

# Written Representations.

**Test Valley Borough Council Draft  
Local Plan 2021-2040 (Regulation 18  
Stage 2 Consultation).**

**In support of residential development of Land  
south of Castle Lane, Valley Park (part of 'Velmore  
Farm' – Policy SA6).**

**For and on behalf of Barratt David Wilson Homes.**

**March 2024.**



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## 1.0 Introduction.

- 1.1 The following representations are made by Pegasus Group on behalf of our client, Barratt David Wilson Homes (BDW). They are made in response to the current consultation by Test Valley Borough Council (TVBC) following publication of their Draft Regulation 18 Stage 2 Local Plan.
- 1.2 This consultation is running between **6<sup>th</sup> February – 2<sup>nd</sup> April 2024**.
- 1.3 Barratt David Wilson Homes have an interest in Land to the south of Castle Lane, in Valley Park, Chandler's Ford ("the site"). These representations and promotional work undertaken to date by Pegasus Group and Barratt David Wilson Homes have proactively set out a justification for allocating the site as a sustainable and attractive location for residential-led development.
- 1.4 As a result, TVBC have allocated the subject site (along with additional land to the south, promoted by Wates) for residential-led development in the draft Local Plan. The site boundary identified in the draft Local Plan is extracted below.

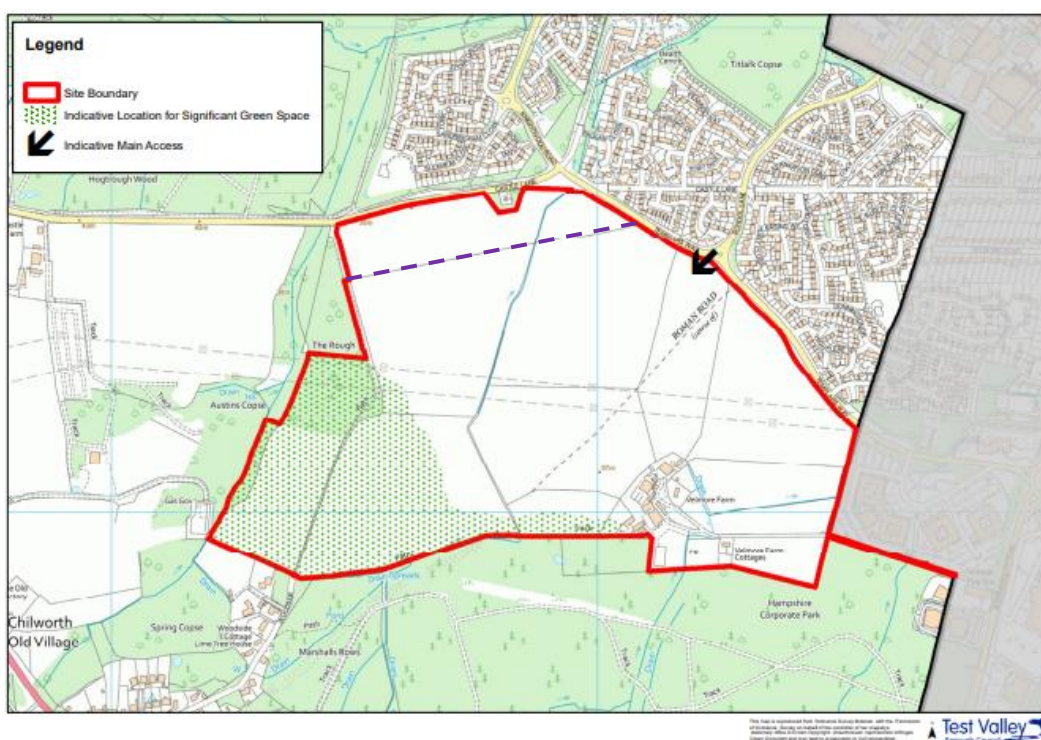


Figure 1 – Site Location Plan (extracted from Reg 18 Stage 2 Local Plan)

- 1.5 The draft allocation is known as '**Land at Velmore Farm**' and is set out as **Southern Area Policy 6 (SA6)** in the draft Local Plan. The northern extent of this site, demarcated by the purple dashed line added to Figure 1, above, is the parcel which BDW have an interest in.
- 1.6 It is our understanding that the remainder of 'Velmore Farm' is promoted by Wates. Both parties have discussed the allocation and intend to collaborate to bring the site

forward for development.

- 1.7 For the reasons set out in these representations, the site is a sustainable location for new development and should remain an allocation in the next iteration of the TVBC Local Plan 2040.

Agent	Client
Mr Jeremy Gardiner Pegasus Group [REDACTED]	Barratt David Wilson Homes (Soton) [REDACTED]

## 2.0 Housing Need in Test Valley and South Hampshire.

### Standard Method Housing Need

- 2.1 The TVBC Reg 18 Local Plan produces a current calculation of its housing need based on the standard method, of **11,000 homes** required to be provided across the Test Valley Borough between 2020–2040. The equates to **550 homes needing to be delivered per year between 2020–2040**.
- 2.2 As part of their Local Plan evidence base, the Council have published their Strategic Housing Market Assessment (SHMA) which found that there is no growth funding or strategic infrastructure improvements proposed in or around the Borough that would justify increased housing needs above the standard method.
- 2.3 However, at para 3.60, TVBC confirm that Havant Borough Council formally contacted them during their Reg 18 Stage 1 LP consultation requesting that TVBC help them to meet their unmet housing needs.

### Partnership for South Hampshire (PfSH)

- 2.4 Para 3.61 acknowledges the Spatial Position Statement published by PfSH in December 2023, setting out the current level of housing need and supply in South Hampshire.
- 2.5 Para 2.17 of the draft Local Plan specifically identifies the well-reported unmet need across the sub-region of South Hampshire (which TVBC lies within) of approximately 12,000 homes to 2036. TVBC confirm in their Reg 18 draft LP that the Council have worked collaboratively with authorities across South Hampshire on a range of strategic planning matters, including a joint evidence base.
- 2.6 The Partnership for South Hampshire (PfSH) comprises a collaboration of Local Planning Authorities in the region, working together to facilitate strategic planning functions necessary to support growth. The Councils forming the partnership include:
- Eastleigh Borough Council;
  - East Hampshire District Council (part);
  - Fareham Borough Council;
  - Gosport Borough Council;
  - Hampshire County Council (part);
  - Havant Borough Council;
  - New Forest District Council;
  - New Forest National Park (part);
  - Portsmouth City Council;
  - Southampton City Council;
  - **Test Valley Borough Council (part);** and
  - Winchester City Council (part).
- 2.7 In December 2023, the PfSH published an updated Spatial Position Statement setting out the overall need for, and distribution of, development in South Hampshire. This Position Statement was produced collaboratively between the constituent authorities

(listed above) that make up the PfSH.

- 2.8 Given their membership of PfSH, TVBC contributed to and approved the findings and conclusions of the Position Statement. Some of its relevant findings and recommendations are set out below.

*Part of TVBC within the sub-region*

- 2.9 The southern part of the Test Valley Borough lies within the PfSH boundary. Importantly, the settlements of Romsey, Nursling, Rownhams, Chandler's Ford, Valley Park, North Baddesley and Chilworth all lie within the PfSH boundary and therefore contribute to the sub-region both in terms of housing residents in the region and contributing to the economic growth of the area.

*Housing Need in South Hampshire*

- 2.10 The December 2023 Position Statement discusses housing need and supply. The Statement identifies that there is a major need to provide new homes for a growing and aging population and for an increasing number of households. Table 1 of the Statement provides an estimate of all of the PfSH authorities' housing needs, extracted below:

Table 1: Comparison of housing need and supply 2023 – 36

Local Authority	Annual Housing Need using Standard Method (dpa)	Total housing need 2023 – 2036	Identified Supply = Commitments, local plan allocations + windfall estimate	Shortfall/ surplus
East Hants (part)	113	1,469	1,275	-194
Eastleigh	667	8,671	6,160	-2,511
Fareham	541	7,033	9,356	+900 <sup>10</sup>
Gosport	353	4,589	2,518	-2,071
Havant	516	6,708	4,105	-2,603
New Forest	1,056	13,278	8,076	-5,652
Portsmouth	899	11,687	11,304	-383
Southampton	1,475	19,175	15,951	0 <sup>11</sup>
Test Valley (part)	182	2,366	3,109	+743
Winchester (part)	235	3,055	3,055 <sup>12</sup>	0
<b>Total</b>	<b>6,037</b>	<b>78,481</b>	<b>64,909</b>	<b>-11,771<sup>13</sup></b>

*Table 1 – extracted from PfSH Spatial Position Statement*

- 2.11 As illustrated in Table 1, the total shortfall across the sub-region is clearly significant,

at around 12,000.

- 2.12 The Position Statement advocates a 2-stage approach to addressing the needs of those authorities that are currently unable to meet their needs (para 6.33–6.34):

*'Stage one: in the short to medium term the following authorities should be able to meet and potentially exceed NPPF 2023 standard method-based housing needs in their respective local plan areas:*

- *East Hampshire*
- *Eastleigh*
- *Fareham*
- **Test Valley**
- *Winchester.*

*Stage two: in the longer term, the Broad Areas of Search for Growth, identified in SPS8 below, will be considered in local plans, including the contribution they can make to ongoing unmet housing need in the sub-region.'*

- 2.13 The draft TVBC Local Plan sets out how the Council believe that they essentially meet the requirement of 'Stage 1' of the two-stage approach that PfSH endorses. The NPPF states at paragraph 67 that a Council failing to set out suitable policies to meet its identified housing need across a plan period, without exceptional circumstances, would render a plan unsound. TVBC are therefore according with the NPPF and the PfSH Position Statement in this regard, which our client is supportive of.

*Unmet need in the sub-region*

- 2.14 However, 'Stage 1' of the PfSH approach to meeting housing needs suggests that the above authorities should be able to 'meet and potentially exceed' NPPF 2023 standard method-based housing needs. The TVBC draft Local Plan only meets its housing requirement, it does not exceed it and does not set out any reason why it has not done so.

- 2.15 National Policy (NPPF) is clear that where unmet housing need exists (as it does in South Hampshire), neighbouring authorities need to help provide or these housing needs.

- 2.16 Para 35(a) of the NPPF states that local plans should '*as a minimum, seek 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*'. This is despite the removal of the 'duty to cooperate' from the NPPF some years ago.

- 2.17 However, TVBC have taken the decision to not seek to address any unmet need from neighbouring LPAs in this version of their new Local Plan (para 3.62):

*'This is a challenging position for the Council as we recognise the increasing pressure from our neighbouring authorities in Southern Test Valley, but individual Local Plans need to progress with evidencing the level of unmet housing need they may have. As this has not been produced yet by the relevant neighbouring*

***authorities, we are unable to consider this at this time.'***

- 2.18 Overall then, the Reg 18 Local Plan as currently drafted is almost wholly reliant upon its proposed allocations to deliver the 11,000 homes required across the plan period.
- 2.19 This only serves to emphasise the importance of our clients' site in meeting the housing needs of the Borough to 2040.
- 2.20 It is on this basis that the site is firmly supported and should be retained as a strategic allocation in the next iteration of the TVBC Local Plan.
- 2.21 The below section of our representations emphasises this point only further.

*'Broad Areas for Search'*

- 2.22 As discussed, 1<sup>st</sup> Stage of addressing the needs of those authorities that are unable to meet their housing need in full requires the aforementioned authorities (one of which being TVBC) to meet and potentially exceed their standard method housing needs.
- 2.23 The current Reg 18 draft LP shows TVBC to be meeting its standard method housing requirement, so they are intending to conform with 'Stage 1'.
- 2.24 Moving forward, 'Stage 2' of the PfSH approach to responding to local unmet need identifies a list of 'Broad Areas of Search for Growth'. The intention is that these geographic areas will be considered in local plans, including the contribution that they can make to on-going unmet housing need in the sub-region. Seven areas are identified. Two of these areas fall within Test Valley Borough:

**SPS8: STRATEGIC PRINCIPLES FOR NEW BROAD AREAS OF SEARCH FOR GROWTH**

**The following locations are identified as broad areas of search for sustainable strategic-scale development to potentially deliver a combined total of approximately 9,700 homes. The suitability and deliverability of these areas will be considered in the relevant Local Plans:**

- South-east/east of Eastleigh Town (Eastleigh)
- Havant Town Centre (Havant)
- Waterloooville Town Centre (Havant)
- Southleigh (Havant)
- East of Romsey (Test Valley)
- South-west of Chandler's Ford (Test Valley)
- East of Botley (Winchester)

*Figure 2 – SPS8, extracted from PfSH position Statement, December 2023*

- 2.25 As a result, both 'East of Romsey' and 'South-west of Chandler's Ford' have been allocated within the current draft TVBC LP as Ganger Farm (Policy SA4) and Velmore Farm (Policy SA6), respectively.





