

4 Chapter 4: Test Valley Communities: Proposed Housing Sites

- 4.1 The draft Local Plan proposes to deliver development in a sustainable way taking account of the varied character and communities of Test Valley. The Spatial Strategy has identified the broad direction of growth with this Chapter focussing on the sites needed to ensure we can meet our housing needs. The Regulation 18 Stage 2 document proposed a number of housing sites. These sites are continued to be proposed along with additional site allocations.
- 4.2 In the Regulation 18 Stage 2 document, a series of employment sites were allocated or safeguarded, and on our town centres were presented. We will be reviewing our evidence to update these policies as part of our final draft (Regulation 19 stage).
- 4.3 To reflect the varied local character and communities of Test Valley, this Chapter sets out the proposed housing site allocations by north and south Test Valley with the A30 separating the north and south areas of the borough:
- **North Test Valley:** this covers the area north of the A30 and includes Andover, Test Valley's largest settlement, with strategic employment sites at Portway Business Park and Walworth Business Park. The next largest settlements are at Charlton and Stockbridge.
 - **South Test Valley:** this covers the area south of the A30 and includes the town of Romsey which is at the heart of Southern Test Valley. The next largest settlements are at North Baddesley, Nursling and Rownhams, and Valley Park.
- 4.4 The Site Selection Topic Paper summarises why sites have or have not been taken forward for allocation at this stage. Although there is a planning justification for why sites have been taken forward, the difference in sustainability between some of these sites can be marginal.
- 4.5 There are several technical studies and papers which provide the evidence for our site selection process. These include the Infrastructure Delivery Plan, Sustainability Appraisal, and Habitats Regulations Assessment. Evidence prepared at the Regulation 18 Stage 2 has informed the site selection process, such as Landscape Sensitivity, Strategic Flood Risk Assessment and Local Gaps Study. We will be updating evidence studies to inform the final draft Local Plan (Regulation 19 stage).

North Test Valley

- 4.6 At the heart of North Test Valley is Andover, a historic market town on the River Anton. Andover is located close to the A303, providing wider connectivity with Basingstoke, Salisbury and other settlements in Wiltshire and the southwest.
- 4.7 The area around Andover is highly rural, with the North Wessex Downs National Landscape covering the northern boundaries of the borough. There are a few larger rural settlements including Charlton providing local services and facilities. In addition, the settlement of Ludgershall is immediately adjacent to the borough boundary and although located in Wiltshire, has functional links with Andover.
- 4.8 Andover is a highly sustainable settlement providing a range of services and facilities and has been the focus for sustainable development in recent years, with large urban extensions having taken place to the east of Andover at Picket Piece, East Anton and Picket Twenty. The town has key strategic employment sites including Walworth Business Park, East and West Portway Business Park, and Andover Business Park reflecting its location on the A303 and wider connectivity.
- 4.9 There are 20 strategic housing allocations proposed in North Test Valley which will ensure there is enough housing provision to meet our residual housing requirement alongside the allocations in South Test Valley. For each of the proposed housing site allocations, a site policy sits alongside a list of General Requirements as set out at Appendix 3. The site policies focus on only site-specific matters whereas the general requirements bring together requirements that will apply for all sites, as appropriate.
- 4.10 Sites at Land South of London Road, Andover (Policy NA4), Land at Manor Farm, North of Saxon Way, Andover (Policy NA5), Land at Bere Hill, Andover (Policy NA6), East of Ludgershall (Policy NA7) and South East of Ludgershall (Policy NA8) were previously proposed for allocation in the Regulation 18 Stage 2 document. The draft policies have been reviewed and updated to take account of consultation comments, evidence and discussions with stakeholders.
- 4.11 The evidence at this stage has provided a high-level indication of what infrastructure and mitigation is needed for each site. Further evidence and engagement to refine the policies and General Requirements will be undertaken to inform the final draft Local Plan (Regulation 19 stage).

South of London Road, Picket Twenty, Andover

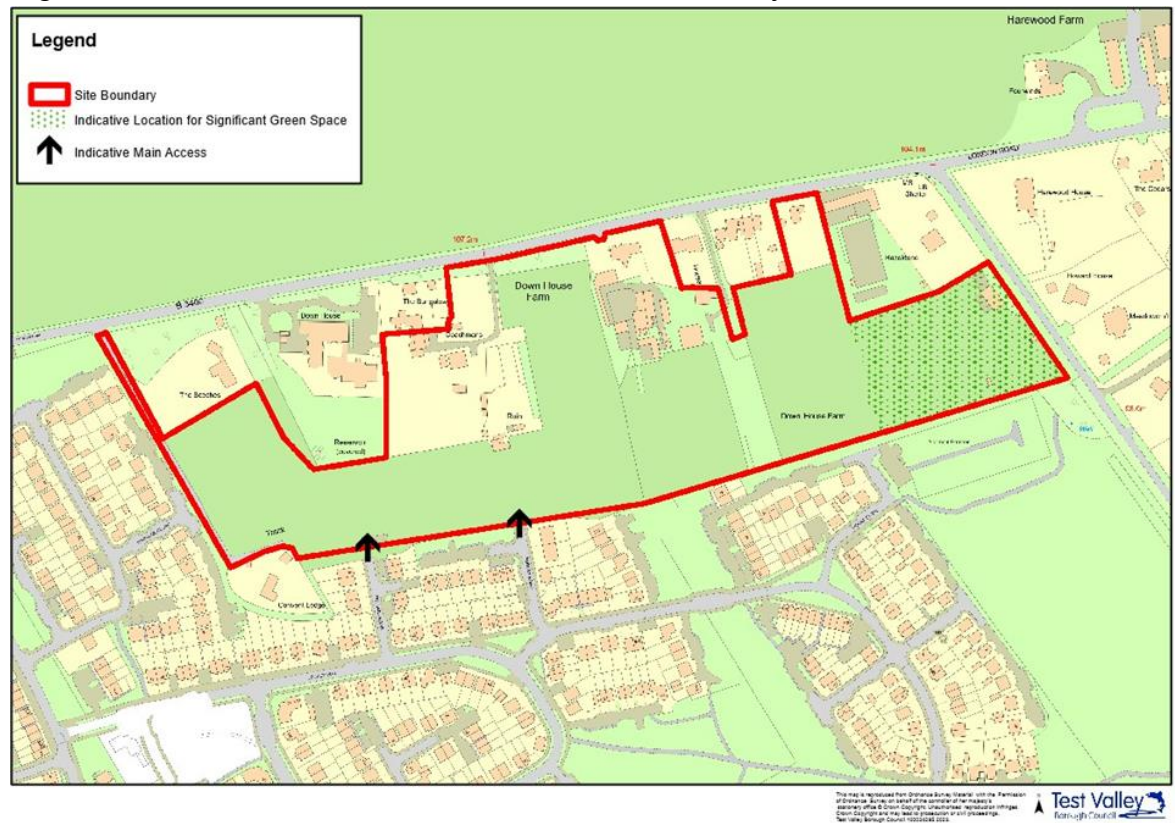
Northern Area Policy 4 (NA4): Land South of London Road, Picket Twenty

A strategic housing allocation of approximately 90 dwellings is proposed south of London Road at Picket Twenty.

Development will be permitted subject to:

- a) Provision of green space in the east of the site to extend Harewood Common;
- b) Access to the development via Picket Twenty Way and Eddery Road / Pollard Road;
- c) Submission of a Heritage Statement incorporating an archaeological assessment; and
- d) Submission of a noise mitigation strategy in relation to the B3400 London Road to the north and the provision of appropriate mitigation.

Figure 4.1: Land South of London Road, Picket Twenty



- 4.12 The site is to the east of Andover, at Picket Twenty. It borders the previously developed Picket Twenty Extension to the west and south and the Middleway to the east. The site also abuts Harewood Common along part of the southern

boundary of the site.

- 4.13 The site partially covers an area which was previously allocated for residential development in the Adopted Local Plan 2016 at Picket Twenty. It provides an opportunity to deliver a sustainable expansion to the Picket Twenty Extension allocation of approximately 90 dwellings. The site has good linkages to the existing residential development at Picket Twenty, with opportunities for residents to use local key services and facilities. The proposed development will need to integrate effectively with the existing development including existing pedestrian, cycleways and public transport connections
- 4.14 The site will provide an opportunity to extend the neighbouring Harewood Common green space (adjacent to the south-east corner of the site). This extension to Harewood Common will be located along the eastern boundary of the site.
- 4.15 The frontages to London Road to the north and Middleway to the east provide important buffers that consist of some mature trees. These existing landscape features should be retained and enhanced.
- 4.16 The site access is anticipated to be via Picket Twenty Way and Eddery Road / Pollard Road. There may be requirements for a contribution towards junction improvements on Picket Twenty Way.
- 4.17 Development that has taken place to the south of this site revealed archaeological remains, and therefore this site also has archaeological potential which requires investigation. A Heritage Statement that addresses this archaeological potential and any appropriate mitigation will be required.
- 4.18 The development should be located to avoid adverse road noise impacts from the B3400 London Road. A noise mitigation strategy, informed by a noise assessment, will be required to inform the masterplan preparation.

