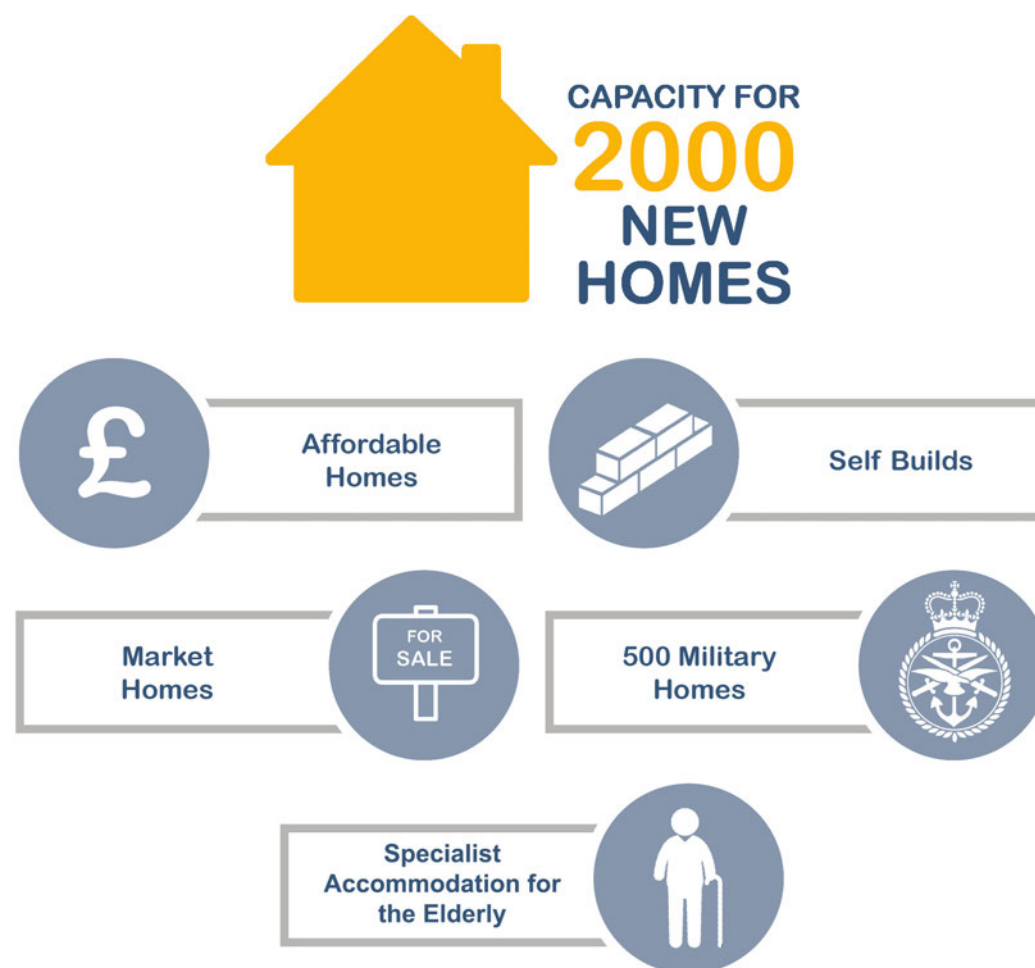
### Housing mix to meet the needs of the local area

Littlebridge has the capacity to provide up to 2000 new homes, including approximately 500 homes to accommodate MOD employees. This concept assumes an average density of 35 dwellings per hectare across the site, reflecting the imperative to use land efficiently and to foster a more sustainable mixed communities.

The development will comprise a variety of dwelling types and sizes offering a broad choice of accommodation from smaller homes for first time buyers to family homes, with the potential to support a range of needs including specialist accommodation for the elderly and room for home working.

The affordability of housing is also a key consideration for Littlebridge. There is an acknowledged demand for more affordable housing, particularly for those on low incomes and for first time buyers. Littlebridge has the potential to provide a mix of affordable housing with both rented and shared equity housing being made available. Provision of key worker housing (education, health care sector for example) and self build plots will also be included.

The layout will take cues from surrounding residential areas and will seek to reflect local distinctiveness whilst creating its own identity. Furthermore the layout will seek to reflect its location between the edge of Andover and the Anna Valley to reflect the best of both and to develop an appropriate urban/rural transition, whilst maintaining a broad sense of separation between settlements.





## // ECONOMIC

### Creating economic opportunities



A key part of economic growth relates to the fostering and support of a skilled labour force and their subsequent retention within the town. Littlebridge and Andover College play a key part in helping to achieve this.

Littlebridge will offer housing, work space and amenity space to support labour needs. In tandem the college recognises its role and responsibilities in this area and is committed to reinvesting capital from the development to enhance its facilities and to continue to improve its teaching and training.

#### Neighbourhood Centre

At the heart of the development, Littlebridge will provide a new Neighbourhood Centre, including a range of essential facilities and services alongside employment opportunities for starter businesses. Services may include but not limited to:

- A local supermarket;
- A health care facility;
- Smaller commercial units including for example a hairdresser, newsagent, delicatessen, cafe, estate agent, pharmacy etc;
- A Community Hub and Learning Hub.
- Flexible workspace (B11)

The Neighbourhood Centre will be located for ease of access. It will establish a mix of compatible uses tailored to meet the needs of the local community, create a well-considered public realm with good circulation and access for all. The Neighbourhood Centre will be designed to support and complement development in the surrounding area including Andover Business Park and the outlying villages of Anna Valley, Abbotts Ann, Monxton and Upper Clatford.

## 3 /// PLANNING CONTEXT





### Local Planning Policy

The Test Valley Local Plan seeks to promote sustainable development through managing, guiding and facilitating the building of new homes and infrastructure. The main aim of the Local Plan is to ensure that the new development meets the social and economic needs of our communities whilst at the same time protecting the Borough's natural and built environment.

The Borough Council are currently preparing a new Local Plan for the period to 2036. This new Local Plan will be based upon national planning policy, the evidence produced by the Council and the key planning issues the Borough face.

The new Local Plan will need to cover a number of strategic policies including: a spatial strategy for distributing new development; the amount and location of new development, and policies for environmental protection and enhancement.

The NPPF sets out the Government's planning policies for England and how these should be applied. The Tests of Soundness require that a Local Plan is consistent with national policy and should enable the delivery of sustainable development in accordance with its policies.

### Achieving Sustainable Development

The purpose of the planning system is to contribute to the achievement of sustainable development with three overarching objectives – economic, social and environmental. These are interdependent and are to be pursued in mutually supportive ways.