- 2.26 TVBC are therefore directly responding to the PfSH Position Statement recommendations. This is welcome and firmly supported. The inclusion of both sites in the PfSH Position Statement only emphasises the importance of these sites as strategic allocations for residential-led development, to be delivered through a revised TVBC Local Plan 2040.
- 2.27 Both sites are sustainably located and will contribute significantly towards TVBC's housing needs across the plan period, together with other allocations in the plan.
- 2.28 That said, the Broad Areas of Search have the combined potential to deliver around 9,700 dwellings, against a shortfall of 12,000 dwellings. This leaves a balance of 2,300 dwellings which are not addressed by PfSH.
- 2.29 Whilst TVBC are intending to make a significant contribution towards the unmet need in the sub-region through strategic allocations in their own local plan (specifically, the inclusion of sites identified in PfSH Position Statement, amongst others to meet their housing need) there remains an important role for emerging Local Plans to continue to set out to allocate sufficient land to ensure the delivery of the Standard Methodology housing requirement **as a minimum**.
- 2.30 It remains that south Hampshire LPAs, including TVBC, need to address the 2,300 dwelling 'gap' in the very substantial housing delivery shortfall in the South Hampshire sub-region, identified by the PfSH Position Statement.
- 2.31 TVBC have already acknowledged at para 3.60 of the draft LP, that Havant Borough Council formally contacted them during their Reg 18 Stage 1 LP consultation requesting help with meeting their unmet housing needs. There remains a significant unmet housing need in South Hampshire.
- 2.32 On this basis, any change to TVBC's minimum housing requirement during their plan period ought to be in the upward direction.

### Summary

- 2.33 TVBC are capable of both meeting and [potentially] exceeding its own Standard Method housing needs. The Council are seeking to make a meaningful contribution to addressing the very substantial housing shortfall in South Hampshire by allocating land for residential development, including Velmore Farm, as identified within the PfSH Position Statement.
- 2.34 Nevertheless, and moving forward, there remains a need for TVBC and other South Hampshire LPAs to collectively allocate land for 2,300 dwellings, being the balance in the 12,000-dwelling shortfall which is not addressed by the 'Broad Areas of Search for Growth' in the PfSH Position Statement (December 2023).
- 2.35 It is therefore paramount that TVBC continue to allocate a sufficient supply of strategic scale sites for housing to meet their housing needs, including Velmore Farm. The site should continue to be allocated in the Regulation 19 version of the TVBC Local Plan.

### 3.0 The Draft Allocation (Policy SA6).

- 3.1 The TVBC Regulation 18 Stage 2 draft LP proposes to allocate Velmore Farm for approximately 1070 dwellings and 1.5ha of employment land. The draft allocation is referenced within the draft Local Plan as **Southern Area Policy SA6**.
- 3.2 This allocation is strongly supported by Barratt David Wilson Homes. Barratt David Wilson Homes have an interest in the northern section of the site, as set out in Figure 1.
- 3.3 As discussed in Section 2, the site forms a significant allocation and will make an important contribution towards the ability of the new Local Plan to meet and deliver its housing requirement across the plan period to 2040.
- 3.4 The Reg 18 Stage 2 Local Plan sets out a co-ordinated approach to the master planning and delivery of this site. The site is jointly promoted by BDW (northern section, adjacent to Castle Lane) and Wates (the remainder of the site).
- 3.5 Collaboration with TVBC, Hampshire County Council, Valley Park Parish Council and Chilworth Parish Council will be required to ensure the site is comprehensively planned. Connections will need to be included between the sites and this may provide for shared facilities. BDW endorse a coordinated approach to master-planning, however the sites should come forward as separate planning applications.
- 3.6 Figure 1 currently shows that an 'Indicative Main Access' would be provided via a new roundabout arm on Templars Way. This would appear to be a logical main point of access to the site, so it is supported in principle.
- 3.7 However, for an allocation of this scale, which includes 1070 dwellings, commercial development, a 1.5FE primary school, considerable public open space, BDW would firmly endorse that a second point of access to the site is required for the allocation, to ensure strong permeability and accessibility throughout the new neighbourhood.
- 3.8 Due to our client's site having a direct and unbroken boundary with Castle Lane, we strongly advocate that a secondary point of access to our client's site is provided directly from Castle Lane which serves the BDW site referred to in these representations.
- 3.9 This secondary access would allow for access to new development within our client's site, together with an emergency access from there into the wider allocation (Wates parcel) and pedestrian and cycle links between both.
- 3.10 A further detailed justification for this, as well as possible highways safety improvements (including a speed limit reduction and traffic calming measures along Castle Lane) is set out in Section 4.
- 3.11 Turning to the policy text, this is extracted from the Reg 18 Stage 2 LP, below:



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***Southern Area Policy 6 (SA6): Land at Velmore Farm***

***A strategic housing allocation of approximately 1070 dwellings and 1.5 hectares of employment land is proposed at Land at Velmore Farm, Valley Park. Development will be permitted subject to:***

- a) Provision of a 1.5 form entry (FE) primary school on site,***
- b) Provision of a significant area of high quality and accessible Green Space in the south and west of the site,***
- c) Provision of onsite Suitable Alternative Natural Greenspace (SANG) in relation to the New Forest Special Protection Area (SPA), Special Area of Conservation (SAC) and Ramsar Site,***
- d) Appropriate mitigation in relation to the Solent Special Protection Area (SPA),***
- e) Appropriate mitigation in relation to the River Itchen Special Area of Conservation (SAC),***
- f) Submission of an archaeological assessment to inform conservation of archaeological remains of the former Roman road,***
- g) Access to the development via Templars Way and Castle Lane [Pegasus Group addition],***
- h) The enhancement of existing public rights of way, and***
- i) A sequential approach will be taken within the site to direct development to areas at lowest risk of flooding taking into account flood risk from all sources including surface water flooding.***

3.12 In summary, we support the policy text set out above, with a single change to the wording set out in in red. This minor amendment to the policy text is justified in Section 4.

## 4.0 Secondary Access via Castle Lane.

- 4.1 Draft Policy SA6 confirms the main vehicular, pedestrian and cycle access to the Velmore Farm allocation is proposed via Templars Way. This is supported. This is a logical main point of access to the residential-led development.
- 4.2 However, it is the position of BDW that 2no. different points of vehicular access to the allocation should be provided, and the second of these should be provided from Castle Lane, on the northern extent of the allocation.
- 4.3 This is on account of the scale of the new development proposed within Policy SA6. It is amongst the largest allocations within the TVBC Reg 18 Draft LP.
- 4.4 Approximately 1070 new dwellings are proposed, together with a new 1.5 form entry primary school, and considerable public open space (including SANG). The new neighbourhood proposed at Velmore Farm will be a significant urban extension, providing much-needed new homes and a new community within and alongside the existing settlement of Valley Park.
- 4.5 Recent dialogue with Hampshire and IoW Fire and Rescue Service (HIWFRS) has confirmed the importance of secondary accesses to residential developments of this scale. **Appendix A** provides a planning application response from HIWFRS in March 2024 on an application in Warsash (Fareham Borough Council), for 126 new homes. This is considerably less than the proposed allocation at Velmore Farm (Policy SA6).
- 4.6 The response from HIWFRS (Appendix A) is quoted below:

***‘HIWFRS would always recommend more than one access route to ensure a major incident can be handled effectively’***

- 4.7 With considered master-planning, we advocate a secondary access to the allocation site from Castle Lane.
- 4.8 This would serve the ‘BDW site’ (north of the purple line on Figure 1), with emergency access into the wider Velmore Farm site. The Templars Way access would remain the primary access to the majority of the allocation (Wates parcel). Pedestrian and cycle connectivity would be provided between both elements of the SA6 allocation.
- 4.9 The existing condition of Castle Lane, together with recommendations for highways safety and sustainable travel improvements, are discussed below.

### Castle Lane – Existing conditions

- 4.10 Castle Lane facilitates access between Chandlers Ford and North Baddesley. The road measures approximately 5.5m in width and is bordered by vegetation on both sides of the carriageway. To the east, Castle Lane forms a signalised crossroads with Knightwood Road, Raglan Close and Templars Way. Approximately 130m west of those crossroads, the speed limit changes from 40mph to derestricted (60mph) which is retained along the rest of the site frontage.

- 4.11 Castle Lane itself was recently (2023) re-laid and re-lined by the Highways Authority. The road surface is in a good condition.
- 4.12 Castle Lane is not provided with footways directly abutting the carriageway. However, a continuous footway / cycleway is provided on the northern side of Castle Lane. This route is segregated from the road by some vegetation and trees, and forms part of National Cycle Network Route 24. This provides access to Chandlers Ford and Eastleigh to the east and North Baddesley and Romsey to the west.
- 4.13 This footway / cycle way on Castle Lane continues onto Knightwood Road and Templars Way to the east of the site. The route is in good condition and can be seen below, on Figure 3.



Figure 3 – HCC PROW Map (extract from HCC Website)

- 4.14 Also shown on Figure 3, there is a bridleway (green line, ref. 050/6/1) which aligns the western boundary of the site and the wider allocation. This quite naturally connects with the pedestrian / cycle path on the northern side of Castle Lane, as well as the footpath which runs northwards along the western edge of Valley Park, shown in Figure 3 above (purple line, ref. 269/707/1).
- 4.15 This bridleway currently generates existing ped / cycle crossing movements on Castle Lane without control on a 60mph (unrestricted) section of the road. This unsafe from a highway safety perspective.
- 4.16 These ped / cycle movements will increase in their frequency once new development comes forward at Velmore Farm, due to new residents and existing Valley Park residents seeking to access facilities, services and open space on foot.

### Castle Lane – Proposed Access and Highways Safety Improvements

- 4.17 Some technical work has been undertaken by BDW's project highways engineer in

designing a potential vehicular access to the site. The findings suggest that the most suitable access location is proposed to be approximately 80m west of the existing sub-station access on Castle Lane.

- 4.18 This location would provide the safest access / access to and from the site and present a minimal impact in terms of the amount of vegetation to be removed to facilitate a new access.
- 4.19 Given the current speed limit arrangements on Castle Lane across the site frontage (mostly unrestricted), BDW would intend to discuss potential traffic calming measures with Hampshire County Council as the relevant highways authority.
- 4.20 Such discussions could include a speed limit reduction along an appropriate stretch of Castle Lane. Potential crossing points to the cycle / footway on the northern side of Castle Lane would also be explored with the highways authority. This would improve pedestrian and cycle connectivity to Valley Park. Such enhancements would also allow safe movement for pedestrian and cyclists into the new development from Valley Park and North Baddesley, enabling enhanced access to existing and new facilities.
- 4.21 Furthermore, an internal pedestrian route within the site could provide access out to the junction of Templars Way/Castle Lane/Knightwood Road/Raglan Close, and strong connectivity to the remainder of the allocation and new neighbourhood.
- 4.22 In reference to the Bridleway (ref. 050/6/1) which aligns the western boundary of the site, it is suggested that a gateway feature be explored, including TRO to restrict speeds to 30mph and a signalised Toucan crossing at this point.
- 4.23 These opportunities should be explored to improve the non-motorised network and improve not only pedestrian and cycle connectivity, but also the bridleway and PROW network for existing and new users. Such enhancements will generate increased uptake of active travel modes, and support healthy lifestyles.
- 4.24 All of the above issues emphasise the need for a formal secondary vehicular access to the site from Castle Lane, together with highways safety enhancements / upgrades along Castle Lane to benefit all users.

## 5.0 The Site and Delivery Benefits.

### The site

- 5.1 As set out in promotional material to date, the site comprises a 6.23ha field, south of Castle Lane and adjacent to the southern extent of Valley Park, Chander's Ford.
- 5.2 The southern boundary of the site meets with the wider draft allocation of Velmore Farm, promoted by Wates, as per Figure 1.
- 5.3 Figure 4, below, is borrowed from TVBC's Strategic Housing and Economic Land Availability Assessment (SHELAA), January 2024.