Land at Manor Farm, North of Saxon Way, Andover

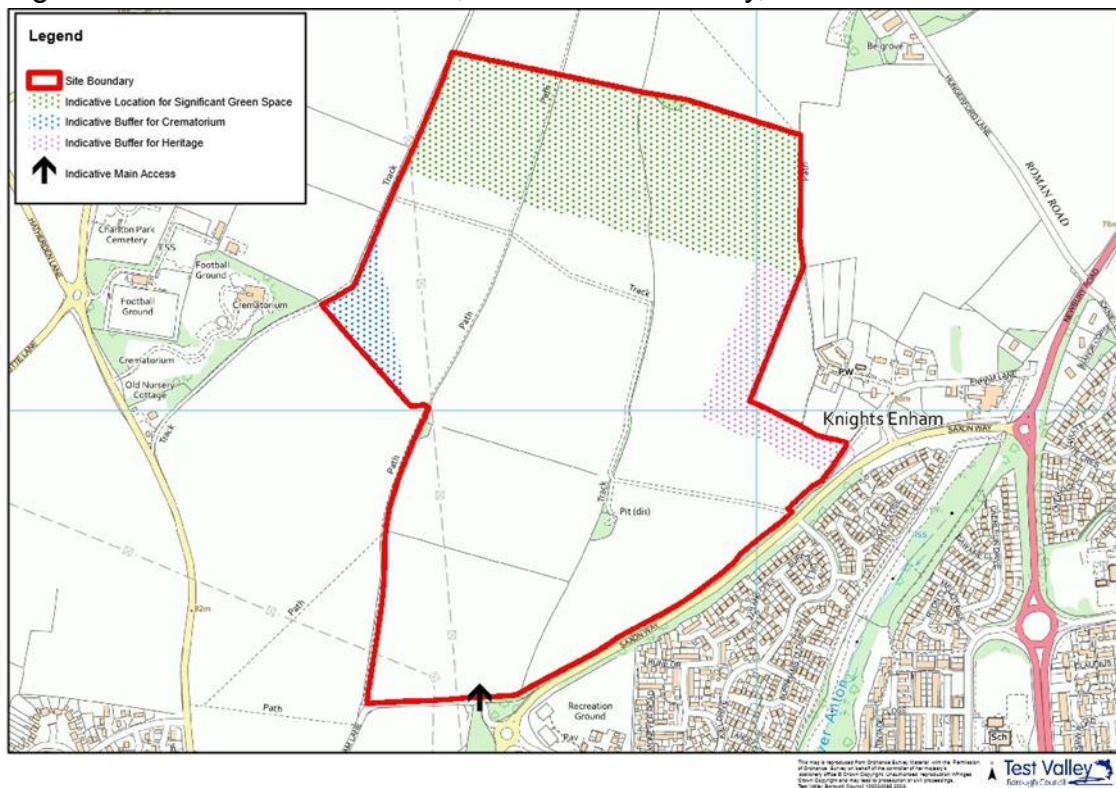
Northern Area Policy 5 (NA5): Land at Manor Farm, North of Saxon Way, North Andover

A strategic, mixed-use allocation of approximately 900 dwellings and 1.5 hectares of employment allocation space is proposed north of Saxon Way at Manor Farm in Andover.

Development will be permitted subject to:

- a) Provision of a significant area of high quality and accessible Green Space to the north of the site;
- b) Retention of the tree lines aligned north to south, along existing field boundaries;
- c) Submission of a Heritage Impact Assessment to demonstrate how the layout and design of the development will respond sensitively to the significance of heritage assets, including those at Knights Enham;
- d) An appropriate buffer along the east of the site adjacent to Knights Enham;
- e) An appropriate buffer along the western edge of the site adjacent to the Charlton Crematorium;
- f) Access to the development via Saxon Way;
- g) The enhancement of the existing public rights of way; and
- h) Submission of an appropriate strategy regarding approach to onsite powerlines.

Figure 4.2: Land at Manor Farm, North of Saxon Way, Andover



4.19 Land at Manor Farm is immediately north of Saxon Way in Andover. It lies south west of Enham Alamein village and north east of Charlton village, with

the historic hamlet of Knights Enham adjoining the south eastern boundary. To the west of the site is Charlton Cemetery, Charlton Park Crematorium, Andover Rugby Football Club, Andover and New Street Football and Social Club and Andover Archery Club.

- 4.20 The site provides an opportunity to deliver a strategic allocation at a sustainable location adjacent to Andover. At Regulation 18, Stage 2, 800 homes were proposed on the site. A review of the evidence, constraints and consultation comments has indicated that there is capacity to deliver approximately 900 homes, along with the requirements set out in the policy.
- 4.21 The site offers the opportunity for a small scale employment land allocation (in the region of 1.5ha, or 5,000sqm floorspace) with potential uses including office, research and development, and light industrial floorspace. There may be potential to deliver a local centre to provide community uses and small scale retail provision. Further technical evidence of market demand for commercially-led facilities will be required in the context of existing local facilities in the wider area, which will be considered to inform the final draft Local Plan (Regulation 19 stage).
- 4.22 High quality sustainable development will be required that is integrated with existing pedestrian, cycleways and public transport connections to nearby residential development and facilities and Andover Town Centre. Within the vicinity of the site there are key facilities, such as shops and community facilities, at Saxon Way and Charlton village.
- 4.23 The site is near Charlton where there is a 'Made' Neighbourhood Plan in place. Opportunities to ensure good connectivity and active travel links in combination with the proposed site at Land off Enham Lane and Charlton Neighbourhood Development Plan allocation to the west of this site, is required.
- 4.24 Development will seek to conserve and enhance the setting of the North Wessex Downs National Landscape. There are strong tree lines within the site, aligned north-south, which extend beyond the site boundaries. These should be retained and inform a landscape strategy.
- 4.25 A significant area of publicly accessible Green Space will be required in the northern part of the site. The Green Space will provide opportunities for access to the countryside, contribute to the health and wellbeing of local people, and will provide a defensible boundary to the north of the site. The shape and location of the northern site boundary will evolve and be refined to inform the final draft Local Plan (Regulation 19 Stage).

- 4.26 There are several Public Rights of Way (PRoW) crossing the site which will inform and shape the Masterplan and provide an opportunity to link the site with publicly accessible green spaces in the vicinity, like Andover Diamond Wood and Harmony Wood to the east.
- 4.27 There are designated heritage assets within the hamlet of Knights Enham to the south and east of the site. These include Church of St Michael and All Angels (Grade I listed), Old Rectory (Grade II listed) and Manor Farmhouse (Grade II listed). Hungerford Lane lies to the north east of the site and follows the route of a Roman Road.
- 4.28 A Heritage Impact Assessment will be required to assess the impact of the proposed development on the significance of heritage assets, including an archaeological assessment. An appropriate landscape buffer is to be provided to the north and west of Knights Enham to help preserve and enhance the setting of the heritage assets. The nature and scale this buffer will be informed by the outcomes of the Heritage Impact Assessment and Landscape Assessment, with consideration given to the importance of the existing open setting of the Church of St Michael and All Angels (Grade I listed).
- 4.29 A screening landscape buffer will be needed between the site and Charlton Crematorium to the west of the site to minimise impacts from the operations of the Crematorium.
- 4.30 Site access is proposed from the south of the site via Saxon Way Roundabout. Site specific junction improvements may be required and will be confirmed through site specific transport assessment (undertaken by site promoter). There is potential for offsite junction improvements to be needed towards the junction at Saxon Way.
- 4.31 There are National Grid overhead powerlines running through the site and this will influence the layout and design of development on the site.

Land at Bere Hill, Andover

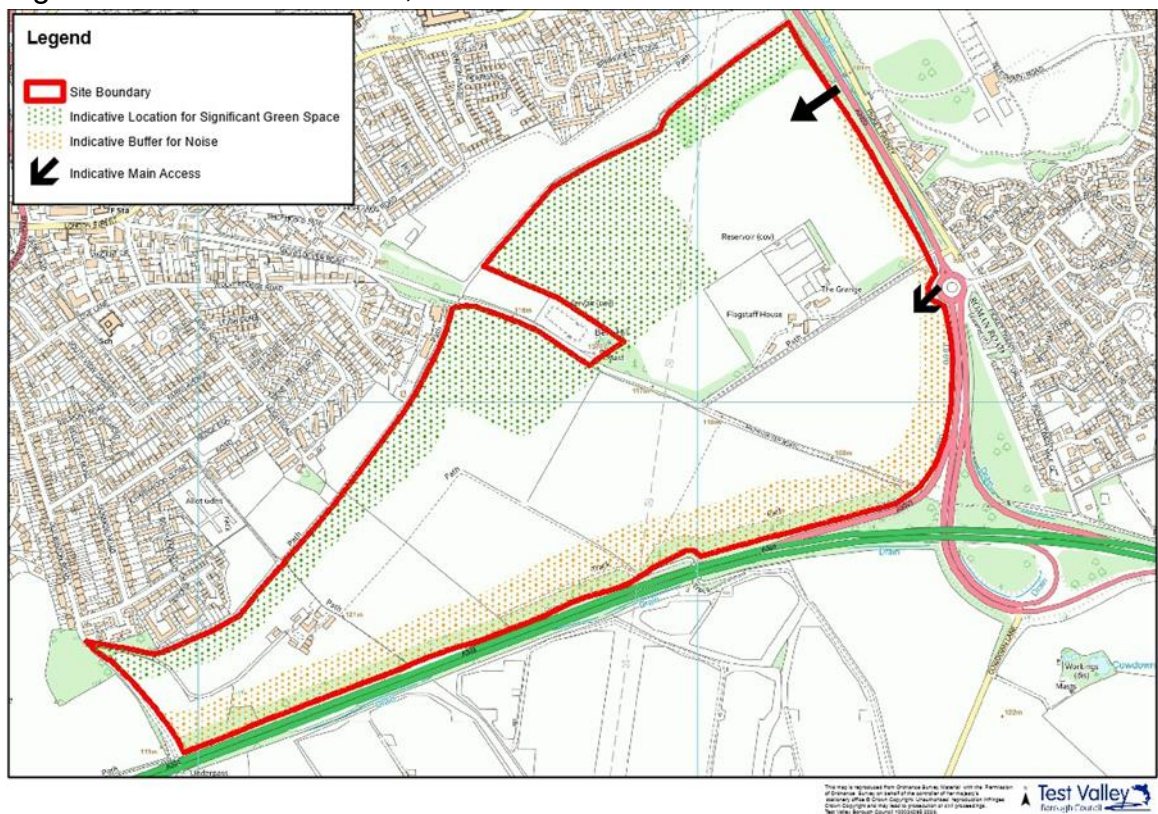
Northern Area Policy 6 (NA6): Land at Bere Hill, Andover

A strategic housing allocation of approximately 1400 dwellings is proposed south of Andover at Bere Hill. Development will be permitted subject to:

- a) Provision of a minimum of 2 hectares of land for a 2 form entry (FE) primary school on site and land to enable future expansion;**

- b) Provision of a significant area of high quality and accessible Green Space along the north and north east of the site;
- c) An appropriate landscape screening buffer adjacent to Ladies Walk and the A303;
- d) Submission of a Heritage Impact Assessment to demonstrate how the layout and design of the development will respond sensitively to the significance of heritage assets, specifically Ladies Walk, the Iron Bridge and listed buildings adjacent to the site;
- e) Two accesses via A3093;
- f) The enhancement of the existing Public Rights of Way; and
- g) Submission of a noise mitigation strategy in relation to the A303 and A3093 and the provision of an appropriate buffer.

Figure 4.3: Land at Bere Hill, Andover



4.32 Land at Bere Hill is located to the south of Andover and comprises a substantial triangular-shaped parcel, bordered by Ladies Walk to the north, the A303 to the south and the A3093 to the east.