For plan-making, the presumption in favour of sustainable development means that plans should positively seek opportunities to meet the development needs of their area, with sufficient flexibility to adapt to rapid change. Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas. Only when areas of protection afforded by the NPPF provide strong reasons not to, or when any adverse impacts significantly and demonstrably outweigh the benefits, should this principle be departed from.

### Delivering a Sufficient Supply of Homes

The Government's objective to significantly boost the supply of new homes is restated in the new NPPF. To support this, it is important that a sufficient amount and variety of land can come forward where it is needed and that the needs of groups with specific housing requirements are addressed.

A Local Housing Needs Assessment will inform decisions about the minimum number of new homes needed. This will be conducted using the standard method in national planning policy unless exceptional circumstances justify an alternative approach. The Government have signalled their intention to review the standard method later this year and preparation of the Local Plan's housing strategy in due course will need to have regard to this.

In turn, planning policies should identify a sufficient supply and mix of sites taking in to account their availability, suitability and likely economic viability. Planning policies should identify a supply of specific, deliverable sites for years one to five of the plan and specific, developable sites or broad locations for growth for years 6-10 and where possible for years 11-15 of the plan. In this regard the supply of large number of homes can often be best achieved through planning for larger scale development, such as significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.



### Promoting Sustainable Patterns of Growth

Allied to the above, the Local Plan should actively manage patterns of growth in support of sustainable transport objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Planning policies should support an appropriate mix of uses across an area and within larger scale sites to minimise the number and length of car journeys needed for employment, shopping, leisure, education and other activities.

### Settlement Pattern

Andover's pattern of growth has been broadly nucleated from a central core straddling the River Anton, north, east, south and west.

Growth between the 1960's and the turn of the century saw expansion of the settlement south, east and west towards the A303, (constructed in 1933 and upgraded to a trunk road in 1958). Development to the north diverged from the nucleated pattern creating satellite pockets of growth. Subsequent development saw further growth to the north and north east, with development to the south and west of the A303 being limited to the creation of the MOD base and modest infill within Anna Valley.

Until recently land south west of the A303 was dominated by "defence"; initially with the establishment of RAF Andover during WW1, and more recently the Defence Logistics Organisation (DLO) and British Army Land Forces Headquarter. The Airfield is now home to Andover Business Park with a new solar farm alongside. Further development to the west would be well placed to serve these employment uses and to develop sustainable transport modes for the west of the town.

The history of Littlebridge (Little Park Farm) is also of note, being the first estate to be purchased as part of the Land Settlement Association in the late 1930's and turned from farmland into smallholdings – a home and a livelihood to those affected most by the Great Depression. Our Vision looks to turn Littlebridge into a modern day community and put this land at forefront once again in response to the latest crisis to hit this country – the need for more homes.

Development will be sensitively designed to come forward in a manner which maintains a gap between Andover, Abbots Ann and Little Ann, develops around the principle of a garden suburb with health and well-being at its centre, and which preserves the identity of these settlements.