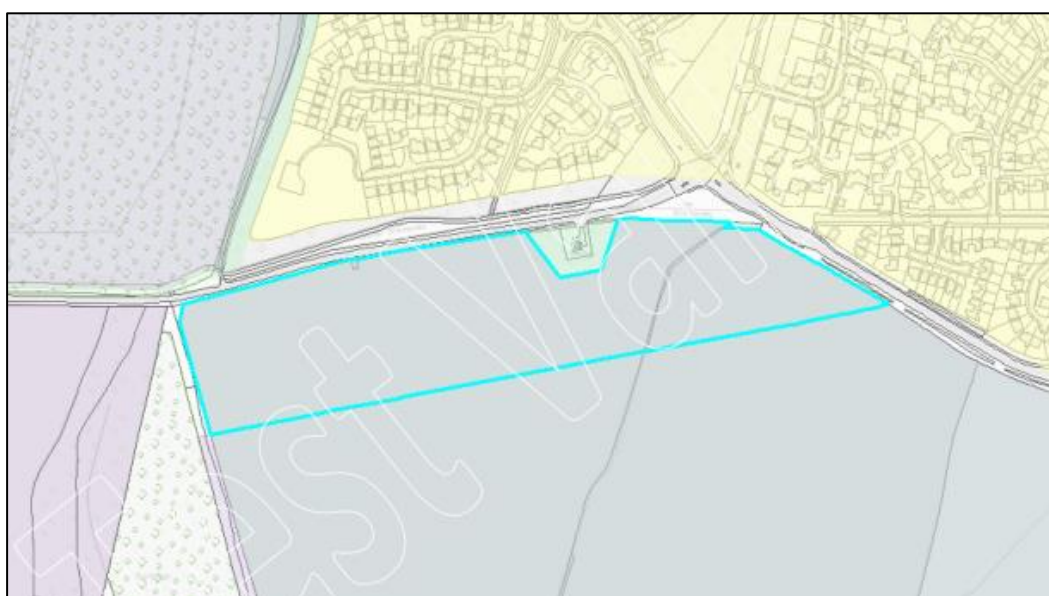


Figure 4 – Site Location (extracted from TVBC SHELAA, January 2024)

### Delivering new homes, including affordable dwellings

- 5.4 There is widely acknowledged to be a housing crisis in the United Kingdom. The allocation of this sustainable site for new homes provides an opportunity, at a local level, to make a significant contribution to TVBC's housing needs.
- 5.5 Draft Policy HOU1 sets out that the new Local Plan will require all new residential development (above 15 or more dwellings) to deliver 40% affordable housing. A mix of homes should be provided to meet local housing need.
- 5.6 A development of this site would deliver 40% affordable dwellings and meet the draft Local Plan policy requirements set out in Policy HOU1.

### Sustainability

- 5.7 Paragraph 4.188 of the draft Local Plan confirms that *'the site provides an opportunity to deliver a strategic allocation of approximately 1,070 dwellings at a sustainable*

*location with potential for a provision of community hub/ local centre and employment uses of up to 1.5 hectares.'*

- 5.8 We agree with this summary and have previously provided evidence to demonstrate that the site would form a sustainable extension to Valley Park. This is on account of the site's proximity to strong range of services and facilities in Valley Park, Chandler's Ford, Eastleigh and Southampton. Many of these facilities are within walking distance of the site.
- 5.9 The site is also well connected to public transport options. There are several bus stops available on Templars Way and Knightwood Road, with the closest northbound and southbound bus stops located c.80m (a minute walk) to the south of the crossroads.
- 5.10 These bus stops are supported by demarcated laybys, shelters, flag poles and timetable information. The bus stops on Templars Way and Knightwood Road provide access to the Bluestar 5. The Bluestar 5 service is a regular bus service which operates from Boyatt Wood to Romsey via Eastleigh, Chestnut Avenue and North Baddesley. This service operates hourly Monday to Saturday between 06:30 – 18:30. Journeys to both Romsey and Eastleigh on this service take approximately 20 minutes.
- 5.11 In addition, Chandlers Ford Railway Station is accessible within an 18-minute bus journey or an 11-minute cycle from the signal crossroads. This station provides services to Romsey and Salisbury every hour, via Eastleigh, Southampton Airport Parkway and Southampton Central
- 5.12 The site forms a sustainable location for new residential development.

### **Accessibility and Movement**

- 5.13 As discussed in Section 4, the site presents an opportunity to make highways safety and pedestrian / cycle accessibility improvements along Castle Lane.
- 5.14 Such improvements could include traffic calming measures, a speed limit reduction along an appropriate stretch of Castle Lane, potential signalised crossing points to the cycle / footway on the northern side of Castle Lane and an internal pedestrian route within the site to provide access out to the junction of Templars Way/Castle Lane/Knightwood Road/Raglan Close.
- 5.15 Accessibility and a strong pedestrian and cycle movement framework throughout the entire allocation is intended to be delivered within BDW's land interest. Para 4.191 states that *'development will be required to integrate with existing pedestrian, cycleways and public transport connections including existing public rights of way to Valley Park, Romsey and Eastleigh'*.
- 5.16 Para 4.190 states that *'there are two landowners on this site and a comprehensive masterplan will need to be prepared by the site promoters. The built development will be predominantly focussed to the middle, north and northeast of the site.'*
- 5.17 Both of these principles set out in the draft Local Plan are supported by BDW.



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### **Ecology and Biodiversity**

- 5.18 The site currently comprises two fields of semi-improved neutral grassland with woodland boundaries. The grassland and scattered scrub is of low ecological value.
- 5.19 A wet ditch runs north to south through the eastern part of the site, which is flanked by woodland, with further established planting on the NE corner of the site where it meets with Templars Way / Castle Lane.
- 5.20 Directly to the west of the site is a SINC designated for the unimproved grassland and heathlands that it encompasses. That heathland and grassland are now dominated by woodland, so the SINC has drifted from its original designation / criterion. Nevertheless, its ecological value is acknowledged and will be considered in scheme design. The draft Local Plan references this at paragraph 4.192.
- 5.21 Any new development on the subject site will address the site constraints via an ecological mitigation hierarchy and considered design. Valuable habitats will be strengthened and retained on site, including the wet ditch and woodland boundaries. Adequate buffers will be provided where necessary, along with a sensitive scheme of lighting design. Compensatory measures will be designed into the proposals where necessary.
- 5.22 10% BNG will be delivered, in accordance with local and national planning policy.

### **Flood Risk and Drainage**

- 5.23 Para 4.199 of the Reg 18 Local Plan acknowledges a small area of surface water flooding along the western and southern western boundary of the site.
- 5.24 Surface water runoff from the proposed development will be managed effectively through the implementation of a SuDS-based drainage scheme for the site, in line with LLFA and national requirements.
- 5.25 For this site, source control measures such as rainwater harvesting, permeable paving and swales could be explored to be delivered alongside strategic attenuation basins. These water management features will be integrated into site design from the outset.

### **Summary**

- 5.26 Per the Draft Local Plan allocation (Policy SA6), the subject site (together with land to the south) is a sustainable location for new residential-led development on the south-western edge of Valley Park and Chandler's Ford.

## 6.0 Infrastructure Delivery Plan.

6.1 Alongside the Regulation 18 Stage 2 Local Plan, TVBC have published an Infrastructure Delivery Plan (IDP) which forms part of the evidence base for the emerging Local Plan.

6.2 Page 66–68 of the IDP sets out the identified infrastructure required to accompany and enable the delivery of Velmore Farm (SA6) as a strategic allocation for residential-led development.

6.3 As referenced in Section 4 of these representations, BDW would advocate that the IDP include a secondary access to the site from Castle Lane, as part of the proposed ‘Highways’ infrastructure. The relevant section of the IDP is extracted below.

Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
<b>Physical Infrastructure</b>			
Potential site access from Templars Way.	On and/ or off-site highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Figure 5 – SA6 Infrastructure Requirements extract (extracted from TVBC IDP, Jan 2024)

6.4 In much the same way as the main site access from Templars Way, a secondary access from Castle Lane would include the provision of on and off-site highways improvements, overseen by HCC Highways. The costs for these improvements would follow further feasibility work and engagement with Hampshire County Council.



## 7.0 Draft Delivery Timeline.

- 7.1 As evidenced in promotional material for the site to date, the site benefits from no constraints to its delivery, with just two promoters bringing the overall allocation forwards.
- 7.2 A draft delivery timeline for the parcel which BDW have control ('Land south of Castle Lane') is set out below.
- 7.3 This is in line with TVBC's latest Strategic Housing and Economic Land Availability Assessment, January 2024, which shows an indicative yield of 220 dwellings on the site (SHELAA Site ref. 285).

Indicative Delivery Timeline				
2025	2026	2027	2028	2029
20 dwellings	50 dwellings	50 dwellings	50 dwellings	50 dwellings

---

## 8.0 Summary and Conclusions.

- 8.1 These representations to the TVBC Regulation 18 Stage 2 Local Plan consultation are made on behalf of Barratt David Wilson Homes.
- 8.2 The allocation of 'Land at Velmore Farm' (Policy Southern Area 6) within the Regulation 18 Local Plan is firmly supported. The proposed allocation represents an opportunity to deliver a comprehensively planned new neighbourhood as a sustainable extension to the settlement of Valley Park.
- 8.3 The site will make a significant contribution to meeting TVBC's Housing Requirement across the plan period and address a significant under-delivery in housing in South Hampshire. Indeed, the site has been identified as an 'Area of Search for Growth' in the recent Partnership for South Hampshire Position Statement in December 2023.
- 8.4 BDW's site presents a draft allocation which is sustainably located, has no constraints or barriers to delivery, has a sole-owner and is capable of accommodating a development which will not bring about any detrimental impacts to landscape, ecology, heritage, or the amenity of neighbouring properties.
- 8.5 There are no overriding technical constraints to development of this site and its future delivery presents the opportunity for significant benefits to existing and new residents in Valley Park, Chandler's Ford and wider southern Test Valley.
- 8.6 We therefore strongly endorse the continued allocation of Velmore Farm (Policy SA6) in the Council's Regulation 19 Local Plan.



---

## **Appendix A – Planning application response from HIWFRS r.e Secondary Access (March 2024)**

## Nick Whittington

---

**From:** Jonathon Lambert [REDACTED]  
**Sent:** 01 March 2024 13:23  
**To:** Steve Jenkins  
**Cc:** Stephen Hunt  
**Subject:** RE: Planning application P/22/1812/FP - Emergency service access

You don't often get email from jonathon.lambert@hantsfire.gov.uk. [Learn why this is important](#)

**CAUTION:** This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Good afternoon Steve,

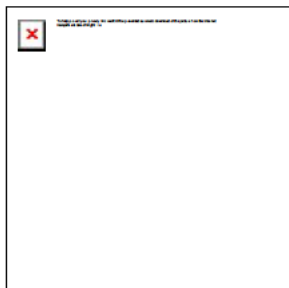
Thank you for your email.

HIWFRS would always recommend more than one access route to ensure a major incident can be handled effectively. However, this is offered as advice and is not a requirement imposed by the authority at this time.

If the site is proposed to have a single access road, suitable measures (such as effective drainage and parking limitations) should be put in place to ensure the road will always be available and easy to navigate.

If you need any further clarification, please let me know.

Kind regards,



**Jon  
Lambert**

**Fire Engineering and Consultation Team Advisor  
Fire Engineering and Consultation Team (FECT)**

[REDACTED]



[REDACTED]

---

**From:** Steve Jenkins [REDACTED]  
**Sent:** Thursday, February 29, 2024 6:52 PM  
**To:** Jonathon Lambert [REDACTED]  
**Cc:** Stephen Hunt [REDACTED]  
**Subject:** Planning application P/22/1812/FP - Emergency service access

-- This email has originated from outside HIWFRS. Take extra care when opening links or attachments! Report any suspicious emails to [REDACTED] --

Hi Jonathon



## **Appendix B – Site Vision Document (October 2023)**



# LAND TO THE SOUTH OF CASTLE LANE

CHANDLER'S FORD  
VALLEY PARK

## Vision Document

OCTOBER 2023



DAVID WILSON HOMES

WHERE QUALITY LIVES



# CONTENTS

- 1.0 About Us
- 2.0 Introduction
- 3.0 Planning Context
- 4.0 Development Rationale
- 5.0 Development Concept
- 6.0 Deliverability



**DAVID WILSON HOMES**  
WHERE QUALITY LIVES

## PROJECT TEAM

Planning Consultants:



Architectural Consultants:



Landscape Consultants:



Arboricultural Consultants:

**Mark Hinsley**  
**Arboricultural**  
**Consultants Ltd.**

Ecology Consultants:



Transport Consultants:



Drainage Consultants:



# 1.0

## ABOUT US

At Barratt David Wilson Homes, we have been building high quality homes since 1958, and we are proud of our industry-leading reputation for quality, innovation and customer service. Over the last sixty years, we have built more than 450,000 homes, and millions of people have called a Barratt house their home.

### CUSTOMER FIRST

We are the only major national housebuilder to achieve the HBF 5 Star Customer Satisfaction rating for fourteen consecutive years, with over 90% of customers stating that they would recommend us.

### GREAT PLACES

We design and build great places that meet the highest standards, and that promote sustainable, healthy and happy living for our customers.