- 4.33 The site provides an opportunity to deliver a sustainable strategic allocation of approximately 1400 dwellings that would integrate with southern Andover close to key facilities and infrastructure. The site provides an opportunity to improve connectivity east-west between Picket Twenty and Andover town centre. There is also an opportunity to improve the connections between Andover town centre and the countryside to the south of the A303 via Public Rights of Way. High quality sustainable development is required on this site including integration with pedestrian and cycle connections to neighbouring areas, such as Picket Twenty.
- 4.34 The site would generate a requirement for a 2 form entry (FE) new primary school to be provided on site. Evidence of market demand for commercially-led facilities will be required in the context of existing local facilities. The need and market demand for commercially led facilities and the need for non-commercial community facilities, will inform the final draft Local Plan (Regulation 19 stage).
- 4.35 There are multiple land owners on the site and a comprehensive masterplan will need to be prepared with the involvement of the respective site promoters.
- 4.36 There is a designated heritage asset immediately adjacent to the site: the Grade II listed Iron Bridge. This bridge was constructed as part of 'Ladies Walk' footpath that runs along the north-west boundary of the site. Ladies Walk is a historic route and is considered a non-designated heritage asset. Ladies Walk Down South and Allotment Gardens Down have also been designated as Sites of Importance for Nature Conservation (SINCs) which are adjacent to Ladies Walk to the north west of the site.
- 4.37 A Heritage Impact Assessment will be required to assess the significance of these heritage assets and the impact of development on their setting. An appropriate landscape buffer will be provided to help provide some visual containment to preserve and enhance the setting of Ladies Walk and the Iron Bridge. This will be informed by the Heritage Impact Assessment and a Landscape and Visual Impact Assessment.
- 4.38 A significant area of green space will be required in the northeast of the site adjacent to Ladies Walk and the Iron Bridge. The Green Space will provide opportunities for access to the countryside. Additional work will be required to refine the precise area and nature of the green space to inform the final draft Local Plan (Regulation 19 stage).
- 4.39 Two site accesses are now proposed from the A3093 (adjacent to Picket Twenty). Consideration of improving the A3093 corridor for active travel alongside the site accesses, will be required. Active travel (cycling and

walking) links to Andover town centre will need to be provided via Micheldever Road. The site also provides the opportunity to improve connectivity between Picket Twenty, the countryside and Andover Town Centre.

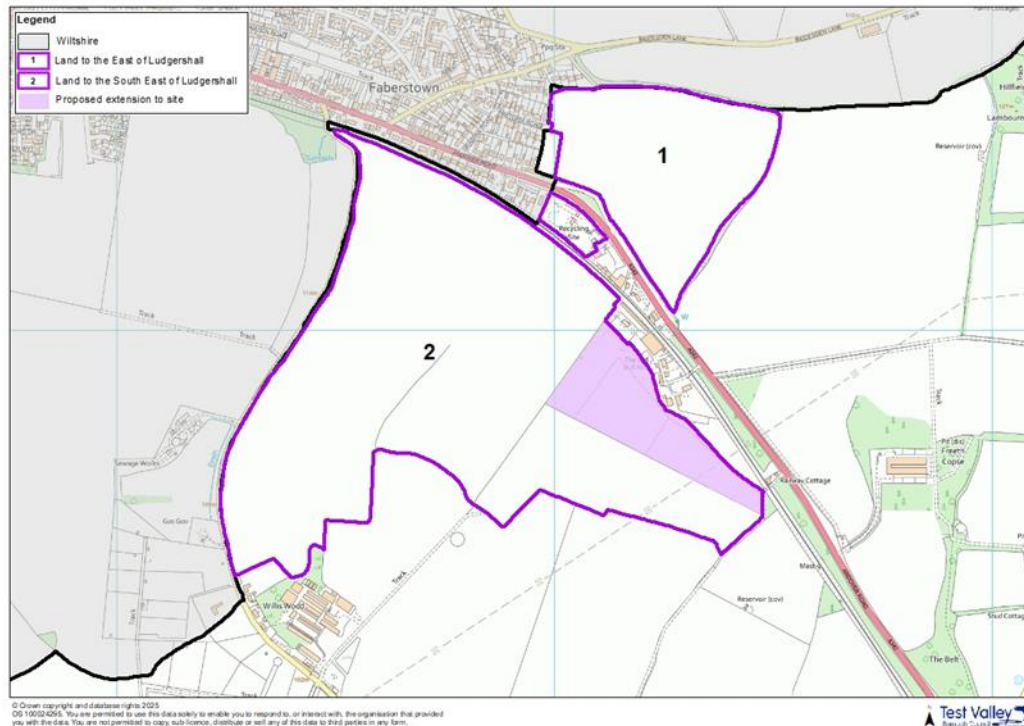
- 4.40 The site is adjacent to the A303 and A3093 and land along the southern and eastern site boundaries are affected by road noise. The masterplan, layout and design of development will need to be informed by a noise assessment to take this into account including the potential requirement for noise buffers and other appropriate mitigation measures.

Site Allocations at Ludgershall

- 4.41 Ludgershall is to the west of the borough located between Andover in Test Valley and Tidworth in Wiltshire. The settlement is located within Wiltshire Council's local authority boundary however the eastern boundary immediately adjoins Test Valley's boundary.
- 4.42 We are proposing to allocate two sites at Ludgershall:
- Land to the East of Ludgershall for 350 homes (Policy NA7)
 - Land to the South East of Ludgershall for 1,363 homes (Policy NA8)
- 4.43 These sites provide an opportunity to deliver strategic sustainable allocations at a sustainable location adjacent to Ludgershall. These sites are proposed alongside Wiltshire Council's proposed site allocation of approximately 1,220 dwellings at Land at Empress Way in their Submission Local Plan¹⁴. The proposed site allocation in Wiltshire is to the west of the proposed site allocation at Land to the Southeast of Ludgershall. The combination of the three sites would deliver approximately 2,930 dwellings at Ludgershall.
- 4.44 There will be a need for a coordinated approach to the masterplanning and delivery of these sites from the developers working with Test Valley Borough Council, Wiltshire Council and Hampshire County Council to ensure these sites are comprehensively planned. The masterplan will need to include links between the sites and may provide shared facilities.
- 4.45 Ongoing discussions will be required to assess where additional community facilities and school provision are required in the context of existing facilities and cumulative growth in the area. The location of these services needs to be a key consideration, in terms of maximising accessibility for existing and new residents and minimising the need for car usage.

¹⁴ Policy 40: Land South East of Empress Way, Ludgershall

Figure 4.4: Proposed Site Allocations at Ludgershall in Test Valley



Land East of Ludgershall

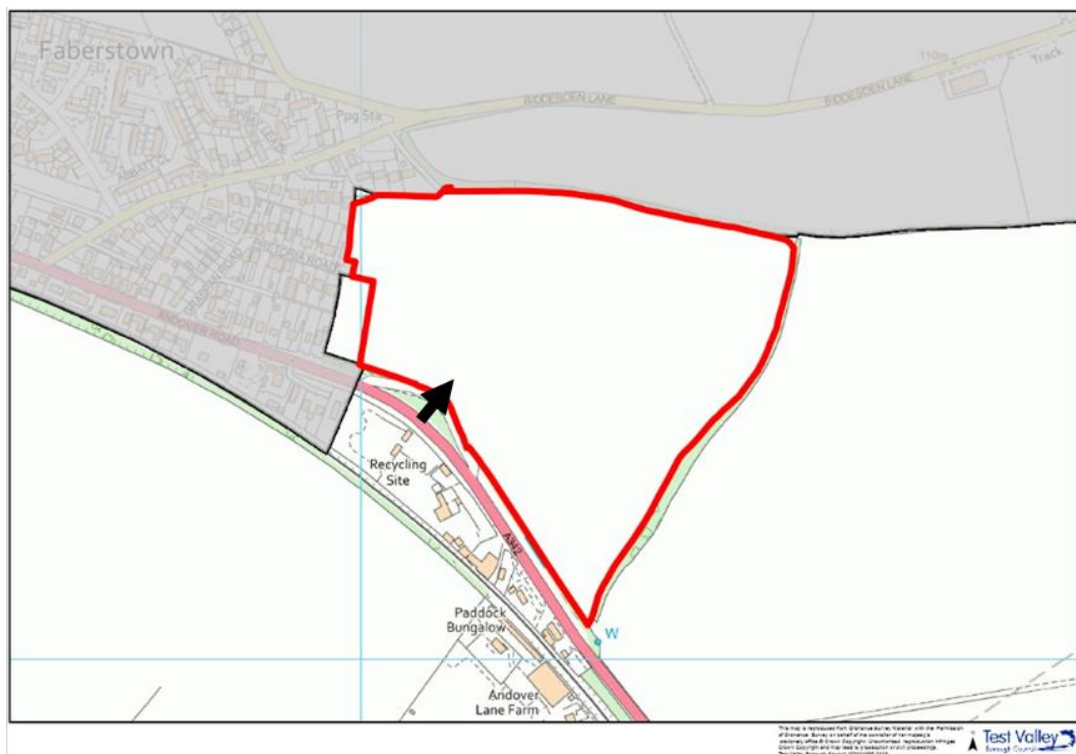
Northern Area Policy 7 (NA7): Land East of Ludgershall

A strategic housing allocation of approximately 350 dwellings is proposed to the East of Ludgershall on the north side of the A342. Development will need to be guided by a co-ordinated approach to masterplanning.

Development will be permitted subject to:

- a) An appropriate layout and design that seeks to conserve and enhance the setting of the North Wessex Downs National Landscape;**
- b) Access to the development via the A342 to the south;**
- c) Appropriate mitigation in relation to the Salisbury Plain Special Protection Area (SPA);**
- d) Submission of a noise assessment and mitigation strategy in relation to the impact of noise from the A342 to the south; and**
- e) An odour assessment and appropriate mitigation in relation to nearby uses.**

Figure 4.5: Land to the East of Ludgershall



- 4.46 This site is located to the east of Ludgershall. It is north of the A342 (Andover Road) adjoining existing residential development in Faberstown to the west, and the North Wessex Downs National Landscape¹⁵ to the north.
- 4.47 The site layout and design will seek to conserve and enhance the setting of the National Landscape. Careful consideration should be given to how matters such as external lighting, highway infrastructure, materials, layout and landscaping can help minimise any impact.
- 4.48 High quality sustainable development will be required with integration with existing pedestrian, cycleways and public transport connections to Ludgershall centre and Andover. Proposed sites at Ludgershall, Weyhill and West of Andover are likely to result in an increase in traffic along the A342 corridor. The A342 is served by a frequent bus route, Activ8, running between Salisbury and Andover via Ludgershall, connecting bus users with Andover town centre and the railway station. There is also an off-road cycle path from Weyhill to Andover. Further consideration needs to be given to the cumulative impact of additional development along this corridor to ensure opportunities for sustainable movement are provided through the enhancement of active travel infrastructure. This will inform the final draft Local Plan (Regulation 19 stage).