Andover 1930



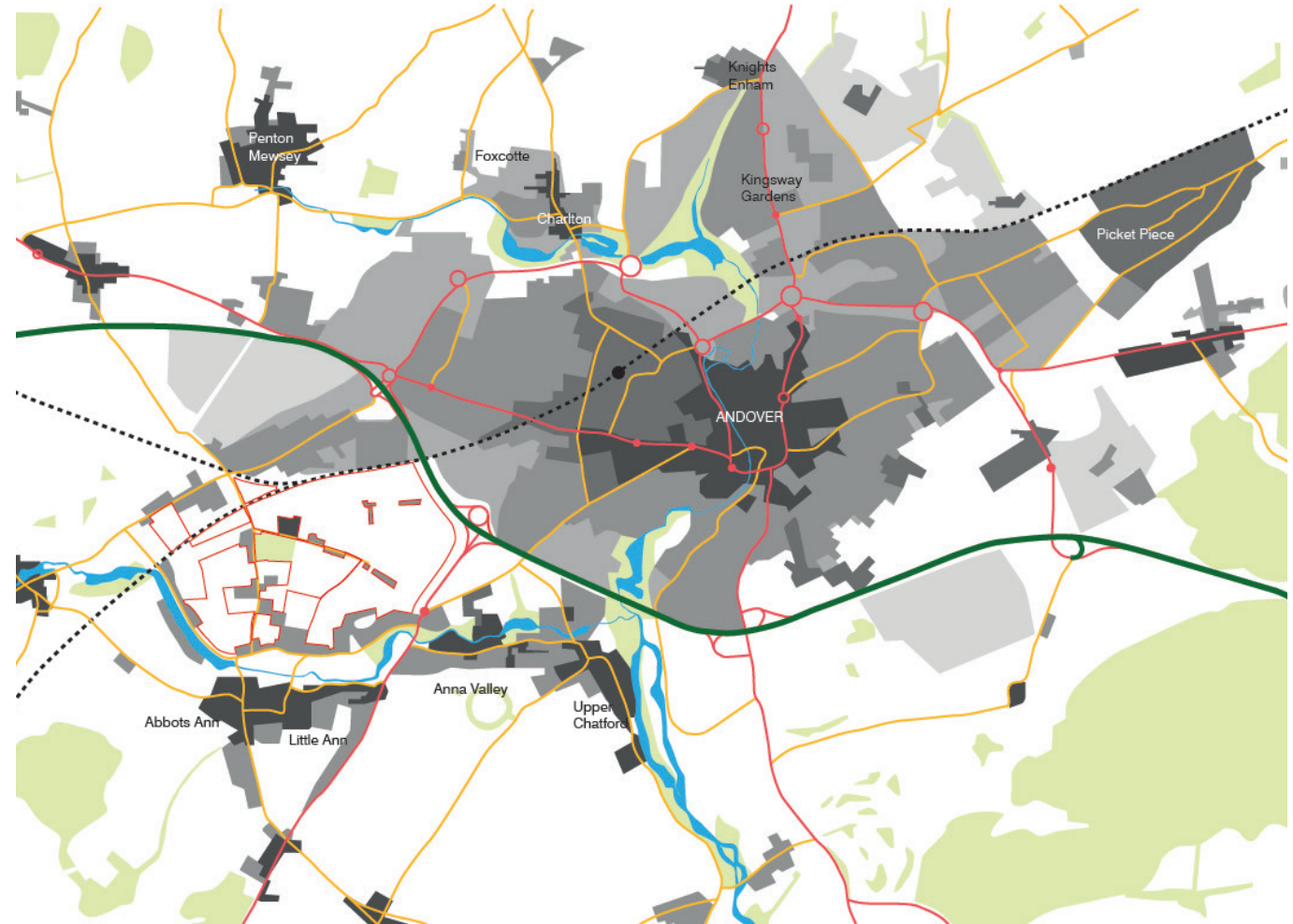
Andover 1970



Andover 2001



Andover 2018





## /// The Suitability of Andover as the focus for additional development

### Population

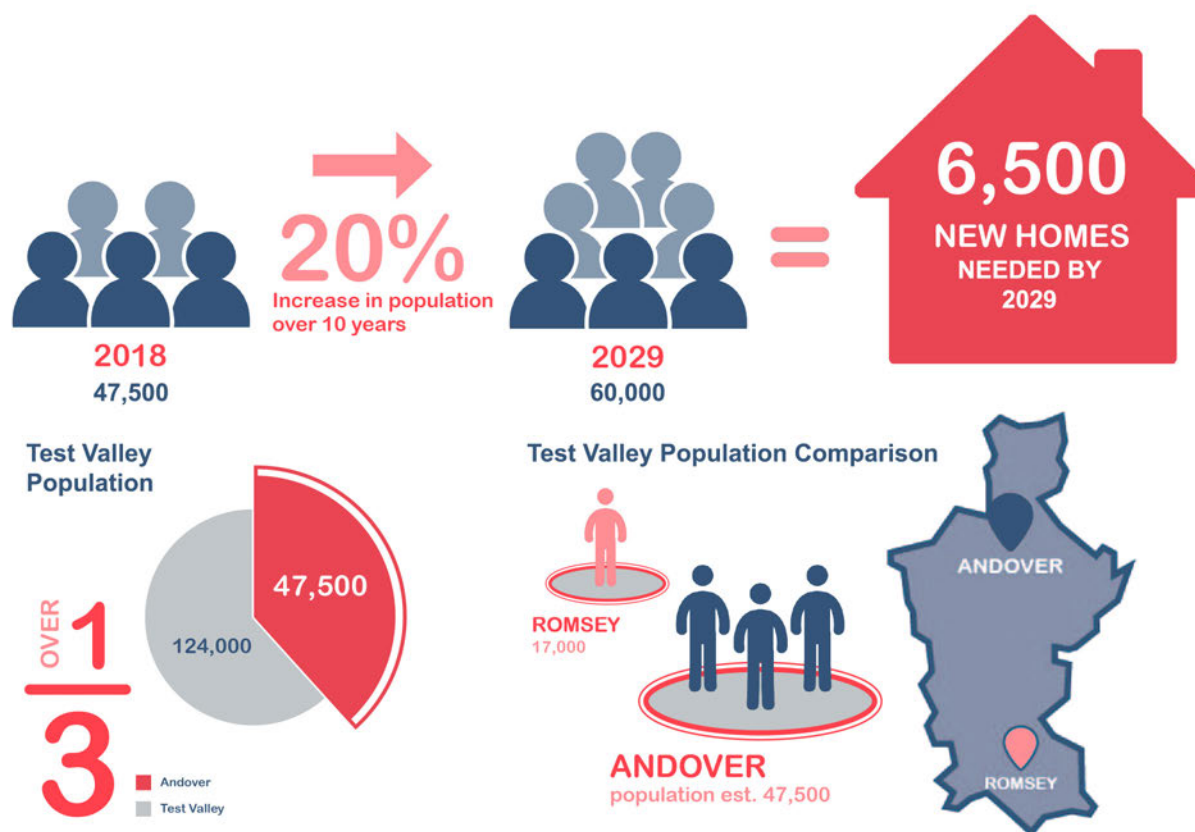
The current population of Andover is approximately 47,500, with a commitment in the current Local Plan for an additional 6500 new homes to be provided by 2029 which would increase the town's population to circa 60,000 residents. Its role and function is commensurate with the scale of the settlement and provides a focus for the rural hinterland of the Borough.

Other settlements in the Borough are significantly smaller. The population of Romsey, the only other major centre in the District, is only a third of that of Andover's. Romsey is a historic town which is part of the cluster of settlements associated with the Solent Waterside area.

### Local facilities

There is a wide range of facilities and services at Andover, typical of a settlement of this size. This includes major retail, employment, secondary and further education, leisure, sports and health and public transport provision.

The town centre offers both retail and employment opportunities and a range of local amenities and services for residents.





Andover benefits from both bus and rail based public transport. Situated on the main line railway, it is accessible to London Waterloo with a half hourly service and a journey time of little over an hour. Other destinations include Salisbury and Exeter.

Andover War Memorial Hospital is situated in the town centre and as part of Hampshire NHS Foundation Hospital provides extensive healthcare.

### Economy

Andover is the main economic centre within the Borough and, as emphasised in the Economic Development Strategy, plays an important economic role with employment growing by 25% between 2010 and 2015. This is a larger proportionate growth than for the Borough as a whole. Following this pattern, future growth can be expected to be focused at Andover, reflecting its spatial advantages.

In the 2011 census, 75.8% of Andover residents aged 16-74 years old were economically active, higher than the proportion in the Borough. Job Density at Andover is also the greatest in the Borough. The growing young population of Andover supports economic growth and labour supply.

Of the economically active residents in Andover, 61.3% are in either full time or part time work. This is higher than the 57.5% in the Borough.

Within Andover there is a higher proportion of the population employed in higher skilled occupations. However, and in addition, the manufacturing base in Andover is stronger than elsewhere in the Borough. The Economic Development Strategy highlights that one in eight jobs (12%) are in this sector. This is greater than both the Borough and Regional proportions.

### Commuting Patterns

Andover is a settlement with a significant degree of self-containment. The Test Valley Economic Development Strategy states that more of Andover's residents work locally rather commute further afield, and its 50% 'self-containment' is high compared to most towns. Maintaining and improving further this degree of self-containment is an important planning and land use objective.



### The future role of Andover

Reflecting the above characteristics, and as a matter of principle, Andover continues to be an eminently suitable location for development and to serve as the focus for the distribution of development in the Borough. In the context of the requirements of the NPPF for policies and proposals to achieve a sustainable pattern of development, Andover represents the town best suited to achieve this.

Moreover, given its transportation links with such settlements as Basingstoke, Winchester, Southampton, it is also well suited to meeting unmet need from adjoining Authorities.

Having historically accommodated overspill from London in the 1950s it has a history of assimilating growth.

There is limited number of environmental constraints to future development at Andover. Development can be sensitively located without harming the character of nearby settlements.

Whilst the Borough is characterized by an ageing population, the structure of Andover's population is aligned with the town's role as the economic centre of the Borough with it having the greatest proportion of economically active residents. It also has a significant level of self-containment which should be maintained and improved.