### LEADING CONSTRUCTION

NHBC Pride in the Job campaign 2022: Our site managers won 98 Quality Awards in 2022 – more than any other housebuilder for the eighteenth year running

#### OUR PRIORITIES:



Customer first



Great places

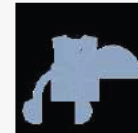


Leading construction



Investing in our people

#### OUR PRINCIPLES:



Keeping people safe



Being a trusted partner



Building strong community relationships



Safeguarding the environment



Ensuring the financial health of our business

#### OUR ACHIEVEMENTS:

Formal partnership with



Raising the bar for nature-friendly housing



Winner of the NextGeneration Innovation Award 2022



Large Developer of the Year at the RESI Awards 2021

#### LOCAL CASE STUDIES:

##### Highgrove Gardens - Romsey

- In Test Valley BC
- Provision of 43 Homes
- Village green feel
- Provision of quality open space



##### Monarchs Keep - Bursledon

- In Eastleigh BC
- Provision of 166 homes
- Provision of high quality open space
- Access to key services & Victoria Country Park





## 1.1 KEY DELIVERABLES



Delivery of circa 150 new homes  
(including affordable provision)



Provision of 10%  
Biodiversity Net Gain



Provision of quality open public space



Existing mature vegetation on the  
perimeter of the site provides screening



Support the employment of 465 people\*



Provision of Sustainable drainage system  
(SuDs)



Provision of Bat & Bird Boxes



All new homes are to be within 10  
minutes' walk of local facilities and  
transport services.



Generate £1,807,950 in tax revenue  
including £169,419 in council tax  
revenue\*



Provision of cycle/pedestrian trails and  
connections into existing footpath routes



Creation of Green Infrastructure,  
new planting and hedgerows



Site is available and delivered by BDW  
who are an HBF 5 Star Housebuilder

The site retains an urban fringe  
character requiring a sensitive  
approach to density, layout and  
landscaping.

Perimeter areas will create a legible  
and pedestrian permeable residential  
layout that integrates with cycle routes  
on Castle Lane and Templar Way

Provision of quality new children's  
play equipment

No immediate residential  
neighbours, good existing screening  
resulting in very limited impact on  
existing neighbours

\*Figures derived from HBF Economic Footprint Calculator (available online)

# 2.0

## INTRODUCTION

This Vision Document has been updated since Barratt David Wilson's (BDW) last submission to Test Valley Borough Council's (TVBC) Stage 1 Regulation 18 Consultation for the Draft Local Plan 2040. This Vision Document demonstrates how a sustainable new site could be planned as a stand-alone site.

### 2.1 SITE LOCATION

- The site is located on the south western side of Chandlers Ford, approximately 1.3 miles from the town centre and railway station.
- The site is sustainably located, being situated on a public transport corridor and cycle route, within easy walking and cycling distance of key services and facilities.
- There are a number of pedestrian links in close proximity to the site, which provide safe and sustainable connections to the local centre at Knightwood, Chandlers Ford Town Centre and immediate employment and retail opportunities.





## 2.2 SITE DESCRIPTION

- The site comprises two fields of semi-improved grassland with wooded boundaries. A small stream is present running south to north within the eastern portion of the site which is also flanked by woodland. A gas pumping station is present adjacent to the northern boundary.
- The northern boundary of the site comprises a dense tree belt that fronts onto Castle Lane.
- The tree belt continues onto the eastern boundary with Templars Way, also providing a continuous screen. To the west of the site it is contained by an area of woodland and to the south are open fields.
- The natural topography of the site is predominantly flat, although rises to the south. The site sits between the woodland on its northern, eastern and western boundary and the rising land to the south providing a strong sense of visual enclosure from long distance views.
- The site is not within an area designated as of landscape sensitivity or international, local or ecological importance.
- There are no listed buildings on site and is not in any Conservation Areas.





## 2.3 SITE & SURROUNDING - PHOTOGRAPHS



1 - View from entrance looking east



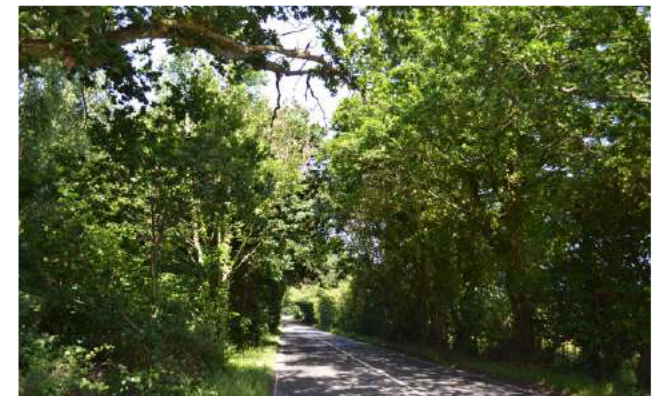
2 - Western boundary



3 - View looking south-east



4 - View of northern boundary from the south



5 - View from access onto Castle Lane looking west





6 - View of existing agricultural access



7 - Long distance view, from high ground, towards the northwest



8 - View from public right of way adjacent to the western boundary



9 - View looking north from public right of way



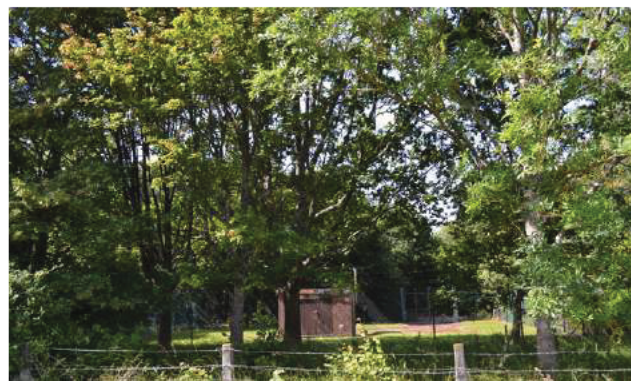
10 - View of western boundary



11 - View looking into the eastern corner of the site



12 - View looking south near to the site entrance



13 - View looking north towards gas sub-station



14 - View from public right of way (site is not visible)

# 3.0

## PLANNING POLICY CONTEXT

The National Planning Policy Framework (NPPF), published in July 2021, provides guidance for Local Planning Authorities (LPAs) in drawing up plans for development. The NPPF establishes a 'presumption in favour of sustainable development' which for decision making means approving development that accords with the statutory Development Plan without delay.

Paragraph 8 of the NPPF (2021) details the three dimensions of sustainable development which are as follows:-



### ECONOMIC ROLE

To help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;



### SOCIAL ROLE

To support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;



### ENVIRONMENTAL ROLE

To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The emerging scheme proposal would align with these three lines of sustainable development, which is further detailed in this vision document.

## 3.1 NPPF AND PPG

In addition to the NPPF, the Planning Practice Guidance (PPG) provides guidance for the LPAs on the factors that should be considered when assessing the suitability of sites and broad locations for development. A site can be considered suitable if it would provide an appropriate location for development when considered against relevant constraints and their potential to be mitigated. The following factors are considered to form part of the assessment of site suitability for development now and in the future;

- Physical limitations
- Potential impacts including the effects upon landscapes including landscape features, nature and heritage conservation.
- Appropriateness and likely market attractiveness for the type of development proposed.
- Contribution to regeneration priority areas.
- Environmental / amenity impacts experience by would be occupiers and neighbouring areas.

Both the NPPF and PPG are significant material considerations in terms of establishing the principle of development on this site, with particular regard to the following:

- Valley Park is identified as a 'Key Service Centre' in the settlement hierarchy set out by the Adopted Revised Local Plan 2011 – 2029. The associated scale of development indicates Strategic allocations.
- The 'suitability' of the site for a major residential development compares favourably when viewed against competing locations for expansion of Valley Park and North Baddesley.
- The site is available now and can deliver homes that could provide a significant boost to housing delivery, and particularly the supply of much needed affordable housing in the area.
- Development of the site is achievable and viable.
- Support in the NPPF for planning for larger scale development, including by significant extensions to towns (provided they are well located, designed and supported by the necessary infrastructure and facilities (NPPF paragraph 73).
- The presumption in favour of sustainable development



## ADOPTED TEST VALLEY LOCAL PLAN

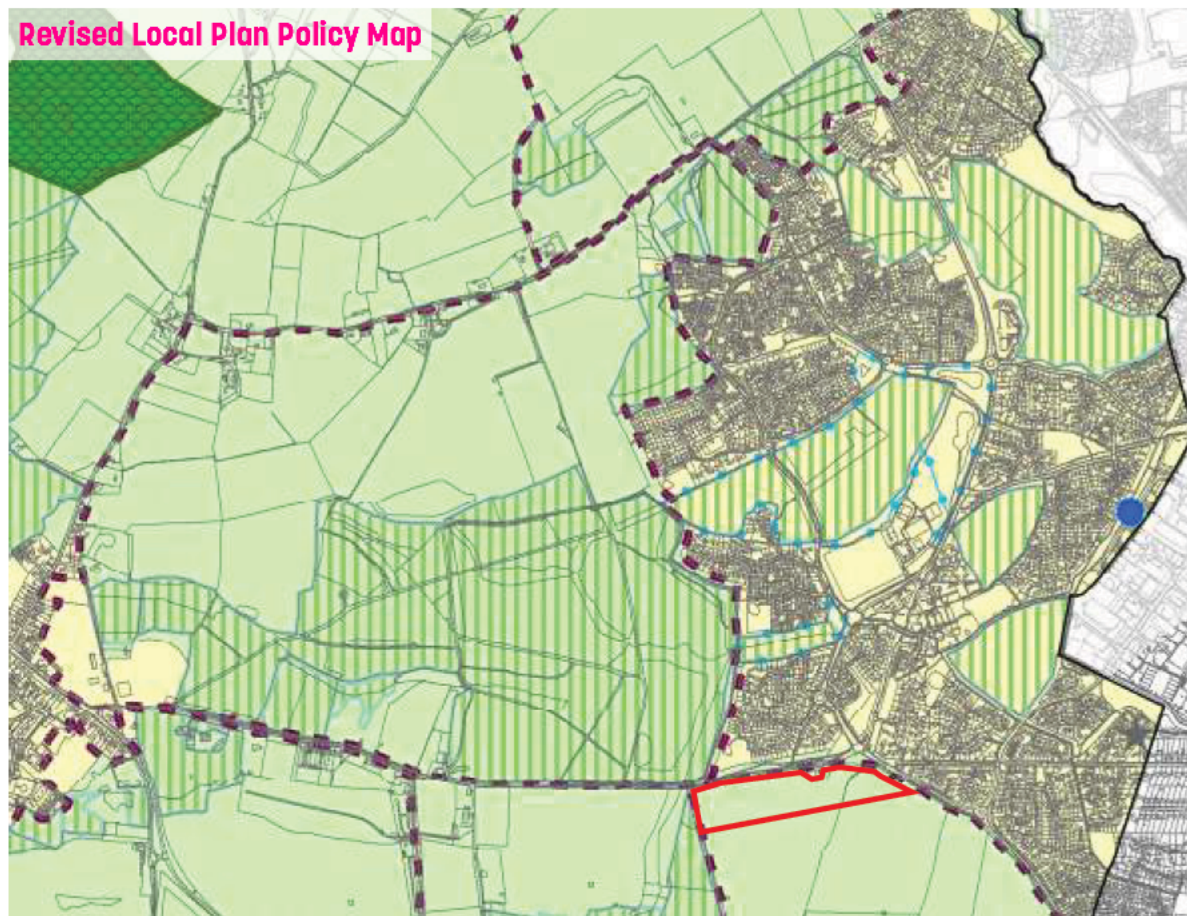
The Council's adopted development plan comprises principally of the policies in;

- Revised Local Plan DPD, 2011-2029 (Adopted January 2016)
- Hampshire Mineral and Waste Local Plan

The Revised Local Plan Interactive policy map indicates the site within:

- Policy COM2 –Countryside
- Policy E3 - Local Gap

The document has classified Valley Park as a 'Tier 2 Settlement' which are the most sustainable locations for development within the District outside of Andover and Romsey. Tier 2 settlements have a broad range of services and facilities suitable for serving new residential developments.