¹⁵ Formerly the North Wessex Downs Area of Outstanding Natural Beauty (AONB)

- 4.49 Salisbury Plain Special Protection Area (SPA) is designated for its international significance for the conservation of bird species. The site falls within the 6.4km recreational impact zone of influence for this designation. Appropriate mitigation will be required.
- 4.50 Site access is proposed from the south of the site via A342 (Andover Road) potentially through the existing layby. Impact on the existing layby and the proposed access will need to be considered with Hampshire County Council.
- 4.51 There is the potential for noise from the A342 along southern boundary of site. This will need to be assessed by the promoter and an appropriate buffer applied.
- 4.52 An odour assessment would be required to inform the layout and design due nearby land uses which have potential to cause unpleasant odours at certain times of the year.

Land South East of Ludgershall

Northern Area Policy 8 (NA8): Land South East of Ludgershall

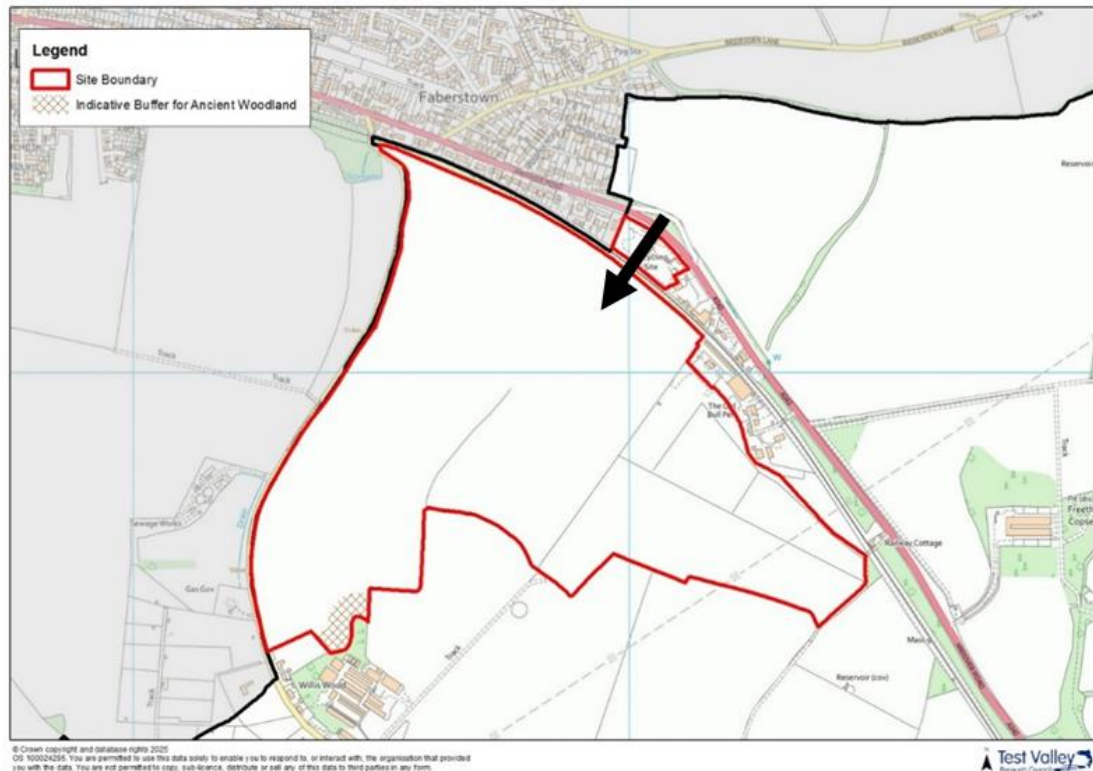
A strategic housing allocation of approximately 1363 dwellings is proposed land South East of Ludgershall. Development will need to be guided by a coordinated approach to masterplanning.

Development will be permitted subject to:

- a) Provision of a minimum of 2 hectares of land for a 2 form entry (FE) primary school on site and land to enable future expansion;**
- b) Provision of a significant area of high quality, accessible green space;**
- c) An appropriate buffer to Wills Wood ancient woodland;**
- d) An appropriate layout and design that seeks to conserve and enhance the setting of the North Wessex Downs National Landscape;**
- e) Appropriate mitigation in relation to the Salisbury Plain Special Protection Area (SPA);**
- f) Access to the development via bridge over the railway line to the A342 to the north;**
- g) Enhancement of existing Public Rights of Way;**

- h) **Submission of a noise and vibration mitigation strategy in relation to the impact of noise from the railway line to the north with an appropriate buffer to the northern boundary of the site; and**
- i) **An odour assessment and appropriate mitigation in relation to nearby uses.**

Figure 4.6: Land to the South East of Ludgershall



- 4.53 This site is located to the southeast of Ludgershall. It is south of the A342 (Andover Road) and is bordered by a railway line to the north and Shoddesden Lane to the west. The site now includes an additional parcel of land to the north east adjacent to the railway line, known as Andover Lane Farm. This has resulted in an increase in the site's capacity from 1,150 to 1,363 homes.
- 4.54 High quality sustainable development will be required with integration with existing and proposed residential development regarding pedestrian, cycleways and public transport connections to Ludgershall centre and Andover. This includes connection to pedestrian and cycle access via the railway underpass at the north end of Shoddesden and providing connections to access the frequent bus service (the Activ8) which runs between Andover and Salisbury via Tidworth.
- 4.55 Proposed sites at Ludgershall, Weyhill and West of Andover are likely to result in an increase in traffic along the A342 corridor. The A342 is served by a

frequent bus route, Activ8, running between Salisbury and Andover via Ludgershall, connecting bus users with Andover town centre and the railway station. There is also an off-road cycle path from Weyhill to Andover. Further consideration needs to be given the cumulative impact of additional development along this corridor to ensure opportunities for sustainable movement are provided through the enhancement of active travel infrastructure. This will inform the final draft Local Plan (Regulation 19 stage).

- 4.56 The site generates a requirement for a new 2 form entry (FE) primary school on site with the potential for expansion by a further 0.5 FE to accommodate the cumulative impact of development in the allocation to the north, East of Ludgershall site (Policy NA7).
- 4.57 Development will seek to conserve and enhance the setting of the North Wessex Downs National Landscape¹⁶ to the north. Careful consideration should be given to how matters such as external lighting, highway infrastructure, materials, layout and landscaping can help minimise any impact and integrate positively in the landscape.
- 4.58 The site is adjacent to the Willis Wood ancient woodland and an ecological buffer will be required to this woodland in the south of the site.
- 4.59 Salisbury Plain Special Protection Area (SPA) is designated for its international significance for the conservation of bird species. The site falls within the 6.4km recreational impact zone of influence. A significant area of green space will be required to provide opportunities for access to the countryside and potentially help mitigate impacts on Salisbury Plain Special Protection Area. Public Rights of Way cross the site and development will need to enhance these routes alongside the area of significant green space.
- 4.60 An odour assessment would be required to inform the layout and design due nearby land uses which have potential to cause unpleasant odours at certain times of the year.
- 4.61 Site access is proposed from the A342 (Andover Road) and a bridge would be required over the railway which is used by the Ministry of Defence. The site that is proposed in Wiltshire will need access via the railway bridge. This is a significant piece of infrastructure and ongoing discussions will be required with Hampshire County Council, Network Rail and Wiltshire Council.
- 4.62 An area of the northern border of the site has potential impacts of railway noise and vibration and further technical work is required to determine the

¹⁶ Formerly the North Wessex Downs Area of Outstanding Natural Beauty (AONB)

buffer area associated with this.

- 4.63 The northern part of site between the A342 and the railway, contains former business uses which have been identified as potentially contaminated. Further technical work is required to identify any potential contamination and appropriate mitigation.

Land at Finkley Down Farm, Andover

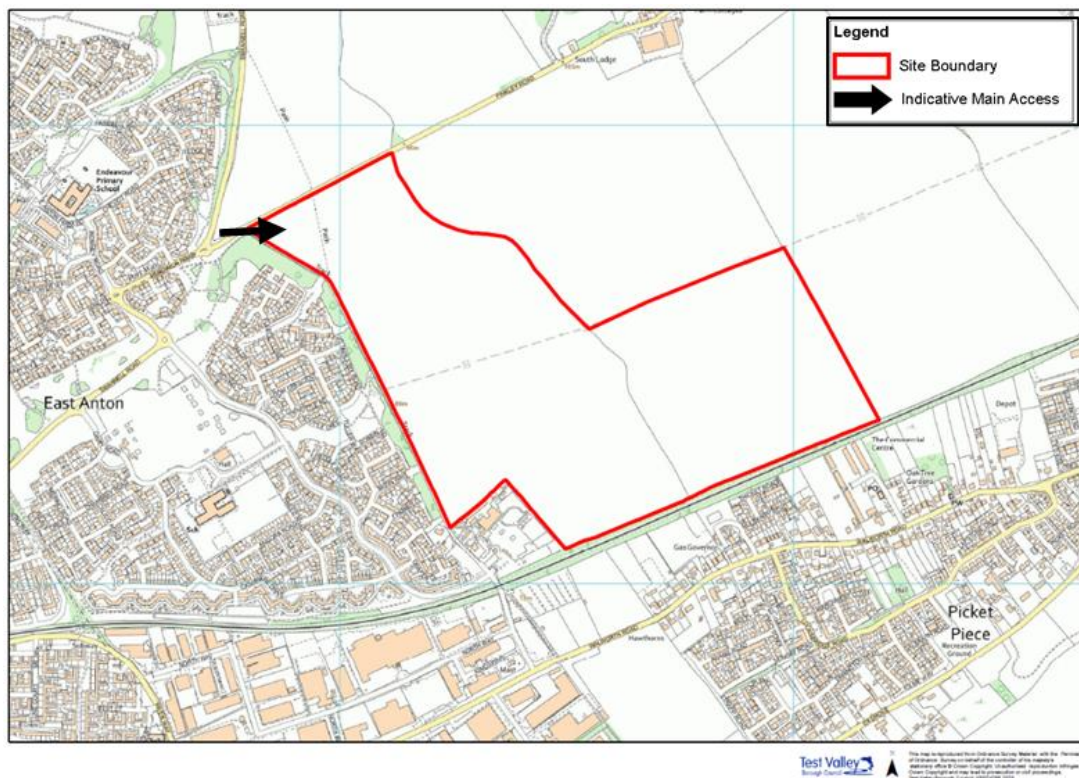
Northern Area Policy 11 (NA11): Land at Finkley Down Farm, Andover

A strategic housing allocation of approximately 1150 dwellings is proposed at Finkley Down Farm in Andover.