The recent development of Andover Business Park represents a significant investment in the growth of the town. Development opportunities that capitalize on its locations adjacent to the A303 are clearly beneficial to the town's growth in the longer term and the juxtaposition of housing and employment is a positive factor in the location of new development. This is especially the case where new development would enable investment in the town's existing infrastructure.

As such the new Local Plan should look plan to meet as a minimum objectively assessed need for new development, any future development strategy for the District should prioritise the opportunities afforded at Andover to accommodate new development.



## 4 //// PLACE MAKING



# /// THE SITE

## Context, land use and local facilities

### Landform & Topography

Littlebridge lies on the Andover plateau which rises gently from the centre of the town and the Anton Valley. The site rises from a low of 58m Above Ordnance Datum (AOD), within the wooded Pillhill Brook corridor to the south, to a height of approximately 80m AOD on its northern edge.

The southern slopes of the site form the boundary to Abbots Ann and Little Ann, and are partially visible from these settlements beyond hedged field boundaries and tree planting along the Pill Brook.

The northern slopes abut existing development on the urban edge of Andover and are contained by existing hedgerows and mature tree lines, as well as by the MOD site which spans the length of the northern boundary.

### Landuse and Vegetation

The site is currently being used for arable farming, comprising a number of medium sized fields defined by hedged field boundaries. Tree coverage is limited to isolated hedgerow trees and small woodland copses.

### Hydrology & Drainage

EA flood zone mapping confirms that the site lies within Flood Zone 1. The site levels fall in a southerly direction down towards the Pillhill Brook, south of Cattle Lane, before spilling into the River Test catchment. The site is therefore not liable to flooding.

### Public Rights of Way (PRoW)

There are two existing Public Rights of Way which cross the site - a bridle path which links Cattle Lane with Farm Road, and a footpath linking Farm Road with the roundabout at Salisbury Road / A343. Proposals would seek to extend existing pedestrian access through the site and connect these into the wider footpath network.

### Local Facilities

The majority of local facilities are located to the east of Littlebridge, centred in and around Andover town centre. The town centre is a short bus journey or drive from the site. Salisbury Road provides the most direct link between the site and town centre, along which development has the potential to improve walking and cycling links.

Andover Business Park is located approx. 600m north of Littlebridge and is considered a strategically important employment area. Current occupiers include; The Co-operative Group, Rich Products, Stannah, Harrier Grange Care Home, Travelodge, Marston's and Costa.

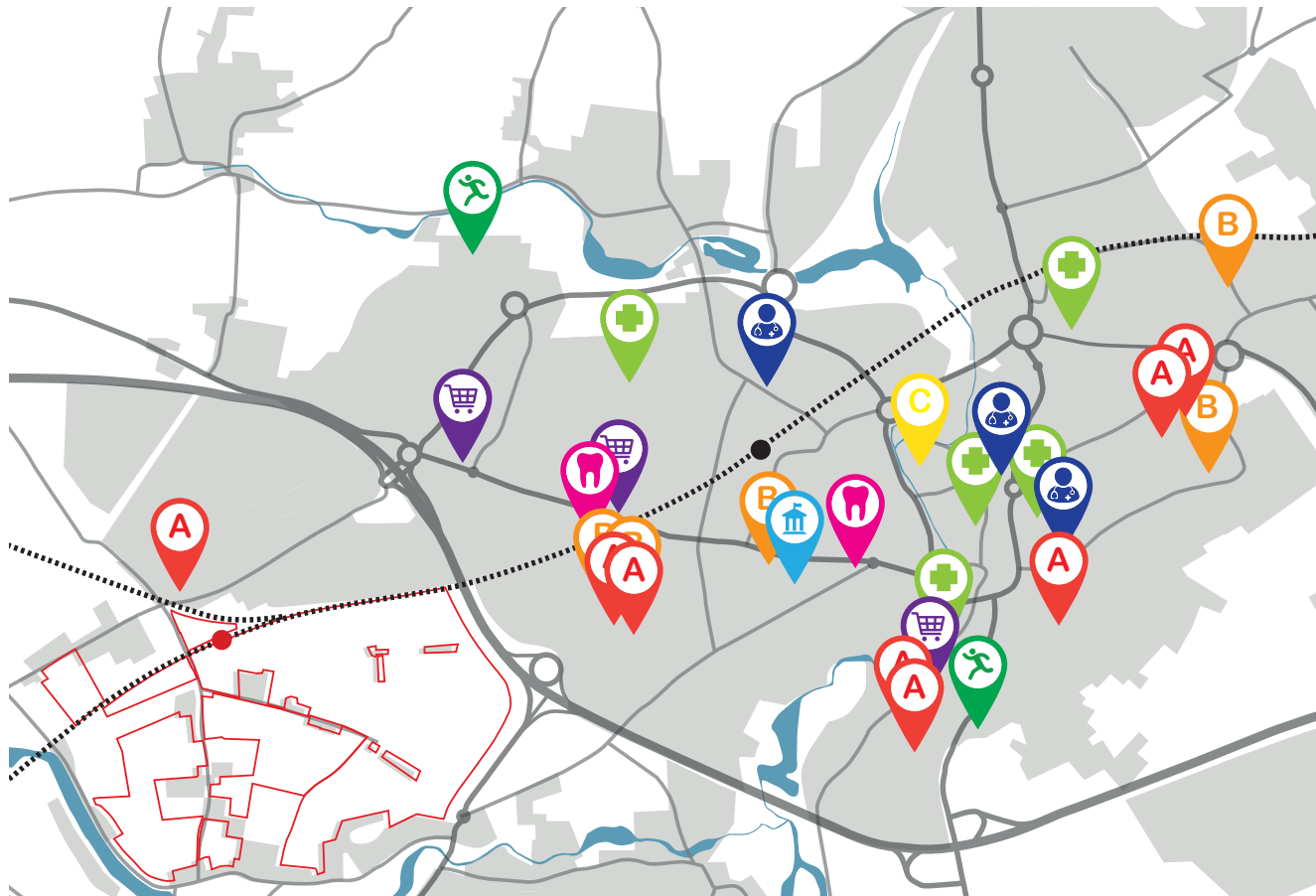
In the market are 18 acres of serviced land with planning permission. These plots are designated for retail, leisure and trade including children's nursery, self-storage facility, car showroom, trade units, builders merchants, convenience store and a gym. Links in terms of vehicle, cycle and footpaths between Littlebridge and the Business Park will be developed.

A range of proposed community facilities on site; including a local community and health centre, will reduce the need to travel into the centre of Andover. The proposed primary school will meet new local education requirements, whilst several existing secondary schools are located within a 15-minute walk from the site.

Within the green infrastructure network, the proposed country park, play and sports facilities will improve access to recreational facilities.