### KEY

Borough Boundary	Extension to Wilworth Business Park (Policy LE8)	New Forest National Park	Primary Shopping Frontage (Policy LE12 and LE13)
Inset Map Boundary	Andover Airfield Business Park (Policy LE9)	North Wessex Downs Area of Outstanding Natural Beauty (Policy E2)	Secondary Shopping Frontage (Policy LE12 and LE13)
Settlement Boundary (Policy COM2)	Allocation Site Area (Maps A - H)	Conservation Areas (Policy E9)	Pedestrian Thoroughfare (Policy LE12 and LE13)
Residential Area of Special Character (Policy E4)	Allocation Map Boundary	Registered Historic Parks and Gardens (Policy E9)	Stockbridge Local Centre (Policy LE15)
Countryside (Policy COM2)	South of Benham Campus, University of Southampton Science Park (Policy LE12)	Strategic Employment Sites (Policy LE10)	Land at Adnour Park (Policy LE5)
Local Gap (Policy E3)	Mixed development at George Yard / Black Swan Yard (Policy LE14)	Scheduled Ancient Monuments (Policy E9)	Nursing Estate (Policy LE7)
Internationally Important Wildlife Site (Policy E5)	Town Centre Boundaries (Policy LE11)	Local Nature Reserve (Policy E5)	Ganger Farm (Policy LEW2)
Sites of Special Scientific Interest (Policy E5)	Primary Shopping Area (Policy LE12 and LE13)	Forest Park (Policy LEW3)	
Sites of Importance for Nature Conservation (Policy E5)			
Indicative site boundary			



## EMERGING TEST VALLEY LOCAL PLAN: ISSUES AND OPTIONS (REG 18 STAGE 1)

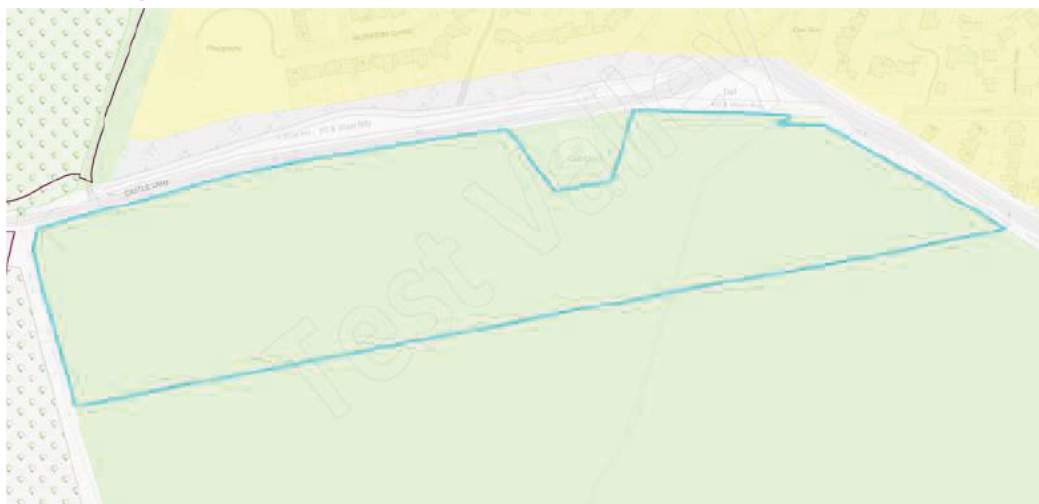
The Test Valley Draft Local Plan Regulation 18 Stage 1 Issues and Options is the first stage in establishing a new local plan for the Test Valley District. The document sets out the vision, key challenges and objectives in the District alongside a spatial strategy, strategic policy framework and needs requirements.

The emerging Local Plan now seeks to cover a plan period to 2040 (as opposed to the adopted local plan which covers until 2029).

## STRATEGIC HOUSING & ECONOMIC LAND AVAILABILITY ASSESSMENT 2021

The site has been identified within the SHELAA for a number of years, with the most recent assessment made in 2021. The site is listed as available and achievable for a residential development of circa 150 residential dwellings within 4 - 10 years, dependent on its inclusion as an allocation within the forthcoming Local Plan.

### Test Valley BC - SHELAA Plan



### TEST VALLEY CONTEXT MAP



# 4.0

## DEVELOPMENT RATIONALE

Utilising the objectives of the Test Valley Draft Local Plan Sustainability Appraisal, we have assessed the suitability of the Castle Lane development site in sustainability terms. It is clear that the site is well placed to provide a truly sustainable development, with significant benefits brought to the local area including new high quality housing for a range of local people to meet their needs, high quality open spaces, a biodiversity net gain and high quality links to the surrounds to encourage sustainable transport.

### Key to Appraisal

Strongly positive	++
Positive	+
Mixed performance	+/-
Negative	-
Strongly negative	--
Depends on implementation	i
Uncertain	?
No effect	o

## 4.1 SUSTAINABILITY APPRAISAL

Sustainability Objective	Performance	Commentary
1. Ensure everyone has the opportunity to live in an appropriate home that meets their needs.	++	The proposed development site could accommodate approximately 150 new residential dwellings of a range of sizes, types and tenures to cater for a variety of people's needs, including a provision of affordable housing.
2. Ensure the local economy is thriving with high and stable levels of growth, whilst supporting productivity and the promotion of a diverse economy, with the availability of a skilled workforce.	+	The proposed development site would contribute to the local economy both through the construction of the development, and post-construction. The proposed development would result in the creation of jobs and wages during the construction phase and will contribute to the overall longer term prosperity of the area through additional expenditure of future residents.
3. Maintain and improve access to services, facilities and other infrastructure, whilst improving the efficiency and integration of transport networks and the availability and utilisation of sustainable modes of travel.	++	The proposed development site is within 10 minutes walk of services and facilities including a supermarket, school, nursery, pharmacy, GP surgery and children's play areas. The proposed development could provide new high quality pedestrian and cycle links to further improve permeability and off-road attractive links to further encourage a shift to sustainable modes of travel. The site is adjacent to bus stop providing public transport services to Eastleigh, Chandlers Ford and Romsey.
4. Encourage the efficient use of land and conserve soil resources.	+	The site is designated as good to moderate quality agricultural soil classifications (Grade 3a/3b), however other sites in the surrounds are Grade 2 and would be protected by development on this site.
5. Conserve and, where possible, enhance the water environment and ensure the sustainable management of water resources.	+	The site will incorporate a Sustainable Urban Drainage System with attenuation basins that will improve water quality of run off from the site. Any forthcoming proposals will incorporate nitrate mitigation to ensure water quality impacts in the Solent are mitigated.
6. Seek to avoid and reduce vulnerability to the risk of flooding and the resulting detrimental effects to the public, economy and environment.	+	The site will incorporate a Sustainable Urban Drainage System that will minimise run-off rates at the site to greenfield rates, as well as ensuring that the proposals do not increase flood risk elsewhere. The site is located within Flood Zone 1 (lowest flood risk and is therefore well suited for residential development in flood risk terms).
7. Maintain and, where possible, enhance air quality.	o	The proposed residential development is unlikely to lead to any impacts or changes to air quality.
8. Conserve and, where possible, enhance the Borough's landscape, townscape and settlement character.	+/-	The site is well contained with tree belts along its northern and eastern boundaries, and woodland to the west. Considerate masterplanning and the introduction of public open space, wildflower planting and structural planting will to soften the edge of the new neighbourhood and filter views into and out of the development.
9. Conserve and, where possible, enhance the historic environment and the significance of heritage assets.	o	The proposed residential development site is not located within proximity to heritage assets as to impact upon them.
10. Conserve and, where possible, enhance biodiversity and habitat connectivity.	++	The proposed development concept incorporates open spaces and green infrastructure to maintain and enhance biodiversity and habitats.
11. Support the delivery of climate change mitigation and adaption measures.	i	The proposed residential development will incorporate best practice measures in line with relevant guidance to mitigate climate change impacts.
12. Seek to maintain and improve the health and wellbeing of the population.	++	The proposed development will include attractive, biodiverse publicly accessible spaces including woodlands, open spaces and sensory trails to improve the environment and encourage healthy lifestyles.



## 4.2 LANDSCAPE CHARACTER

In landscape character terms the site has a high degree of enclosure provided by boundary hedgerows, trees, woodland and the undulating landform which limits the level of perceptual change within the surrounding landscape.

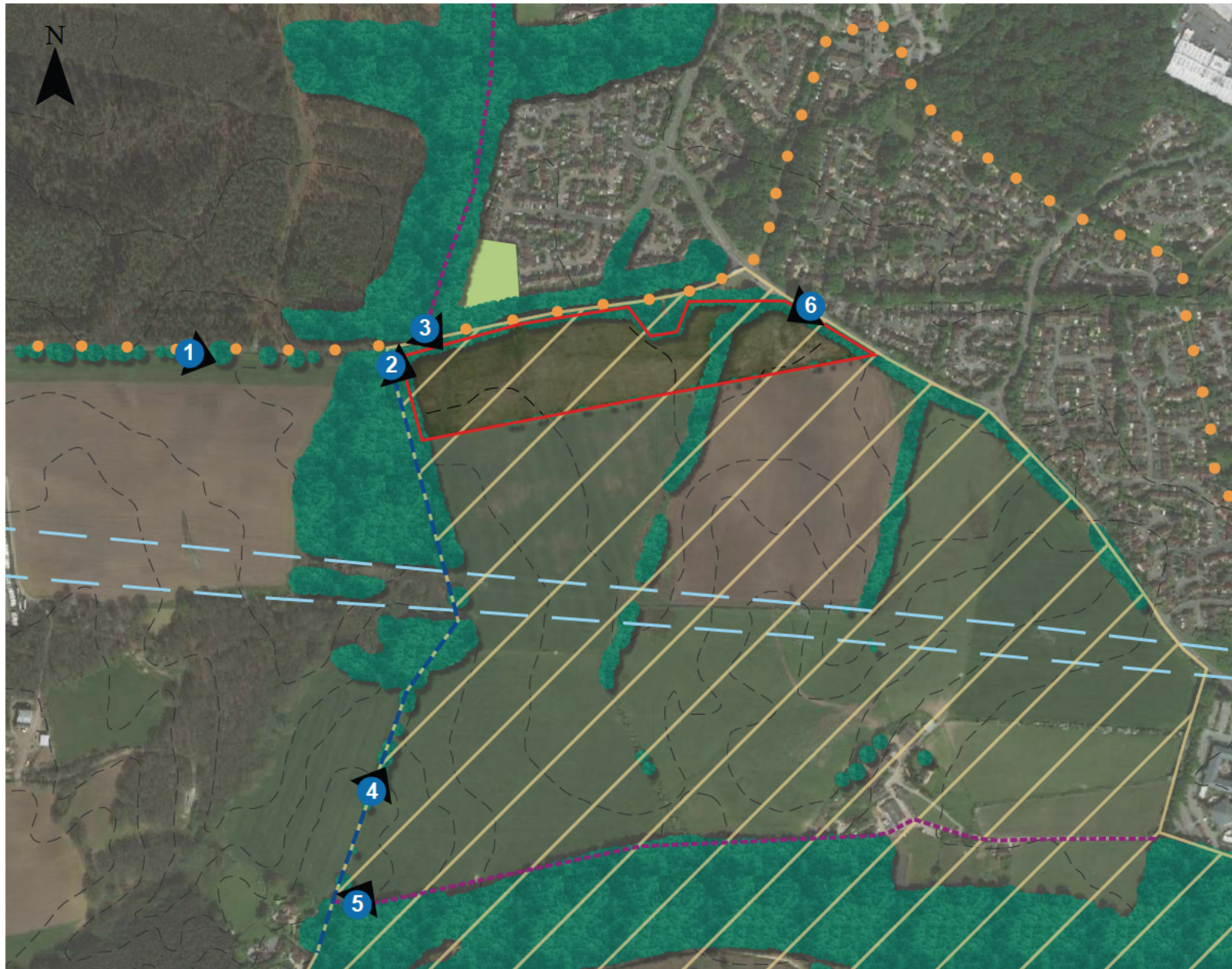
The visual envelope of any development at the site would be limited due to the screening effect of existing hedgerows, trees, woodland and the undulating landform around the site, although, we note, that clear views would be available where boundary vegetation is removed to incorporate visibility splays. Visual receptors are likely to be limited to views from Castle Lane and NCR 24 to the north and Bridleway 050/6/1 to the west, with distant views available from Footpath 050/7/1.

The site is located within a Local Gap (Adopted Policy E3). Given the existing level of enclosure of the site, coupled with the potential to provide woodland buffer planting along the southern boundary of the site, it would be possible to develop this site, without increasing the intervisibility of settlement edges. The gap between settlements would not, therefore, be compromised by the release of the site for development. Should the site to the south be developed then this site would be a small part of a wider development, interfacing with the existing settlement edge.