Development will be permitted subject to:

- a) Access via Finkley Road to the north;**
- b) Provision of a minimum of 2 hectares of land for a 2 Form Entry primary school on site;**
- c) Provision of a minimum of 7 hectares of land to accommodate a minimum 6 Form Entry secondary school with potential for future expansion;**
- d) Active travel infrastructure that provides integrated connectivity with existing and proposed adjoining neighbourhoods;**
- e) Submission of a Heritage Statement, incorporating an archaeological assessment, to inform masterplanning and an appropriate design that responds sensitively to the significance of the heritage assets identified;**
- f) An appropriate design and layout that seeks to conserve and enhance the setting of the North Wessex Downs National Landscape;**
- g) A landscape led defined settlement edge to be created to the north east of the site; and**
- h) Submission of a noise and vibration mitigation strategy in relation to the railway line to the south of the site and provision of appropriate mitigation.**

Figure 4.7: Land at Finkley Down Farm, Andover



- 4.64 Land at Finkley Down Farm is a site of 64.3 hectares situated to the east of the existing built up area of Andover at Augusta Park, bounded by the main line railway line to the south and the Port Way Roman Road (Finkley Road) to the north. Adjacent to the site in the south west is Finkley Down Farm petting farm and activity centre as well as a children’s day nursery.
- 4.65 The site provides an opportunity to deliver a strategic allocation of approximately 1,150 dwellings at a sustainable location. The western boundary of the site is characterised by one of Andover’s newest neighbourhoods at Augusta Park with schools, shops, community facilities and parkland.
- 4.66 Hampshire County Council have identified the need for an additional secondary school in Andover to mitigate the impact of cumulative development. The three existing secondary schools have little capacity to be expanded further and are located in the south and west of Andover. The preferred location for a new secondary school is therefore in the north east of Andover. The land at Finkley Down Farm represents a suitable location to enable the delivery of a new secondary school.
- 4.67 Connections to local cycling and walking links will need to be provided to create connectivity with the existing development, particularly towards Cricketers Way where there is access under the railway. The masterplan should seek to prioritise active travel to reduce car dependency in

combination with the proposed site at Land to the East of Smannell Road (Policy NA12) to ensure opportunities for active travel are maximised.

- 4.68 The Transport Assessment (2024) indicated the cumulation of the proposed sites at Manor Farm, North Andover and this site, could increase traffic around Enham Arch. Further transport evidence will be required to assess this further and inform any mitigation for the draft Local Plan (Regulation 19 stage).
- 4.69 An extensive Iron Age/Roman settlement is known to the east of the allocation as are two Bronze Age burial sites along with a roman road to the north of the site. It is very likely that further archaeological remains exist which will need to inform the layout of the development including opportunities for preserving remains in situ. A scheme of archaeological investigation should be undertaken, and this would inform a detailed Heritage Statement.
- 4.70 The site contains established hedgerows that are a positive feature of the site with the land beyond the hedgerows becoming more visually sensitive as it rises eastwards and north eastwards up towards the boundary of the North Wessex Downs National Landscape. Development will seek to conserve and enhance the setting of the North Wessex Downs National Landscape. This should be considered in combination with the proposed allocation to the north, Land East of Smannell Road. Appropriate landscaping will need to be provided that responds to this, and provides a strong defined settlement edge to the north east of Andover.
- 4.71 In the central part of the site is a hedgerow providing a strong north south alignment which is a priority habitat. Dormice are known to be present in the vicinity of the site and the enhancement of hedgerow features is an opportunity to preserve and enhance wildlife corridors.
- 4.72 The elevation of the railway on the southern boundary will be source of noise and potential disturbance to residential properties and other uses sensitive to noise intrusion. Further technical work is required to determine extent of mitigation required.

Land East of Smannell Lane, Andover

Northern Area Policy 12 (NA12): Land East of Smannell Road, Andover

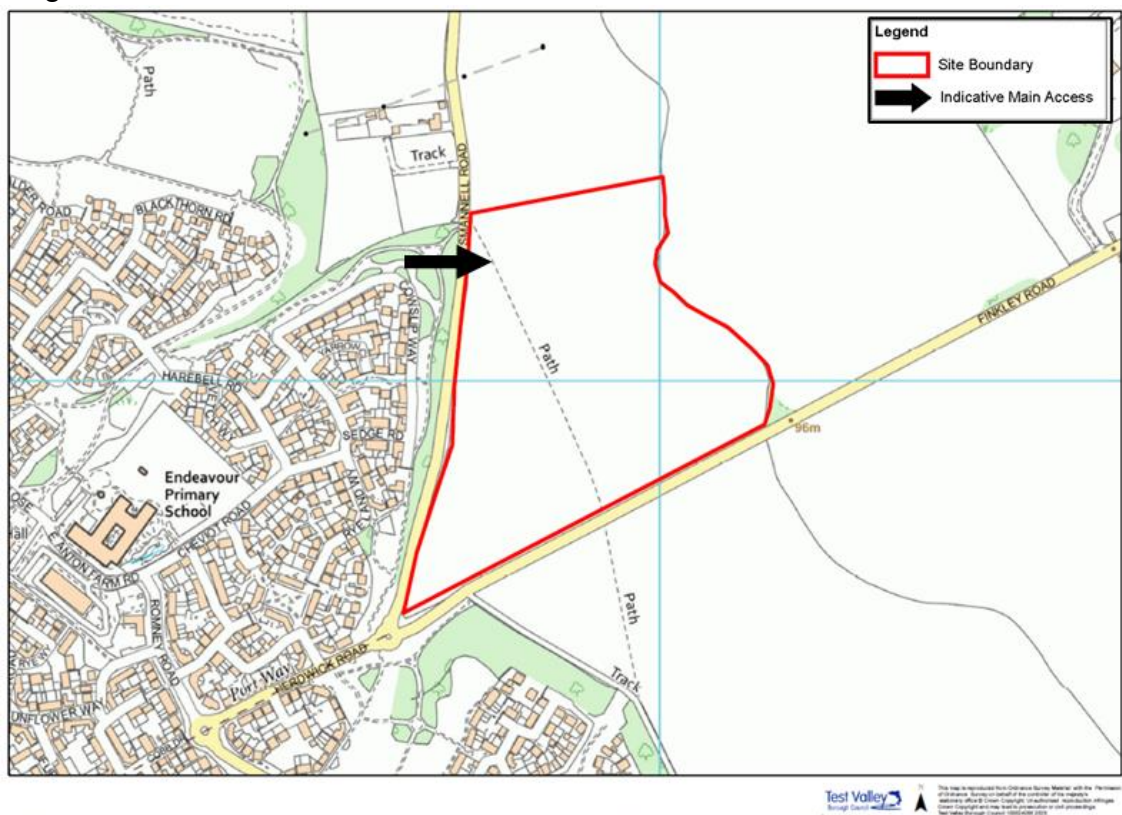
A strategic housing allocation of approximately 200 dwellings is proposed at Land East of Smannell Road, Andover.

Development will be permitted subject to:

- a) Access to the development via Smannell Road;**

- b) Active travel infrastructure that integrates with East Anton and the proposed site at Finkley Down Farm;
- c) An appropriate layout and design that seeks to conserve and enhance the setting of the North Wessex Downs National Landscape; and
- d) A landscape led defined settlement edge to be created to the north east of the site.

Figure 4.8: Land East of Smannell Lane, East Andover



- 4.73 This site of approximate 10 hectares lies to the east of the new neighbourhood of East Anton, Andover and has the potential to provide approximately 200 homes. The site is surrounded by dwellings to the west and agricultural land to the north, east and south and is accessible to services such as schools, shops and community facilities at Augusta Park neighbourhood adjacent to the west.
- 4.74 Site access will be from Smannell Road. Connections to local cycling and walking links will need to be provided to create connectivity with the existing development, particularly towards Cricketers Way where there is access under the railway. This also includes taking account of the public rights of way

running through the site entering from the northwestern corner. The masterplan should seek to prioritise active travel to reduce car dependency in combination with the Land at Finkley Down Farm (Policy NA11) to ensure opportunities for active travel are maximised.

- 4.75 The Enham Alamein/Smannell local gap has been amended to reflect the proposed site allocation. The amended local gap boundary will be to the south of the site and will still preserve the gap. Development will seek to conserve and enhance the setting of the North Wessex Downs National Landscape. This should be considered in combination with the proposed allocation to the south, Land at Finkley Down Farm (Policy NA11). Appropriate landscaping will need to be provided that responds to this, and provides a strong defined settlement edge to the north east of Andover.