## LOCAL FACILITIES PLAN



### Local Facilities Plan Legend

-  Nurseries and Primary Schools
-  Secondary Schools
-  Colleges
-  Doctors
-  Dentists
-  Pharmacy
-  Test Valley Borough Council
-  Sports and Recreation Facilities
-  Supermarkets



# /// THE MASTERPLAN

## Illustrative landscape masterplan of the proposed development

### Masterplanning

At the outset the development team have made a commitment to the following underlying principles:

- To work in partnership with the community, the local planning authority and key stakeholders in developing proposals for Littlebridge.
- To develop a high quality design and sustainable development to achieve an exemplar scheme where people will want to live, work and spend their recreation time.

The emerging illustrative masterplan opposite shows one possible arrangement of land uses, street layout and landscape structure. This masterplan layout will be subject to rigorous testing and consultation and will undergo subsequent iterations as results of technical assessment work become available. It does, however, capture the essence of the Littlebridge proposals and demonstrates the type, scale and character of development that this site is capable of successfully accommodating.

The key design principles for Littlebridge are set out as follows:

- **Context is Key:** the masterplan will draw upon the best examples of local distinctiveness in the Borough and will ensure that Littlebridge is successfully integrated with its neighbours through the careful siting of buildings, the use of a varied development density, strategic planting and open space. Littlebridge will utilise the site's topography and restrict development to the lower slopes adjacent the Pillhill Valley.
- **Landscape Led Design:** The masterplan will retain and enhance existing landscape features such as hedgerows, trees, ditches etc, and use these as the basis for the creation of a robust green infrastructure within which the development will be framed.
- **Maintain Accessibility:** The masterplan will explore opportunities for new road connections to Salisbury Road, Monxton Road and Red Post lane, a new rail halt, bus routes, and footpath and cycleway connections. In particular opportunities for the erection of a bridge link over the West of England Main rail line, to Monxton Road and beyond, to connect with existing employment uses, will be explored.
- **Sustainability Throughout:** The masterplan will ensure the development of a 21st century garden suburb, including suitable plot sizes and orientation, opportunities for on site power generation, sustainable drainage, on site food production and measures to reduce reliance on car travel.

### Masterplan Legend

	Proposed Development Plots (market and affordable housing)
	Proposed Development Plots (MOD and key worker)
	Proposed Development Plots (Self build)
	Proposed Development Plots (specialist accommodation for the elderly)
	Proposed Primary School Location
	Proposed Andover College Learning Hub
	Proposed Neighbourhood Centre
	Proposed Country Park Visitor Centre and parking
	Proposed Rail Halt
	Proposed Play Areas
	Proposed Sports Fields
	Proposed Sustainable Drainage System & Habitat Creation
	Proposed Community Allotments
	Potential CHP Power Generation, Solar Farm or additional land for MOD housing.









# /// GARDEN SUBURB

## A healthy environment is a happy place to live

In pursuit of planning for climate change, the National Planning Policy Framework states that: *"Plans should take a proactive approach to mitigating and adapting to climate change, considering the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures."* (para 149, p.44)

Similarly, the Town and Country Planning Association describes the ethos behind Garden City design as: *"... holistically planned new settlement which enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City Principles are an indivisible and interlocking framework for their delivery."* (<https://www.tcpa.org.uk/garden-city-principles>)

This development is founded on these broad principles to achieve a well connected residential community which integrates community owned assets, and mixed-tenure housing types within the context of an imaginatively designed network of public open spaces and structural landscape. We believe that with these tenets of design at the heart of the scheme, development will contribute to a healthy sense of community and local identity. This masterplan will strive - unapologetically - to bring a sense of beauty to the urban realm and in doing so to help create a great place to live, work and play.







## /// LANDSCAPE LED

### Green infrastructure will shape and guide development



*"A key design principle is to treat everything as landscape: buildings define the edge of space: landscape occupies the space, whether it is a park, a street, a fence or a pavement." (Urban Design Compendium Para 3.5).*

Littlebridge will deliver multifunctional Green Infrastructure that provides important amenity space alongside an animated and vibrant public realm. A landscape which encourages sustainable modes of transport, conveys surface water, creates wildlife corridors, softens and screens development and helps to link the site with its wider environs.

The design of the site's open spaces is crucial to the manner in which the development is perceived, its character and its sense of place. Moreover, accessible, interlinked Green Infrastructure plays an integral role in maintaining a society's mental and physical health and well-being. Safe space for recreation, space for play and social interaction are all essential to the success of Littlebridge.

Littlebridge offers the opportunity to provide a interconnected network of spaces from sports field and linear park through the centre of the site, to a broad country park to the south and west. These spaces will diversify site wide habitat, provide community growing space and sports and recreation space for all ages.



# /// CONNECTIONS

## Legible links help us identify with the place

The ambition is to create a well-connected urban environment, with accessible routes to recreation, workplaces, homes and transport networks.

In line with best practice and current Design for Streets guidance, homezone principles have the potential to underpin the layout, placing an emphasis on dedicated off-road cycleways, bridleways and pedestrian footpaths, forming an integral part of the green space network.

The design for Littlebridge will ensure that people are connected to open space, connected to proposed facilities within the neighbourhood centre and connected to their wider urban and rural context.

The location of facilities for ease of access is vital. The 'coming together' of facilities with key movement routes and open space will be carefully designed to ensure that all three maximise opportunities for community interaction and cohesion.

The creation of a country park between the site and the Anna Valley equally has the potential to deliver recreation and habitat benefits beyond the site's boundary. As such access to these spaces for residents of Abbots Ann, Little Ann and Anna Valley will be carefully considered.







## /// DIVERSE COMMUNITY

Fostering a community spirit starts by empowering people



Littlebridge will provide a wide range of housing styles, sizes and tenures aimed at attracting the broadest possible spread demographic of people. Housing will include starter homes for first time buyers, family housing, executive housing with home working space, specialist housing for the elderly, affordable housing and opportunities for self build.

All housing will provide private garden space as well as access to public open space. Community assets such as allotment gardens, orchards, play spaces, bike tracks and greens designed for dog walkers will be accessible for all.

Importantly residents will be given the opportunity to steer and shape their environment via a Community Land Trust, or similar management structure.



# /// WIDER CONNECTIONS

## Connections to the wider network

### Existing Sustainable Facilities and Services

The closest bus route that serves the site is immediately to the north and east of the site. Route 5/5A, operated by Stagecoach, serves the Monxton Road corridor between Thruxton and Andover, operating hourly.

The closest train station to the site is located in town centre some 3.5km to the east of the site. This caters for the routes as indicated below.