## 4.3 LANDSCAPE VISUAL IMPACT



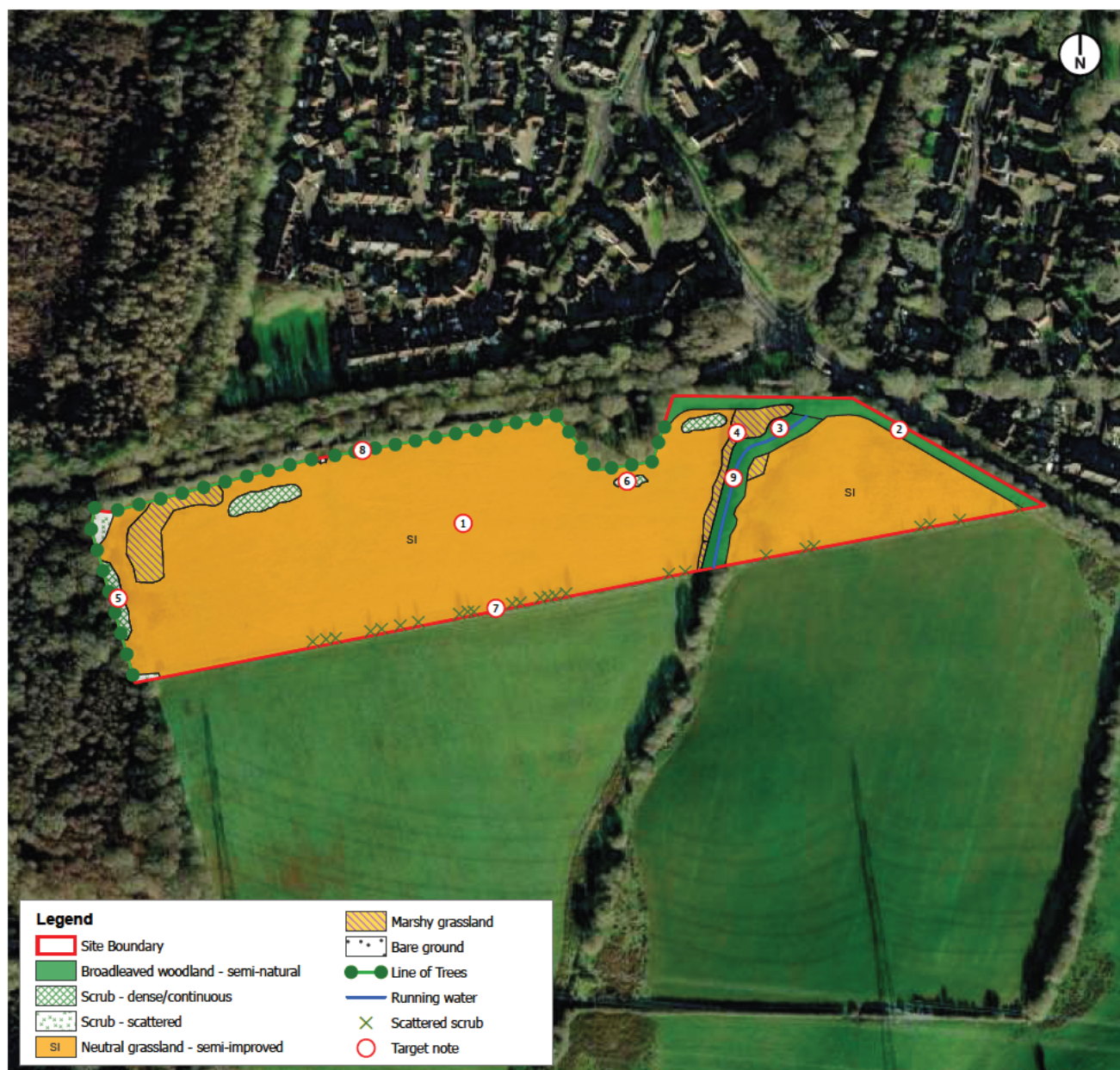
LEGEND	
	SITE BOUNDARY
	PHOTO VIEWPOINT LOCATION
	PUBLIC BRIDLEWAY
	PUBLIC FOOTPATHS
	NATIONAL CYCLE ROUTE 24
	HIGH VOLTAGE POWERLINES
	LOCAL GAP (POLICY E3 TEST VALLEY BOROUGH COUNCIL ADOPTED LOCAL PLAN 2011-2029)
	EXISTING CONTOURS
	EXISTING PUBLIC OPEN SPACE
	EXISTING MATURE TREES AND WOODLAND







## 4.4 BIODIVERSITY



- The site comprises of two fields of semi-improved neutral grassland with woodland boundaries. The neutral semi-improved grassland, dense and scattered scrub is of lower ecological value and there loss is not considered to be of significant ecological impact.
- A wet ditch runs north to south through the east of the site, which is flanked by woodland, with further woodland in the northeast of the site.
- Directly west of the site resides, The Rough a SINC designated for unimproved grassland and heathland it encompasses. The heathland and grassland since SINC selection have undergone succession with woodland now dominating, no longer meeting the SINC criterion.
- The proposals will address the site constraints by the Mitigation Hierarchy with avoidance, mitigation and compensatory measures designed into the proposals.

### AVOIDANCE, MITIGATION & ENHANCEMENT:

- Retainment and strengthening of the of the ecological valuable habitats on site including the wet ditch and woodland boundaries;
- Adequate buffers along the woodland boundaries;
- Sensitive lighting scheme.

## 4.5 TRANSPORT AND ACCESS

### PROPOSED SITE ACCESS

- It is proposed that the site will be served via the existing access on Castle Lane, located c.310m west of the Knightwood Road/Raglan Close/Templars Way/Castle Lane junction.
- Within the vicinity of the existing access Castle Lane measures c.5.5 wide and is subject to a restricted speed limit. Given the scale of development the access will form a priority bellmouth arrangement on Castle Lane at geometries of 6m wide with a radii of 10m. This enables a refuse vehicle to enter and exit the site, with a car waiting at the access. This access is considered to be acceptable and meet all necessary standards.

### ACCESSIBILITY TO KEY SERVICES AND FACILITIES

- The site is in a sustainable location for residential development, whereby it is feasible for residents to travel via sustainable modes such as walking, cycling and public transport to key facilities and employment destinations.
- It is located within close proximity to local services on Pilgrims Close which include a Tesco Express convenience store, pharmacy, community centre, a doctor surgery, primary school and public house. The amenities on Pilgrims Close, along with the Knightwood Leisure Centre on Skys Wood Road are accessible within a 7 minute walk or 2 minute cycle from the site.

#### BUS



- There are several bus stops available on Templars Way and Knightwood Road, with the closest northbound and southbound bus stops located c.80m (a 4 minute walk) to the south of the crossroads. These bus stops comprise demarcated laybys, shelters, flag poles and timetable information.
- The bus stops on Templars Way and Knightwood Road provide access to the Number 43, Bluestar 5 and X7A bus services. The Bluestar 5 service is a regular bus service which operates from Boyatt Wood to Romsey via Eastleigh, Chestnut Avenue and North Baddesley. This service operates twice an hour Monday to Saturday between 05:40 – 18:30. Journeys to Eastleigh on this service take approximately 45 minutes.

#### RAIL



- In addition, Chandlers Ford Rail Station is accessible within an 18 minute bus journey or an 7 minute cycle from the crossroads. This station provides journeys to Romsey and Salisbury every hour.

Facility Type	Name	Distance	Travel time <sup>Y</sup>
Primary School	St Francis C of E Primary	700 m	9 min walk, 3 min cycle
Secondary School	Toynton School, Oakmount Rd	2.2 km	27 min walk, 8 min cycle
Local Shops & P.O.	Pilgrims Close/St Francis Place	530 m	7 min walk, 2 min cycle
Community Centre	Valley Park Community Centre	634 m	8 min walk, 2.6 min cycle
Doctors' Surgery	St Francis Surgery	544 m	7 min walk, 2 min cycle
Town Centre	Eastleigh Town Centre	3.8 km	47 min walk, 14 min cycle
Bus Routes/Stops	Templars Way	283 m	4 min walk, 1 min cycle
Railway Station	Chandlers Ford Station	1.8 km	22 min walk, 7 min cycle
Employment	School Lane Industrial Estate	1.2 km	15 min walk, 4 min cycle

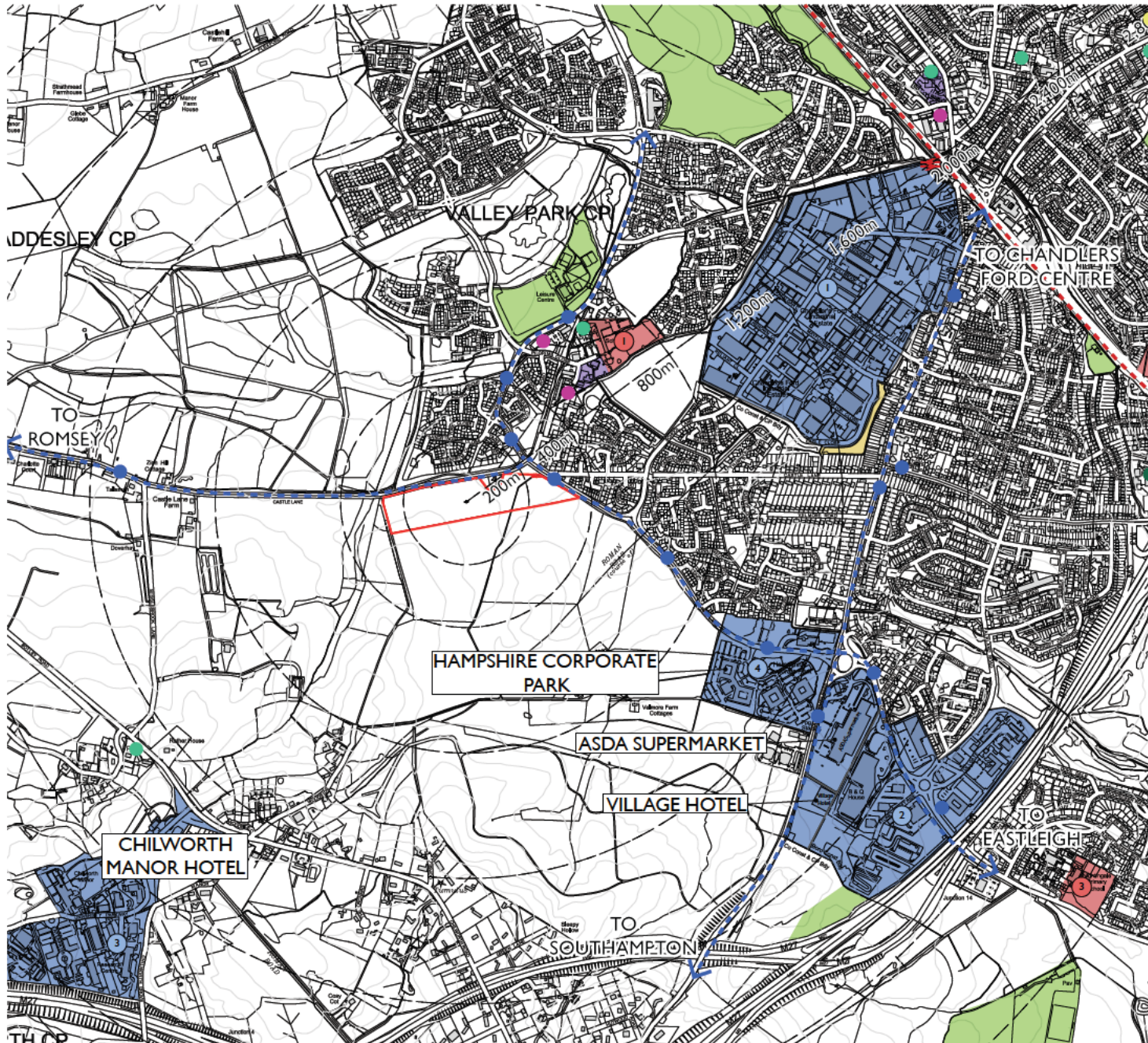
NB:

# - Straight line distance

Y - 3 miles per hour walking, 10 miles per hour cycling



## ISOCHRONE MAP (DISTANCE FROM THE SITE)



- KEY**
- SITE BOUNDARY
  - EDUCATION:**
    - 1. ST FRANCIS C OF E PRIMARY SCHOOL
    - 2. TOYNBEE SECONDARY SCHOOL
    - 3. NIGHTINGALE PRIMARY SCHOOL
  - EMPLOYMENT:**
    - 1. CHANDLER'S FORD INDUSTRIAL ESTATE
    - 2. EASTLEIGH INDUSTRIAL PARK
    - 3. UNIVERSITY OF SOUTHAMPTON SCIENCE PARK
    - 4. HAMPSHIRE CORPORATE PARK
  - VALLEY PARK COMMUNITY CENTER  
RITCHIE MEMORIAL HALL
  - EAGLE CLOSE ALLOTMENTS
  - RECREATION GROUNDS
  - STONEHAM GOLF COURSE
  - SOUTHAMPTON SPORTS GROUNDS
  - - - RAILWAY LINE
  - ≡ CHANDLER'S FORD STATION
  - DOCTOR'S SURGERY
  - PLACES OF WORSHIP
  - FIRE STATION
  - POST OFFICE
  - HOTEL
  - BUS STOPS
  - - - BUS LINKS
  - DISTANCES



## 4.6 SERVICES & FACILITIES



Park Pharmacy



St Francis C of E Primary School



Valley Park Community Centre



Pilgrims Close - local shops



St Francis Medical Centre



Busy Bees Children's Nursery

## 4.7 FLOOD RISK

The NPPF aims to reduce flood risk through a sequential approach to development opportunities. The NPPF and accompanying Technical Guidance have been developed to ensure flood risk from all sources including the predicted effects of climate change have been taken into account into identifying sites for development. They also set out the requirements for appropriate measures to be implemented to ensure that development is safe, where possible the flood risk overall is reduced and increased flood risk does not occur elsewhere.