Land West of Andover

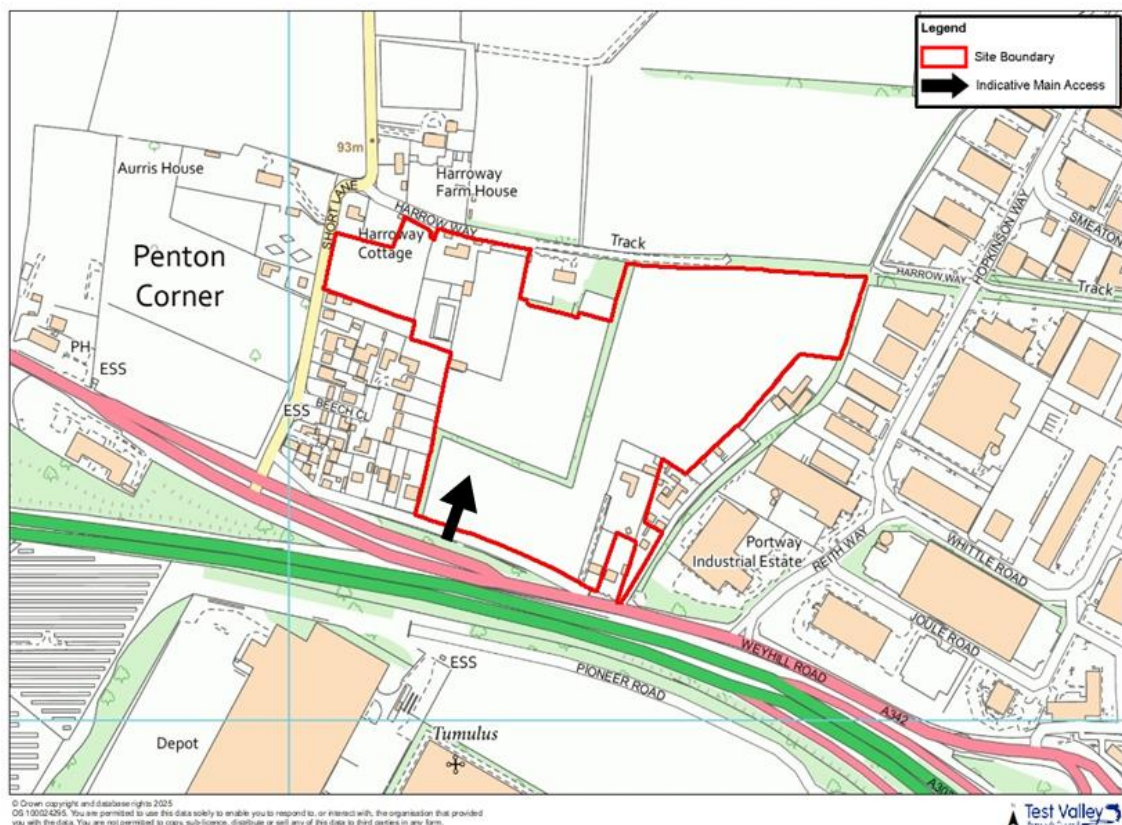
Northern Area Policy 13 (NA13): Land West of Andover

A strategic allocation of up to 200 dwellings is proposed on Land at West of Andover, Andover.

Development will be permitted subject to:

- a) Access via the service road to the south of the site, connecting to the A342 Weyhill Road;**
- b) An appropriate layout reflecting the setting of Harroway public right of way to the north;**
- c) The provision of a scheme of archaeological investigation, the results of which shall inform masterplanning, in order to preserve in situ, excavate or record, as appropriate, important finds and to minimise damage to the heritage of the site; and**
- d) Submission of a noise mitigation strategy in relation to the impact of noise from the A303 and nearby industrial land uses to the east and south.**

Figure 4.9: West of Andover, Andover



- 4.76 This 10.1 hectare site lies to the west of Andover, and to the east of existing residential development at West of Andover. The land gradually rises towards the north and comprises irregular fields lined with hedgerows and some trees. The site is adjacent to Andover and has good access to facilities, schools and services at Portway, Weyhill Road and Harrow Way.
- 4.77 This site offers the opportunity for a sustainable extension to the west of the town, delivering approximately 200 homes. Site access will be from the service road that connects to Weyhill Road to the south. This access road and its junction with the A342 will require improvements.
- 4.78 Proposed sites at Ludgershall, Weyhill and West of Andover are likely to result in an increase in traffic along the A342 corridor. The A342 is served by a frequent bus route, Activ8, running between Salisbury and Andover via Ludgershall, connecting bus users with Andover town centre and the railway station. There is also an off-road cycle path from Weyhill to Andover. Further consideration needs to be given to the cumulative impact of additional development along this corridor to ensure opportunities for sustainable movement are provided through the enhancement of active travel infrastructure. This will inform the final draft Local Plan (Regulation 19 stage).

- 4.79 There are multiple parcels in different ownerships, and a masterplan will need to be prepared demonstrating comprehensive development of the site.
- 4.80 The Harroway is a historic route and landscape feature comprising a tree lined unmade track and public right of way just north of the site boundary. Development will need to sensitively consider the setting of this historic route.
- 4.81 Bronze Age burial sites and other substantive archaeological sites have been recorded to the east of the site and it is likely that archaeological remains are present, which together with the Harroway, can positively influence masterplanning. A scheme of archaeological investigation will be required to inform a Heritage Statement, including any appropriate mitigation.
- 4.82 The Pentons local gap has been amended to reflect the proposed site allocation. Appropriate landscaping will need to be provided to establish a settlement edge to the north of the allocation. The design must also respond to the existing residential development.
- 4.83 The southern border of the site has potential impacts of road noise and vibration from the A303 and A342 corridors along with noise from uses at Portway Business Park to the east. Further technical work is required to determine the impact and any appropriate buffer associated with this.

Land East of Hatherden Road, Charlton

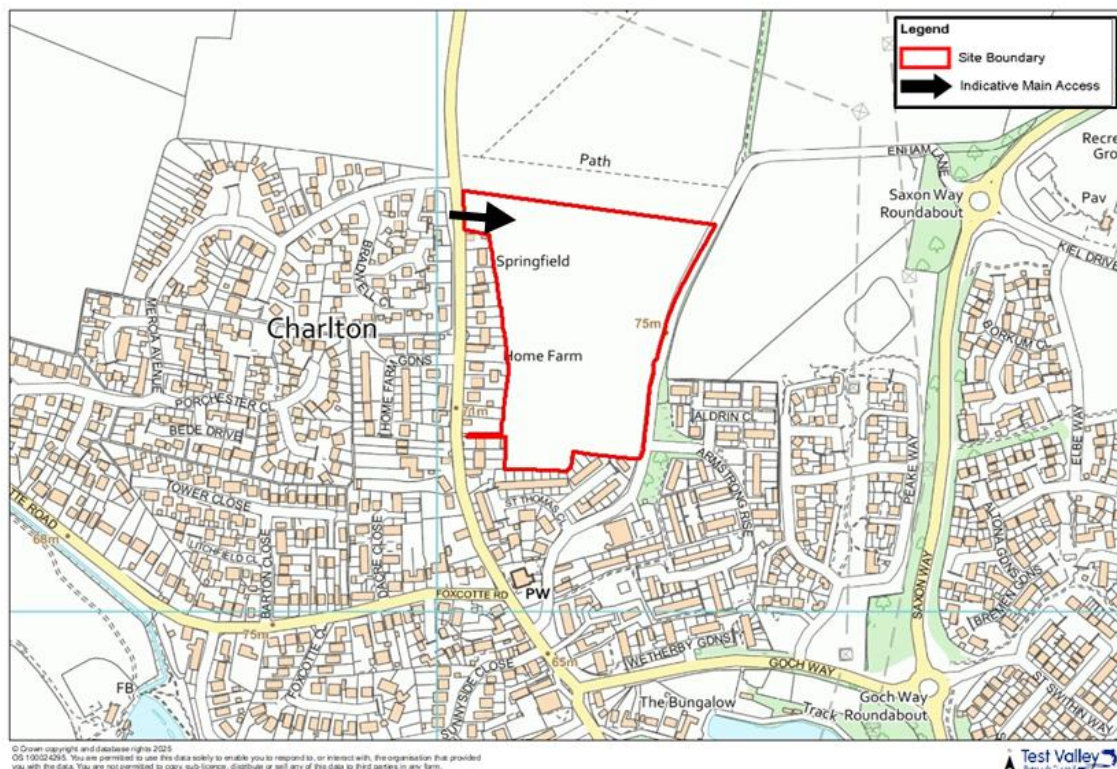
Northern Area Policy 14 (NA14): Land at East of Hatherden Road, Charlton

A strategic housing allocation of approximately 135 dwellings is proposed at land east of Hatherden Road, Charlton.

Development will be permitted subject to:

- a) Access from Hatherden Road;**
- b) Submission of a Heritage Impact Assessment to demonstrate how the layout and design of the development will respond sensitively to the significance of the Grade II listed building adjoining the site; and**
- c) Appropriate landscaping to define the northern edge of the site.**

Figure 4.10: Land East of Hatherden Road, Charlton



- 4.84 This site of approximate five hectares lies to the north of Charlton between Enham Lane and Hatherden Road and has the potential to provide approximately 135 homes. It comprises agricultural land, with the eastern boundary lined with a hedgerow with some trees. Homes fronting onto Hatherden Road and St Thomas Close form the majority of the boundary to the west and south.
- 4.85 Access to the site will be from Hatherden Road. Enham Lane is narrow and is one way on the northern section leading to Saxon Way, opportunities to ensure good connectivity and active travel links in combination with the Charlton Neighbourhood Development Plan allocation to the east of this site, is required.
- 4.86 The policies of the Charlton Neighbourhood Development Plan will need to be considered when bringing this site forward.
- 4.87 There is a Grade II listed building adjacent to the site at Sundial Cottage, along Hatherden Road. The lanes to the east and west of the site are anticipated to be medieval, or earlier, and may be associated with significant boundary banks. The development will need to be informed by a heritage impact assessment taking account of the significance of heritage assets on and near to the site.

- 4.88 Appropriate landscaping will need to be provided that defines the northern edge of Charlton. It will also need to take account of the views from the public rights of way to the north of the site and important viewpoints set out within the Charlton Neighbourhood Plan.
- 4.89 The site is approximately 400 metres from a watercourse that feeds through Anton Lakes Local Nature Reserve and into the River Anton. There will need to be consideration of the potential for construction phase impacts on nearby watercourses and associated priority habitats.
- 4.90 The central part of the site, running north-south, includes an area identified to be at risk of surface water flooding. While the majority of this area is identified to have a low probability of flooding, there are areas of moderate and high probability. Development will take place in those areas of the site that are at low risk of flooding, in accordance with national policy. Opportunities for improvements in relation to flood risk in the vicinity should also be explored.
- 4.91 There is a foul sewer main in the centre of the site that will need to be taken into account in the layout and design of development including any easements required.