<i>Destination</i>	<i>Frequency</i>	<i>Journey Time</i>
Salisbury	Two per hour	19 mins
Basingstoke	Two per hour	17 or 22 mins
London Waterloo	Two per hour	c. 1 hr 10 mins

### Access Strategy

It is anticipated that any development will result in a high proportion of trips being attracted to either the town centre of Andover or to the strategic road network.

To deliver an appropriate access strategy to unlock the site it is necessary to remove any and all barriers to modal shift away from private car usage. Therefore a comprehensive strategy will be required which will consider how future residents will travel to Andover and its hinterland by all modes of travel.

The site is located approximately 5km from the town centre to the northeast. However, strong walking links into the hinterland of the site are vital to maximise any opportunities.

The distance to Andover town centre is such that cycling is a viable alternative to the car and measures to improve the cycling network will be investigated.

To improve walking and cycling connectivity between the site and the hinterland of Andover improvements to Salisbury Road will be explored. This could take the form of a segregated walking/cycling link to connect into the existing segregated facility that starts some 800m north of the site on Salisbury Road.

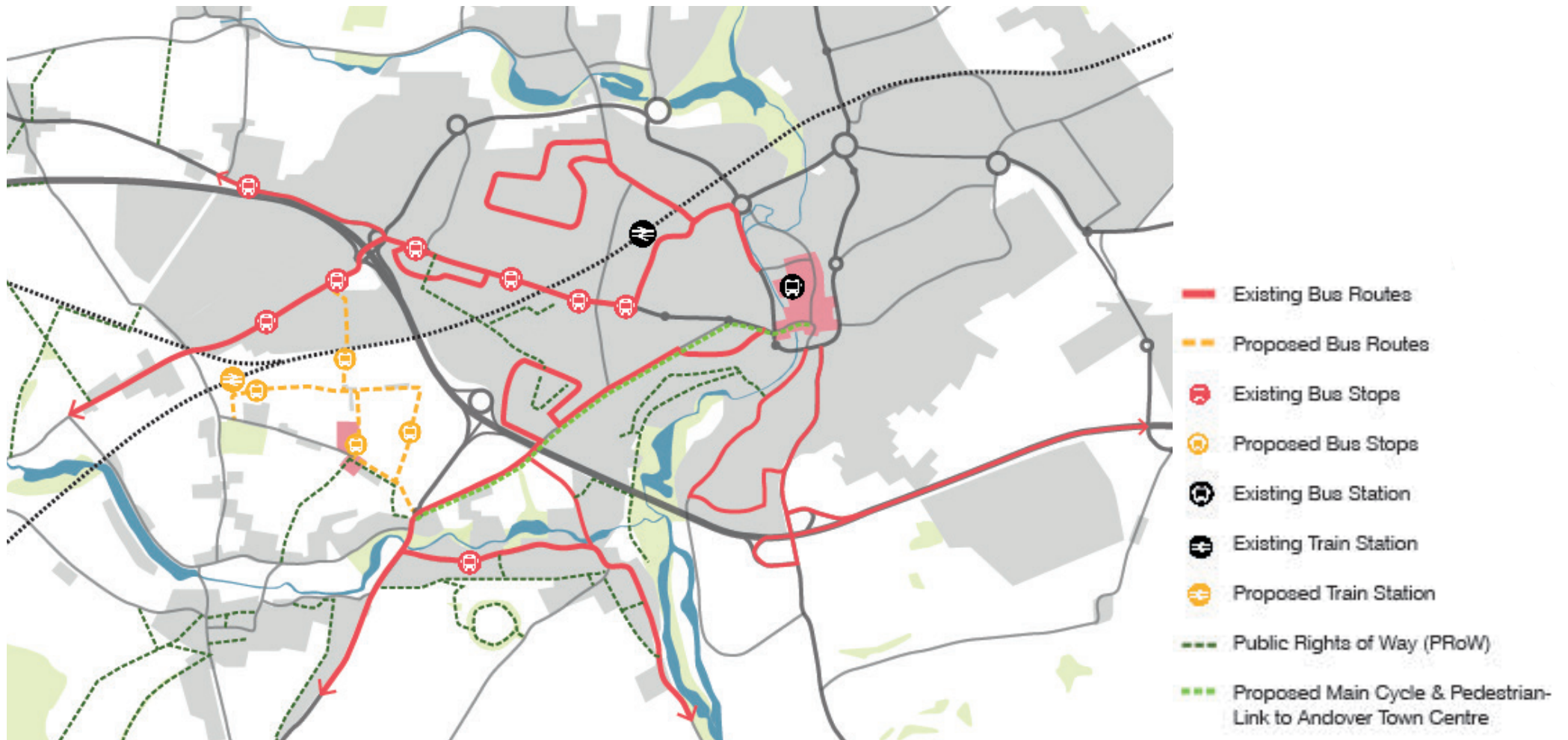
A fast reliable road based public transport system can provide a viable alternative to the car and this mode of travel needs to be fully considered. The development proposes a quantum of housing capable of delivering a dedicated public transport plan with sufficient frequency and reliability. To improve the attractiveness of public transport, it is important that all facilities should be high quality, with due consideration given to the provision of Real Time Passenger Information.

The location of the rail line along the northern boundary of the site could deliver a new train halt, located to the north east of the site. This would provide journey times of only a few minutes into the town centre, with a half hourly service to Salisbury and Basingstoke of c. 20 minutes. This option would be able to take advantage of the existing rail network and could be connected to new bus routes to create multi modal links.

The masterplan, together with a Travel Plan, aims to deliver a mixed used sustainable development that reduces the need to travel outside the boundary of the development.

A review of the travel to work statistics indicates that 15.3% of the workforce population within the Anna ward work from home. Working from home would reduce the peak demand on the road network and the Travel Plan should consider measures to support this, including encouraging public utilities to supply broadband into the development and provide a publicly accessible IT hub in a community building.

The Travel Plan could promote specific measures to maximise the use of modes other than private cars including car share databases and car clubs. A car club aims to provide an alternative to residents owning their own car, providing a fleet of cars for the use by the residential population. The intention is that each household would pay an annual subscription then reserve each individual trip. This will aim to reduce car ownership generally across the site and encourage 'linked trips' where several journey purposes are linked to a single trip.