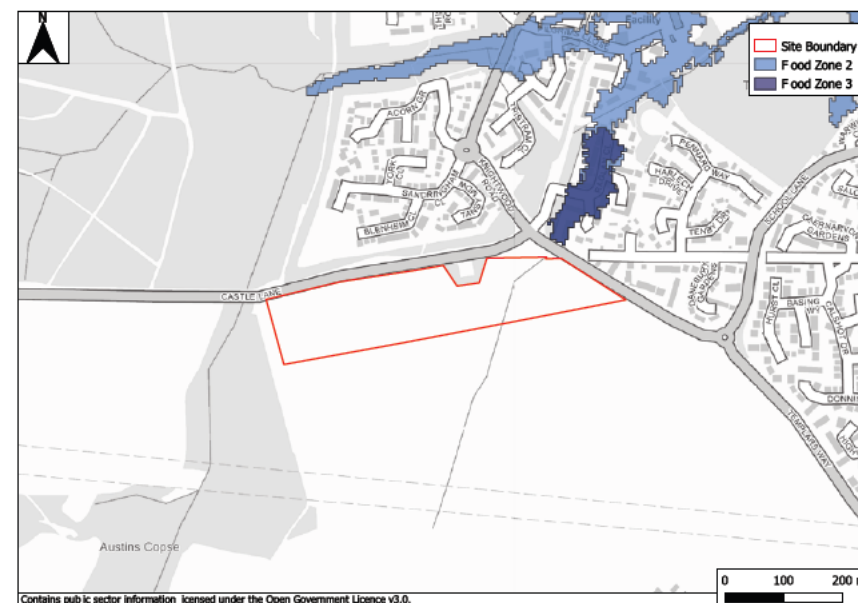
Under the Flood and Water Management Act 2010 Hampshire County Council is the Lead Local Flood Authority (LLFA) and is responsible for coordinating the management of local flood risk as well as setting out the requirements for surface water drainage from new developments.

According to Environment Agency (EA) mapping, the site is located in Flood Zone 1, indicating the lowest level of potential flood risk from rivers and review of mapping and other data suggests a low potential for flooding at the site from most other sources. However the mapping also indicates that there is a potential for surface water flooding in the eastern part of the site with a flow route associated with the watercourse within the site.

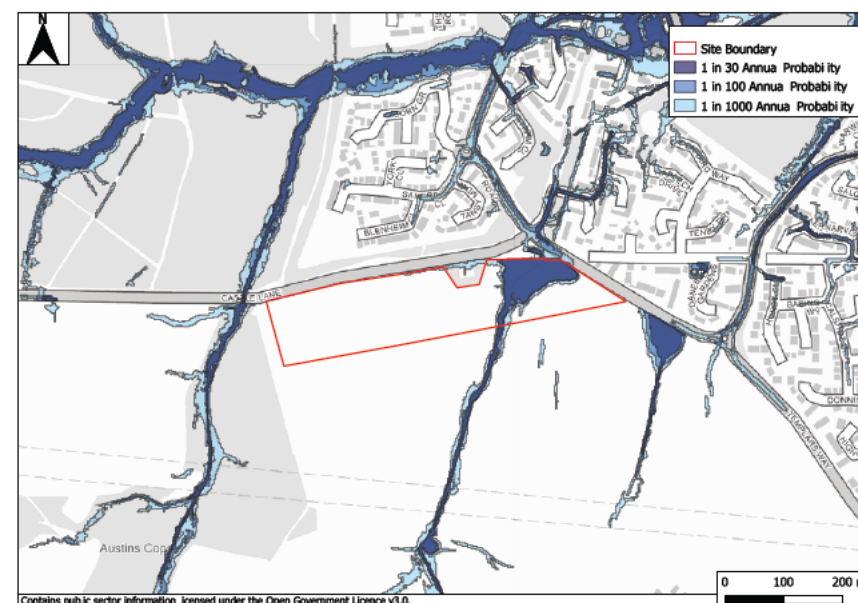
Residential development is an appropriate land use in Flood Zone 1, and the development strategy would look to incorporate measures for managing floodwater associated with the surface water flowpath integrated into the wider green infrastructure, biodiversity, amenity strategies.

Surface water runoff from the proposed development will be managed effectively through the implementation of a SuDS based drainage scheme in line with the LLFA and national requirements; at this site source control measures such as rainwater butts, permeable paving and swales would be explored further to be delivered alongside strategic attenuation basins, with these water management measures also forming a part of the wider strategies to ensure a sustainable development.

FLOOD ZONE MAP



SURFACE WATER MAP

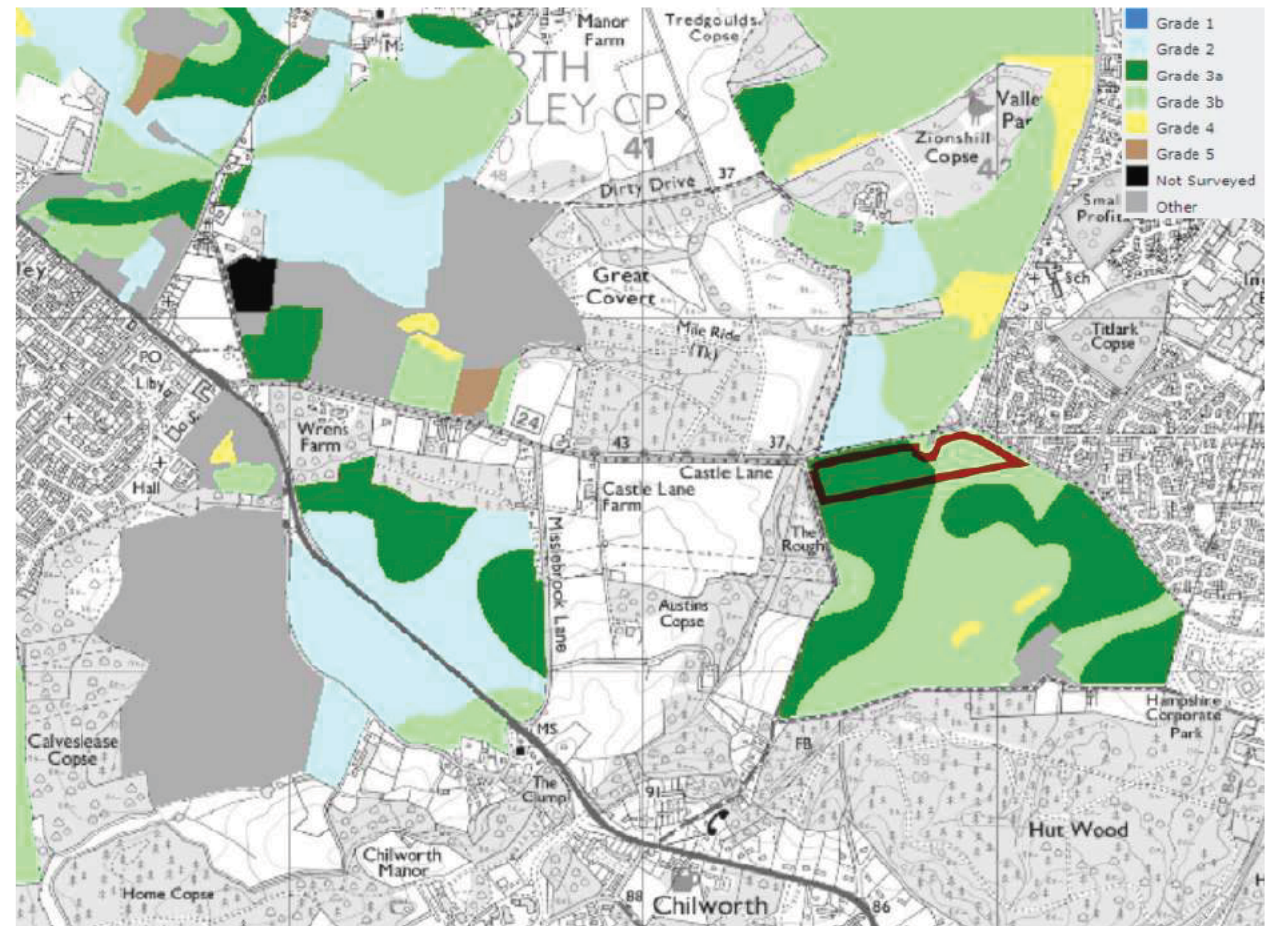




## 4.8 AGRICULTURAL LAND CLASSIFICATION

Just over half the agricultural element of the site is of good to moderate quality in sub-grade 3a and the remainder is moderate quality in sub-grade 3b (Magic.gov.uk). Their descriptions are as follows:

- 3a - capable of consistently producing moderate to high yields of a narrow range of arable crops, especially cereals, or moderate yields of a wide range of crops including cereals, grass, oilseed rape, potatoes, sugar beet and the less demanding horticultural crops.
- 3b - moderate quality agricultural land capable of producing moderate yields of a narrow range of crops, principally cereals and grass or lower yields of a wider range of crops or high yields of grass which can be grazed or harvested over most of the year.
- The land to the south comprises a mix of sub-grades 3a and 3b.



The site is therefore considered to be of less value as agricultural land than other areas of countryside in the wider area. The NPPF is clear that Local Authorities should seek to use areas of poor quality land in preference to that of a higher quality.

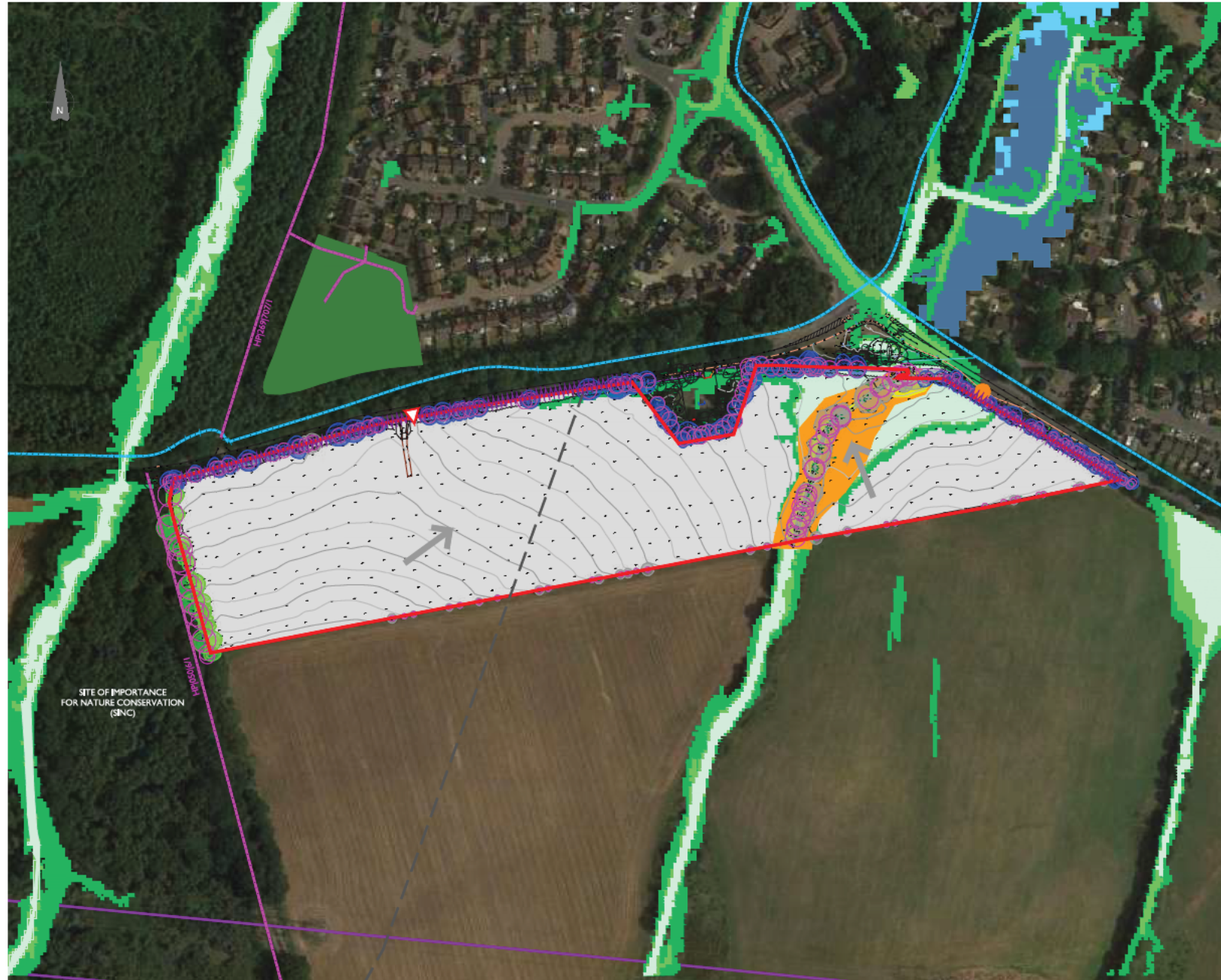
# 5.0

## DEVELOPMENT CONCEPT

### 5.1 CONSTRAINTS AND OPPORTUNITIES

#### KEY

- SITE BOUNDARY
- ▷ SITE ACCESS
- PROW
- NATIONAL CYCLE ROUTE 24
- DIRECTION OF FALL
- W POTENTIAL NOISE IMPACT
- EXISTING PUBLIC OPEN SPACE
- ASSUMED EXISTING GAS MAIN (TRACED FROM OLD MASTERPLAN)
- EXISTING HIGH VOLTAGE POWER LINES
- ~ CONTOURS
- EXISTING BUS STOP
- FLOOD ZONES**  
(TAKEN FROM EA MAPPING)
  - FLOOD ZONE 2
  - FLOOD ZONE 3
- POTENTIAL SURFACE WATER FLOOD EXTENTS**  
(TAKEN FROM EA MAPPING)
  - 1 IN 30 YEARS
  - 1 IN 100 YEARS
  - 1 IN 1000 YEARS
- FLOODPLAIN**  
(FROM ALP)
  - 1000 YEAR FLOODPLAIN WITH 300M SENSITIVITY
- CATEGORY A TREE OF HIGH QUALITY AND VALUE
- CATEGORY B TREE OF MODERATED QUALITY AND VALUE
- CATEGORY C TREE OF LOW QUALITY AND VALUE
- CATEGORY U TREE OF POOR QUALITY AND VALUE
- ROOT PROTECTION AREA





## 5.1 CONSTRAINTS AND OPPORTUNITIES (CONT.)

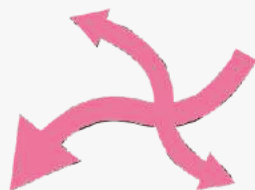
A series of constraints and opportunities are present on the site, which have been subject to a series of surveys and other technical and non-technical assessments.