Land at Danebury School, Stockbridge

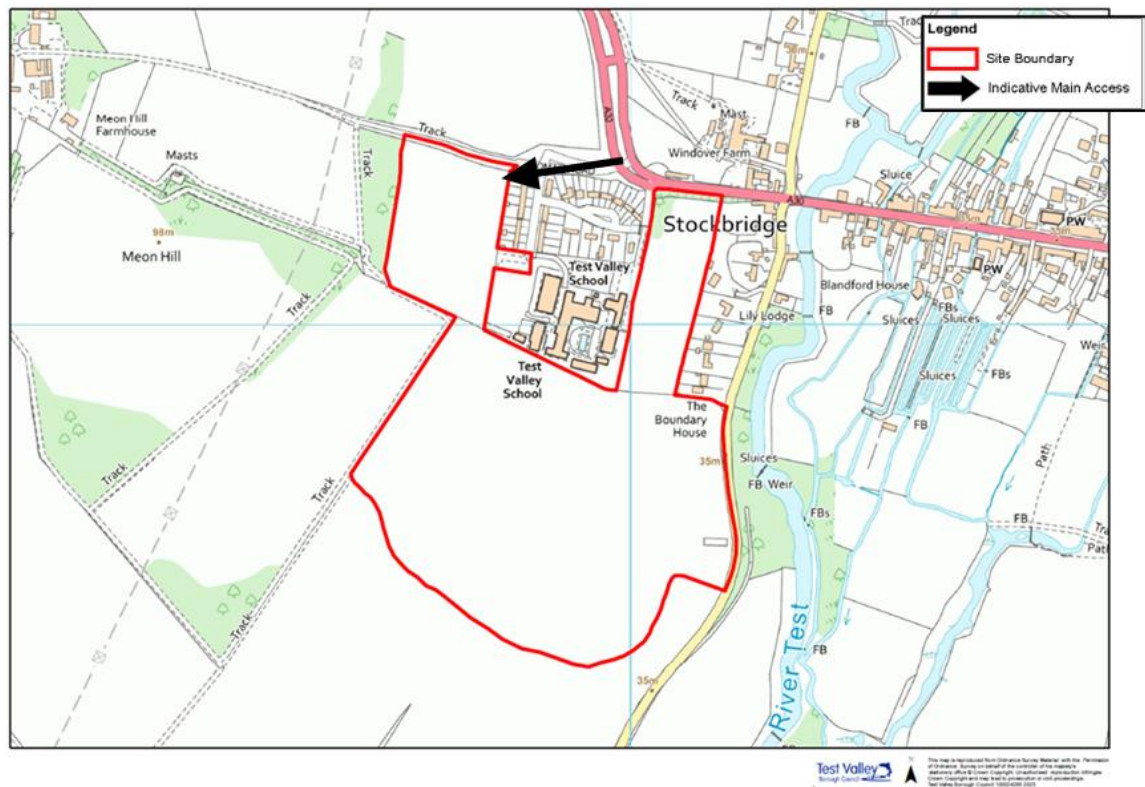
Northern Area Policy 15 (NA15): Land at Danebury School, Stockbridge

A strategic housing allocation of approximately 100 dwellings is proposed at Land adjacent to Danebury School, Stockbridge.

Development will be permitted subject to:

- a) Access to the development via the north of the site from the A30;**
- b) The appropriate re-provision of sports pitches;**
- c) Submission of a Heritage Impact Assessment to demonstrate how the layout and design of the development will respond sensitively to the significance of heritage assets in the vicinity, including the setting of Stockbridge Conservation Area; and**
- d) An appropriate layout reflecting the setting of the public right of way to the north of the site.**

Figure 4.11: Land adjacent to Danebury School, Stockbridge



- 4.92 The site comprises open fields and existing sports pitches, access and parking areas adjacent to Danebury School, on the western edge of Stockbridge, in Longstock and Houghton parishes. The site lies in the river valley to the west of Stockbridge, on land that rises to the west.
- 4.93 The site will deliver a development of approximately 100 homes within close proximity to a range of facilities and services in the centre of Stockbridge, together with replacement school sports pitches.
- 4.94 The school sports pitches are currently located within the north east corner of the site, and will need to be relocated to the south west corner. The topography of the site will need to be taken into account to ensure the pitches are usable. Ongoing discussions with Hampshire County Council and the School Trust are required to enable this to take place.
- 4.95 Site access will be provided via the A30 to the north, with technical work required by the site promoter to inform access to each part of the site. There is an opportunity to enhance active travel connections to improve access to facilities and services in the High Street and provide access to the countryside.
- 4.96 The site straddles the conservation area to the north east and there are several listed buildings adjoining the site. There are heritage assets in the

town and wider landscape, including at Stockbridge Down (scheduled monuments) and Marsh Court to the east (Grade I listed building and Registered Park and Garden). A Heritage Impact Assessment will be required, to inform the layout and design of the site.

- 4.97 The land within the allocation rises up to the west of the valley floor and continues to rise beyond the site. Careful consideration must be given to views into and over the development. Structural landscaping will help to soften views and integrate the development within this setting. The outcome of landscape and visual assessments will inform layout, design and landscape strategy.
- 4.98 The site falls within the 7.5km zone of influence for Mottisfont Bats Special Area of Conservation (SAC) and appropriate mitigation will be needed.
- 4.99 The River Test and its adjacent floodplain and tributaries is a SSSI. This stretch of the River Test is also providing compensation measures for the River Itchen SAC. It is important that any potential impact on this watercourse and its sensitive ecology is carefully considered.
- 4.100 The public right of way, to the north of the site, follows the route of a Roman Road, which historically linked Winchester and Old Sarum. The development will have regard to the setting of this historic right of way.

Expansion of Weyhill

Northern Area Policy 16 (NA16): Expansion of Weyhill

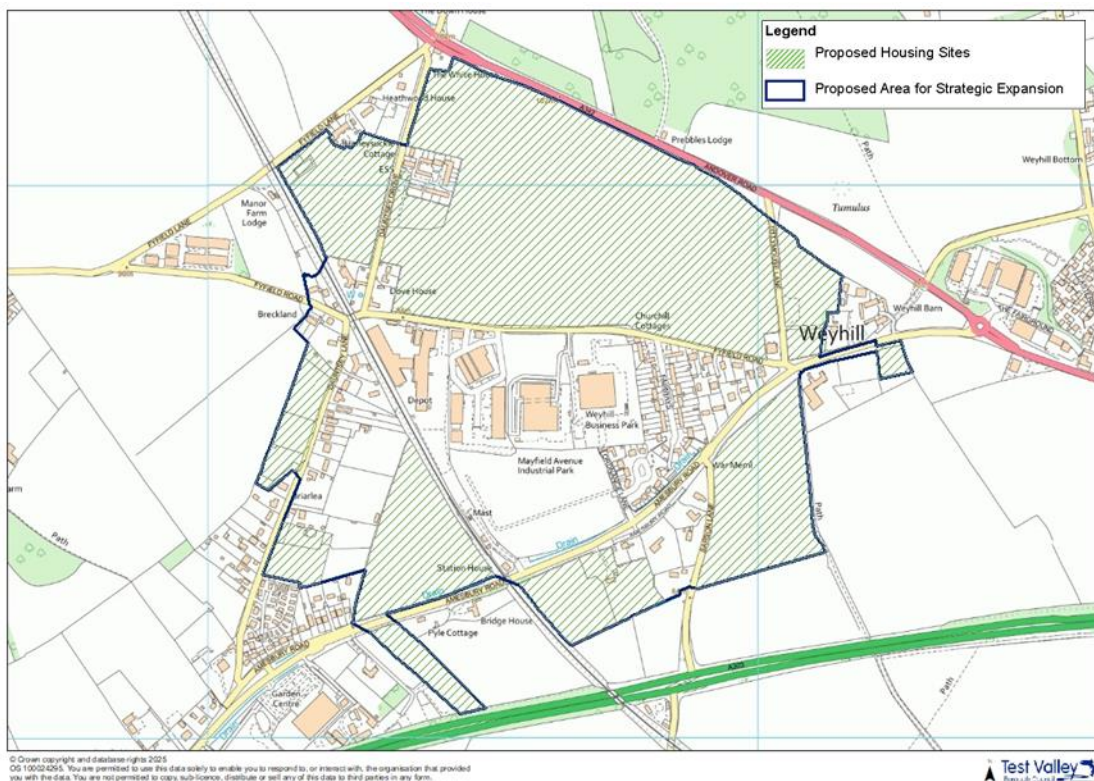
A proposed strategic expansion of approximately 1,034 dwellings is proposed at Weyhill, comprising a number of parcels of land within the site boundary. Development will be guided by a comprehensive site-wide masterplan.

Development will be permitted subject to:

- a) The provision of a 1.5 form entry (FE) primary school on site;**
- b) Submission of a proportionate heritage impact assessment to demonstrate how the layout, landscaping and sensitive design of the development will be fully informed by the significance of heritage assets on or near the site, specifically the setting of Weyhill Boer War Memorial (Grade II);**
- c) The retention of existing landscape features of trees, tree belt and hedge lines;**

- d) **A suitable relationship with Fyfield and the eastern part of Weyhill including potential strategic landscaping;**
- e) **Appropriate mitigation in relation to the Salisbury Plain Special Protection Area (SPA);**
- f) **Submission of a foul drainage risk assessment to ensure appropriate management of wastewater arising from the development; and**
- g) **Submission of a noise and vibration mitigation scheme for the Andover-Ludgershall railway line, roads including the A303 and A342 and employment sites including at Weyhill Business Park, Mayfield Avenue Industrial Park. Provision of appropriate buffer as required.**

Figure 4.12: Weyhill Expansion



4.101 Weyhill provides the opportunity for strategic expansion for the development of an expanded village, to enable the delivery of a new primary school.

4.102 Development would be located on both sides of the railway line, but with the majority of development to the south of Andover Road. Weyhill is dispersed around Mayflower Avenue Industrial Estate with development extending north of the A342 and adjoining the A303 to the south. The area is fairly flat with a mixture of existing residential and employment development. There are

several ownership parcels.

4.103 Development could deliver approximately 1034 homes and would include the following parcels of land¹⁷:

- Land south of Andover Road for approximately 612 dwellings¹⁸
- Land at Amesbury Road for approximately 110 dwellings
- Land at Harcourt Field for approximately 100 dwellings
- Land at Fyfield Lane for approximately 60 dwellings
- Field at Daunsey Lane for approximately 20 dwellings
- Land at Daunsey Drove for approximately 9 dwellings
- Land at Mayfield House for approximately 45 dwellings
- Land east of Daunsey Lane for approximately 15 dwellings
- Land at Tittymouse Lane for approximately 30 dwellings
- Land at The Gallops for approximately 12 dwellings
- Land south west of Pyle Cottage for approximately 19 dwellings

4.104 In Weyhill, there are facilities provided at different locations including the Hilliers Garden Centre and the Fairground site with employment provision at Mayflower Avenue Industrial Estate, but there is no primary school. The provision of this expansion generates a requirement for a new 1.5 form entry (FE) primary school in Weyhill. This will benefit existing and new residents and enable children to travel to school sustainably. It is proposed the primary school is provided on Land South of Andover Road. Ongoing engagement with Hampshire County Council will inform the amount of land required to accommodate a primary school on site.