## 5 ///// SUSTAINABILITY



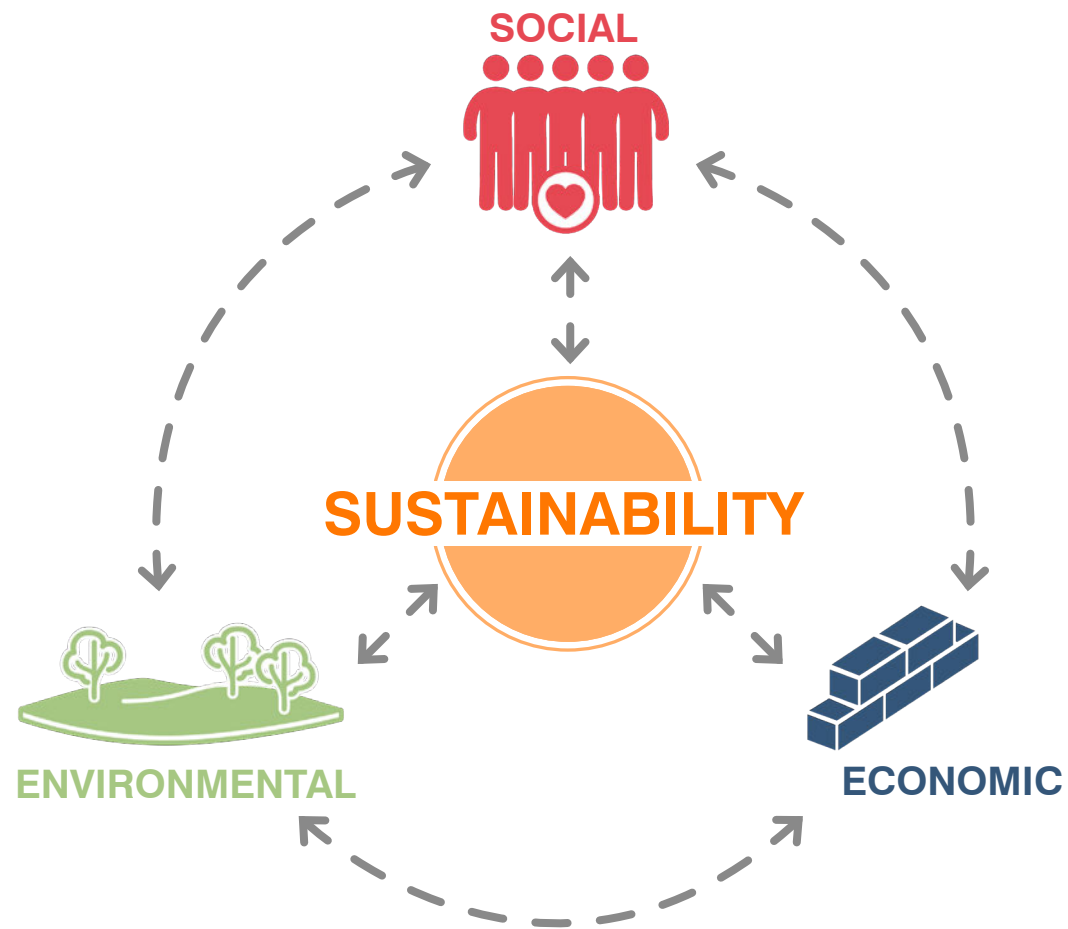
# ///// SUSTAINABILITY AT THE CORE



At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development. Development on this Site will contribute to all three facets of sustainable development by making provision for employment to support the local economy, developing a strong identity to promote community cohesion and local governance and ensuring that the development mitigates its impact on climate change through the prudent use and management of natural resources and energy.

All development partners are committed to the development of a site which is environmentally, socially and economically sustainable and to a design which seeks to reduce the proposals' carbon footprint. The Development will include specific measures aimed at promoting reduced energy demand and enhanced energy efficiency.

Development partners are also committed to working with a Design Panel to help steer the development and ensure that sustainability is considered from the outset. Part of this commitment will include measures to reduce transport emissions, through reducing reliance on the car and will ensure that local amenities will be available within walking distance. The implementation of a Sustainable Drainage System (SuDS) will also be integrated into the scheme as an integral part of the Site's open space strategy.



## 6 ///// COMMUNITY



# COMMUNITY LAND TRUST

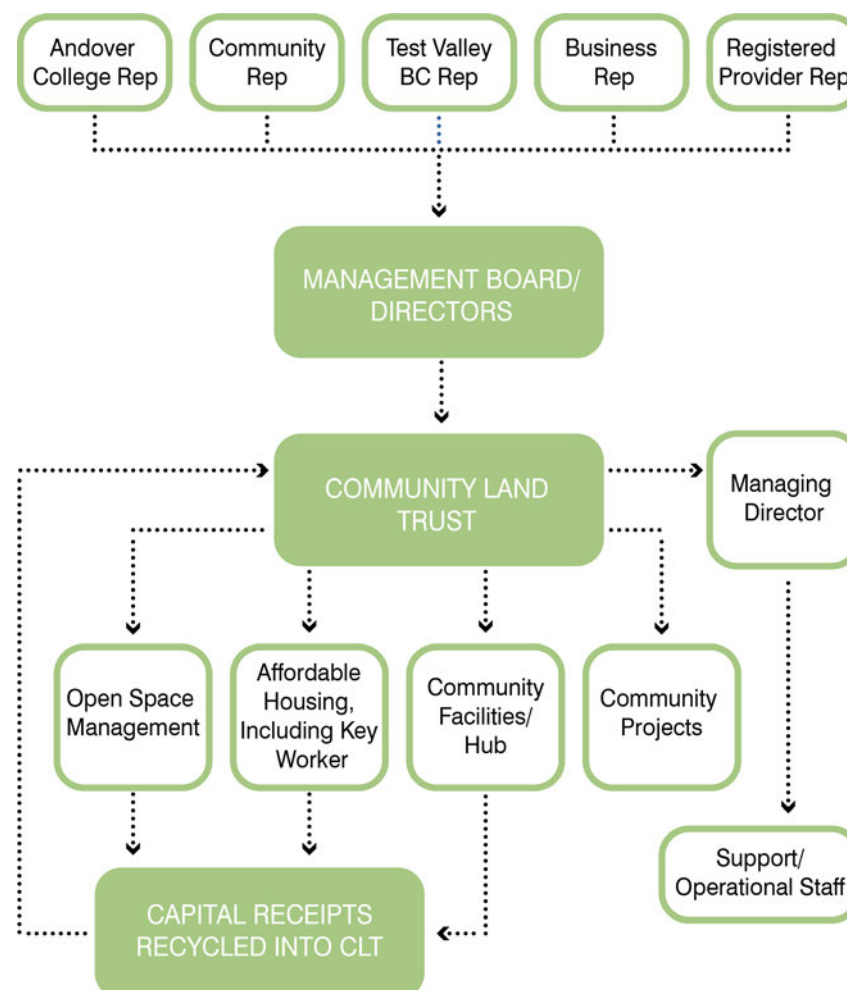
One potential opportunity being explored for the delivery and ongoing management of various aspects of the proposed development is the establishment of a Community Land Trust (CLT). A CLT approach allows for communities to deliver their own services, housing, community facilities and enterprises.