### KEY POINTS:



Existing mature vegetation on the perimeter of the site provides screening.

Dense perimeter vegetation providing screening and wildlife corridors.



Potential connection to cycle routes and footpaths to North Baddesley, Eastleigh and Chandlers Ford.

On and off road cycle links and bus stops promote modal shift.



Direct and short walking distance to local centre and bus stops. Pilgrims Close Local Centre within comfortable walking distance.

Potential traffic noise from Castle Lane may require some mitigation or off-set development frontages / building lines.



Retention and reinforcement of hedgerows and need to off-set development frontages to protect and enhance biodiversity.

Location of bridleway to the south beyond the high ground all but prevents long distance views.



Area of wet land around the drainage ditch to be retained and enhanced for biodiversity gains.

Straight section of Castle Lane allows for adequate visibility for safe vehicular access potential.

## 5.2 CONCEPT MASTERPLAN

The concept masterplan shows the potential configuration of any future development based on the current opportunities and constraints of the site. The masterplan utilises well-established urban design principles to create a high-quality and distinctive form that provides a sequence of linked streets and spaces, which ties in with existing desired lines and the surrounding context, with a landscape buffer to the east of the site. This is only an initial design and we welcome community views and suggestions as part of the ongoing iterative design process





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Circa 150 new homes of mixed type and tenure



A landscape buffer to the west to respect the existing Public Right of Way and woodland (SINC)



A linear green space, incorporating new trees and a pedestrian/cycle path



The retention of existing trees and hedges



Extensive quality open public space



Attractive sustainable drainage system (SUDs) basins



Play Area

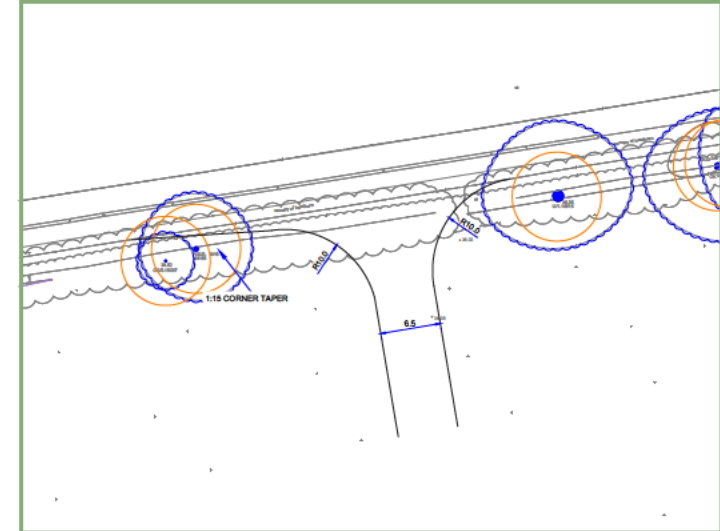


A circular pedestrian route

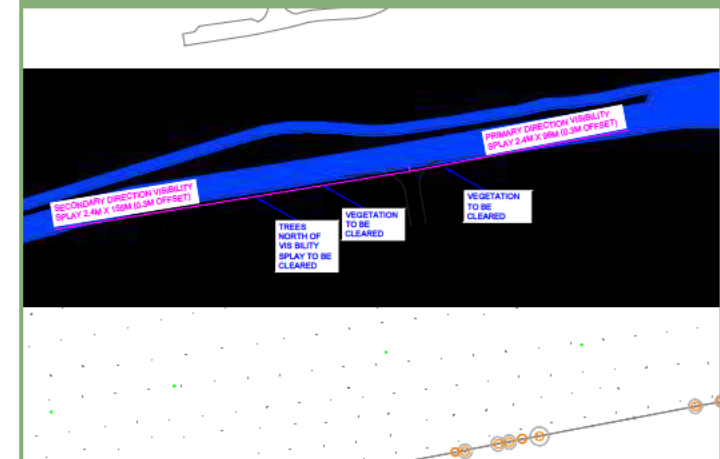
## 5.3 SAFE HIGHWAY ACCESS

- A vehicular access onto Castle Lane would serve a 'stand-alone site' and could be engineered to facilitate a future transport route through the site to serve a larger strategic allocation to the south, if required to meet local housing needs.
- An improved access onto Castle Lane would require adequate visibility and opportunities for reducing vehicular speeds and a pedestrian / cycle crossing point to the cycle route would be explored.
- Personal Injury Accident assessment found that there is no existing highway safety concern or pattern within the sites locale which will be exacerbated as a result a proposed development in this location
- Given the quantum of development it is recommended that access is provided in a simple bellmouth arrangement onto Castle Lane, located c.100m east of the existing access location. The site access would measure 6.5m in width and would be supported by a 10m radii, with a 1:15 corner taper on the western side. The design requires an extensive section of vegetation along the site frontage to be removed but the access has been positioned in a location which has the smallest impact on trees and vegetation as possible. The taper which has been necessitated by the tracking encroaches on root protection areas associated with two trees. The design of the access is subject to discussions with HCC The taper which has been necessitated by the tracking encroaches on root protection areas associated with two trees. The design of the access is subject to discussions with HCC
- Junction modelling demonstrates the proposed access has been undertaken of the 2028 baseline plus development scenario. The results of the modelling indicate that the access would operate well under capacity, with low queue lengths (maximum of 0.3 car lengths) and delays of less than 14 seconds on all arms. The highest RFC (0.25) is on the site access in the AM peak. Modelling of the access confirms that a simple bellmouth arrangement is sufficient to accommodate the proposed development without significant impact on Castle Lane or the surrounding highway network.

### ACCESS DESIGN - GENERAL ARRANGMENT



### ACCESS VISIBILITY SPLAY ASSESSMENT



## 5.4 SUSTAINABLE TRANSPORT

- Pedestrian links with Templar Way on the eastern boundary would create opportunities for new residents to easily access bus routes serving Southampton, Chandlers Ford, Eastleigh and Romsey. It is the intention for all residential properties to be within a comfortable walking distance of bus stops to encourage patronage of services and a modal shift. Travel Plans could be developed to encourage sustainable travel patterns by new residents.
- Improvements to bus stops and shelters within the vicinity of the site could also form part of a strategy to encourage modal shift by existing residents.
- The preferred pedestrian/cycle option is for a shared footway/cycleway to be provided within the site that connects to the Knightwood Road/Raglan Close/Templars Way/Castle Lane signalised junction. Two alternative pedestrian accesses have been explored in detail, one on Castle Lane and Templars Way. For Castle Lane, The Castle Lane option involves a crossing in the northeast of the site, opposite the Public Right of Way footpath 269/707/1, which would provide access to the footway/cycleway on the north side of Castle Lane as well as the Public Right of Way route.
- The Templars Way option involves creating a link to the footway on the western side of Templars Way, near the existing bus stop, with enhancements to the existing crossing. Visibility for this option appears achievable based on the posted speed limits and HCC TG3 SSD calculator, but confirmation through highway boundary mapping is required. The removal of vegetation along the site's eastern boundary is also required for this option, which BDW would explore further

## 5.5 GREEN INFRASTRUCTURE

- 'Greenways' will be created though the site to maximise accessibility to convenience shopping, health services, sports facilities, play spaces and areas for informal recreation, in particular those located nearby in the Pilgrims Close Local Centre.
- The existing gas easement that crosses the site would be integrated into the green infrastructure and provide an additional north/south link between the site boundaries.
- A broad swathe of green infrastructure is to be created alongside the existing treed watercourse that will help create character areas within a stand-alone site
- The hedgerow on the southern boundary would be reinforced with additional planting and open space to form a green corridor to protect, link and enhance existing habitats from the south.
- Biodiversity gains are to be sought through additional planting and habitat creation linking with the watercourse corridor.

# 6.0

## DELIVERABILITY

### 6.1 SITE SUITABILITY

Paragraph 60 of the NPPF sets out that to significantly boost the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed. Local Authorities should specifically identify a sufficient number of sites to meet the 5 years' worth of housing.

This Vision Document has demonstrated the site meets the above criteria, for the reasons summarised below and the 'Methodology – Stage 2: Site Broad Location Assessment' set out in the NPPG' which requires consideration of the following;

- Physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination.
- Potential impacts including the effect upon landscapes, including landscape features, nature and heritage conservation.
- Appropriateness and likely market attractiveness for the type of development proposed.
- Contribution to regeneration priority areas.
- Environmental / amenity experienced by would be occupiers and neighbouring areas.

1. There is currently one vehicular access and several potential pedestrian access points into the site. The layout has been adapted to incorporate the gas main easement into the green infrastructure.
2. The surrounding topography and woodland on the boundaries and the surrounding area provide a good degree of enclosure and screening of views into the site. A review of the Environment Agency Flood Data Map has identified the site is entirely within Flood Zone 1 (lowest flood risk).
3. The site is not located within an Air Quality Management Area (AQMA) and a comprehensive well planned residential development on the site is not considered likely to lead to an unacceptable impact in terms of producing noise, pollutants, hazardous, toxic or noxious substances to air.
4. The natural topography of the site and surrounding area is predominantly flat. The site is not within an area designated as of landscape sensitivity or of international, national or local ecological importance, or does it fall within or effect any other 'sensitive area' as defined in Schedule 2 of the Environmental Impact Assessment Regulations 2018.
5. The areas of ecological value within the site are limited to the existing hedgerows and mature trees along the field boundaries. The hedgerows within the site also provide value as ecological habitats and create connectivity to the wider landscape. The scheme masterplan would minimise impacts on hedgerows through generous stand-off distances and a 'green corridor' around the edge of the site. The site is not close to a Conservation Area, any listed buildings or Scheduled Monuments.



## 6.1 SITE SUITABILITY (CONT.)

The site is located within comfortable walking distance of a range of key facilities and services in the local area, in particular local convenience store, GP surgery, pharmacy, dentists, children's play areas, primary school and bus services to shopping and employment centres, secondary and sixth form education.

Whilst the site is not located within a regeneration priority area it is located at the southern edge of Valley Park. The site has good access to the regional road network and has convenient public transport links to shopping, employment, education and other local services and facilities in Chandlers Ford and the surrounding area.

The environmental impacts and likely avoidance and mitigation measures relating to the proposed development are referred to above. There would be no significant amenity impacts on future occupiers. With regard to the impacts from the development on existing neighbourhoods to the north and east of the site it is likely this would be restricted to the construction phase and could be suitably mitigated through appropriate measures identified.

## 6.2 SITE AVAILABILITY

The land is within the control of Barratt David Wilson Homes. There are no known legal or ownership issues that would constrain the site coming forwards for development in the immediate future.

## 6.3 SITE ACHIEVABILITY

A stand-alone development for circa 150 dwellings, is considered to be achievable within the next five years, subject to a planning consent. The site is located adjacent to the southern edge of Valley Park with direct unrestricted vehicular access from the public highway.

There are no significant physical or potential environmental constraints on the site that would restrict the economic viability of a residential development on this scale.







DAVID WILSON HOMES

WHERE QUALITY LIVES