It would enable local people to access affordable housing, and to manage their own homes and communities. It's envisaged that the board members would be community representatives and other key stakeholders.

A CLT approach (or similar structure) would deliver the following benefits:

- Allows for a community driven approach which ensures the involvement of residents and the community in the management of key elements of the development proposals, including:
  - > Proportion of the affordable housing.
  - > Key worker homes, with priority to those in the education sector.
  - > Community facilities, including local retail, community hall.
  - > Open space.
- Enables borrowing from Government for the delivery of additional infrastructure, if necessary.
- Ensures the maintenance of a high quality living environment in a way that is controlled by the CLT.
- Allows community control and representation.
- Allows greater flexibility over the delivery of affordable housing.

CLT's are a not for profit organisation, with surplus capital recycled back into the Trust for use within the community, including additional community projects where appropriate.



## 7 // ACHIEVING THE VISION

# ////// ACHIEVING THE VISION

To achieve our vision for Littlebridge development looks to incorporate the Andover Vision five themes which are stated as the following;

- *"Being part of a connected community.*
- *Having a great green environment.*
- *Being part of a thriving town centre.*
- *Supporting business, jobs and skills in the town.*
- *Access to great health."*

These have help develop and been built upon with the placemaking aims set out within this vision document . As previously described the creation of a Garden Suburb, a development being Landscape Led, delivering a Diverse Community and Connection both within and to the surrounding areas have looked to be realised within the concept of Littlebridge.

Having these ideas, themes and concepts embedded into the design of the site, it is envisaged that the vision of a sustainable place can be achieved.



# LITTLEBRIDGE / ANDOVER

## VISION DOCUMENT

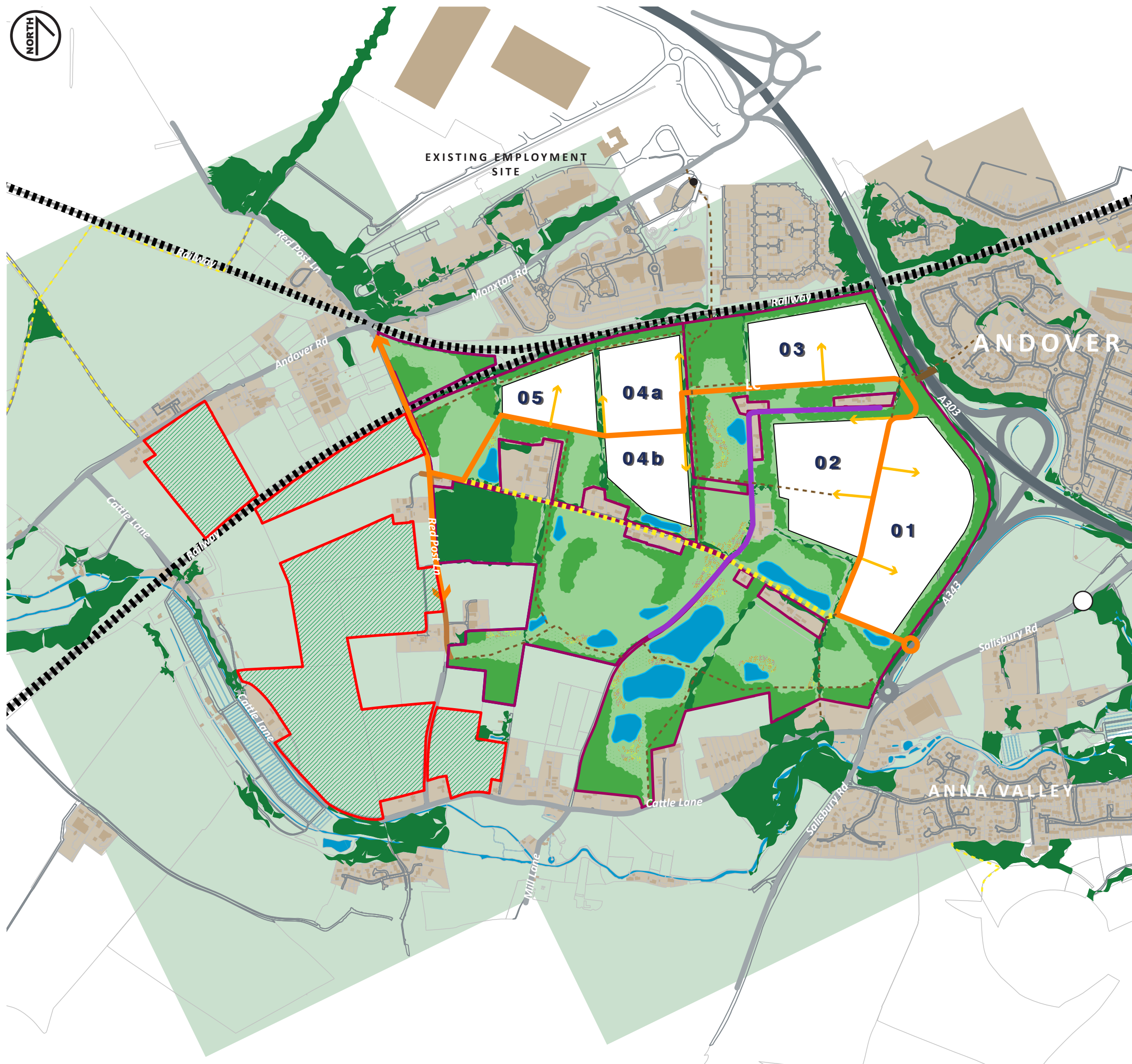
Document prepared by Urban Wilderness for Hallam Land Management  
September 2018



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No dimensions are to be scaled from this drawing.  
All dimensions to be checked on site. Area measurements for indicative purposes only.



# Appendix 3. Alternative masterplan



- Proposed Development Boundary - Circa 123.56 Ha
- Employment: circa 40 Ha
- Primary vehicular routes
- Secondary vehicular routes
- Existing Route: downgraded for pedestrian/cycle use and access where required
- Existing Route: integrated with proposed road network and upgraded to suit
- Proposed woodland planting
- Public Open Space: comprising of a network of amenity grassland, habitat enhancement and ornamental wildflower planting
- Proposed Sustainable Drainage Features / wetland habitat
- Existing mature tree cover
- Existing road network
- Proposed public footpaths
- Potential Land for Biodiversity Net Gain; Green Infrastructure and/or Green Energy - circa 36.34 Ha



**151-UW-SK-04 REVD**

Site Wide Concept Plan | 1:5000  
Littlebridge Andover

CS/NE  
12 August 22