4.105 Proposed sites at Ludgershall, Weyhill and West of Andover are likely to result in an increase in traffic along the A342 corridor. The A342 is served by a frequent bus route, Activ8, running between Salisbury and Andover via Ludgershall, connecting bus users with Andover town centre and the railway station. There is also an off-road cycle path from Weyhill to Andover. Further consideration needs to be given the cumulative impact of additional development along this corridor to ensure opportunities for sustainable movement are provided through the enhancement of active travel infrastructure and integration with existing linkages. This will inform the final draft Local Plan (Regulation 19 stage).

4.106 Improvements to the provision of water supply and wastewater provision, will be required.

¹⁷ This includes planning permission for 2 dwellings since 1 April 2024

¹⁸ Proposed site for inclusion of primary school

- 4.107 Development should take account of the setting of the Grade II listed Weyhill Boer War Memorial. A Heritage Impact Assessment will be required, to inform the layout and design of development.
- 4.108 Woodland to the north of the area on the northern side of Andover Road is ancient woodland. An ecological buffer will be required. Existing landscape features including trees, trees belt and hedge lines should be retained, where possible, and consideration given to the relationship with the eastern part of Weyhill.
- 4.109 Salisbury Plain Special Protection Area (SPA) is designated for its international significance for the conservation of bird species. The site falls within the 6.4km recreational impact buffer zone for this designation. Appropriate mitigation will be required.
- 4.110 An area has the potential to be impacted by railway noise and vibration and highway and employment noise. An assessment is needed to assess the impact and the approach to potential mitigation.

Land North of Streetway Road, Grateley Station and Palestine

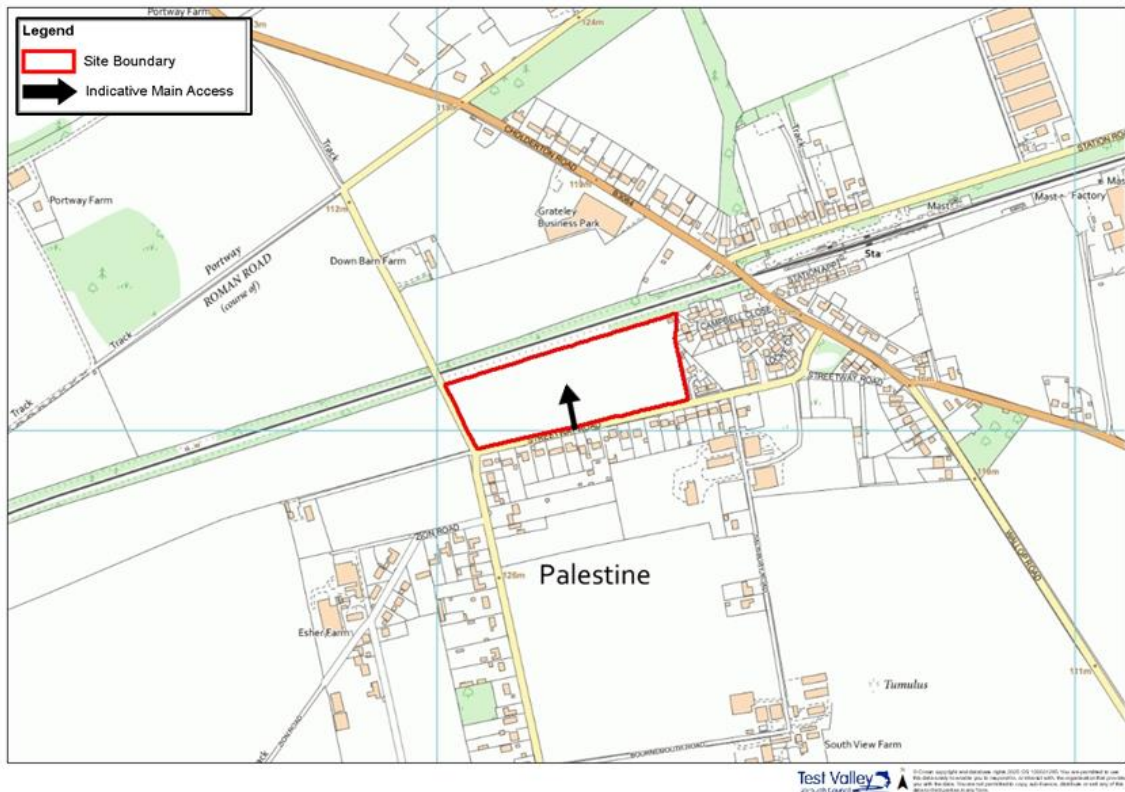
Northern Area Policy 17 (NA17): Land at Streetway Road, Grateley Station and Palestine.

A housing allocation of approximately 80 dwellings is proposed at Streetway Road, Grateley Station and Palestine.

Development will be permitted subject to:

- a) Access via Streetway Road;**
- b) Appropriate mitigation in relation to the Salisbury Plain Special Protection Area (SPA); and**
- c) Submission of a noise and vibration assessment and mitigation strategy in relation to the railway line to the north and the provision of appropriate mitigation.**

Figure 4.13: Streetway Road, Grateley Station and Palestine



- 4.111 This site of 4.39 hectares is located in Grateley Station and Palestine, to the north of the village. The railway line lies to the north of the site and there is existing residential development to the south and east of the site. The site is within walking and cycling distance of Grateley Train Station, with regular services to London and Salisbury.
- 4.112 Vehicular access will be provided via Streetway Road. Palestine and Grateley Station can experience through traffic which is potentially heading to Grateley Train Station. Facilities and services are located in Grateley and improvements will be sought to ensure safe access. Transport evidence will be required to assess the transport impact of the proposed sites and inform any mitigation for the draft Local Plan at the Regulation 19 stage.
- 4.113 Salisbury Plain Special Protection Area (SPA) is designated for its international significance for the conservation of bird species. The site falls within the 6.4 kilometre recreational impact buffer zone for this designation. Appropriate mitigation will be required.
- 4.114 The layout and design of development should be informed by a noise and vibration assessment to take account of the railway line that runs to the north of the site. This may include the requirement for a buffer and other appropriate mitigation measures. Due to the proximity of the site to the railway there is the

potential for contaminated land, which should be investigated and appropriate mitigation applied, if required.

Land west of Newbury Road, Enham Alamein

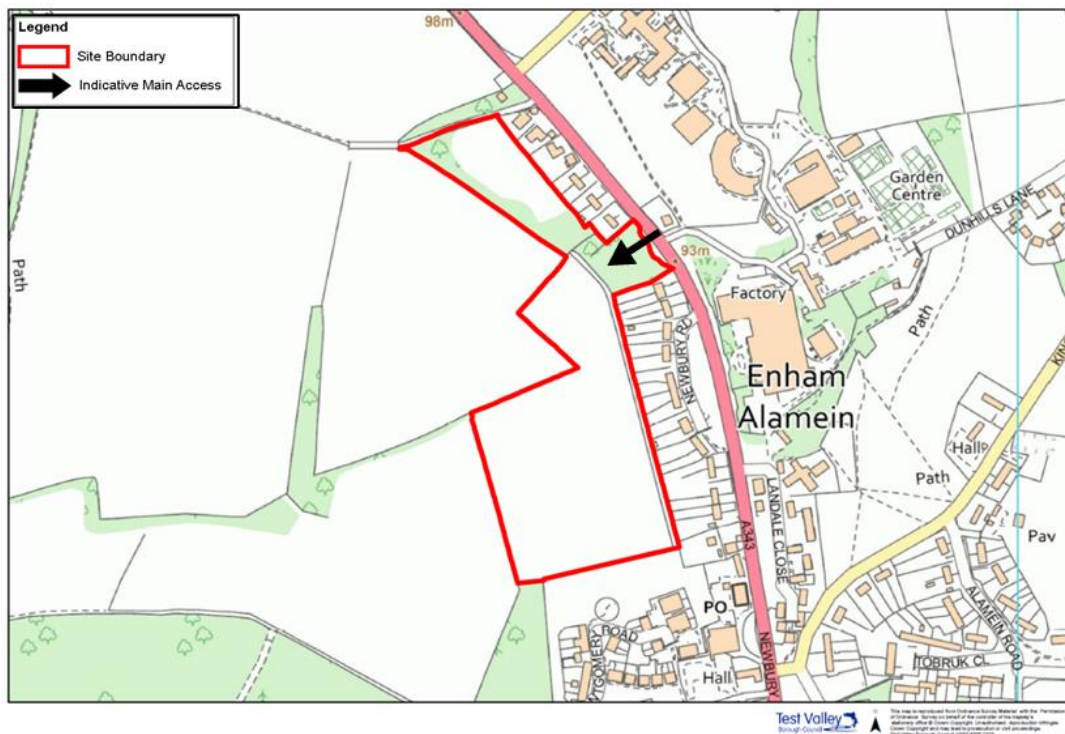
Northern Area Policy 18 (NA18): Land west of Newbury Road, Enham Alamein

A housing allocation of approximately 100 dwellings is proposed at Land west of Newbury Road, Enham Alamein.

Development will be permitted subject to:

- a) Access to the development via Newbury Road;**
- b) An appropriate layout and design that seeks to conserve and enhance the setting of the North Wessex Downs National Landscape;**
- c) Retention of existing tree lined boundary to the west/northwest;**
- d) Retention of the woodland in the northern part of the site except where removal is required for access, which should be minimised; and**
- e) Provision of walking and cycling linkages to the south to integrate with existing routes from Montgomery Road.**

Figure 4.14: Land west of Newbury Road, Enham Alamein



- 4.115 This site is approximately 5 hectares on the north eastern side of Enham Alamein and is accessed from Newbury Road. The site has previously been used to grow Christmas trees, and also comprises an area of woodland to the north that includes Priority Habitat. There is an existing vehicular access into the site that crosses through woodland. The site is in close proximity to the village shop.
- 4.116 Development should allow for an active travel access point along the southern boundary of the site to enable the site to link up with the development to the south, and an existing shared use route into Andover via Montgomery Road.
- 4.117 This site is approximately 800m away from the North Wessex Downs National Landscape, a protected landscape. Consideration should be given to the potential for landscape impacts and an appropriate layout and design incorporated that seeks to ensure the setting of the National Landscape is conserved and enhanced.
- 4.118 This site is bounded by trees and hedges along the western edges, and the tree line should be retained to provide screening of the site from the open countryside that lies beyond the site.
- 4.119 This site contains an area of priority habitat deciduous woodland, and the existing access to the site crosses through this area. It is proposed to use the existing access and consideration will be needed to minimise the impact on the surrounding trees, and where possible enhance the habitat through design and layout.

Land south of Eastville, Appleshaw

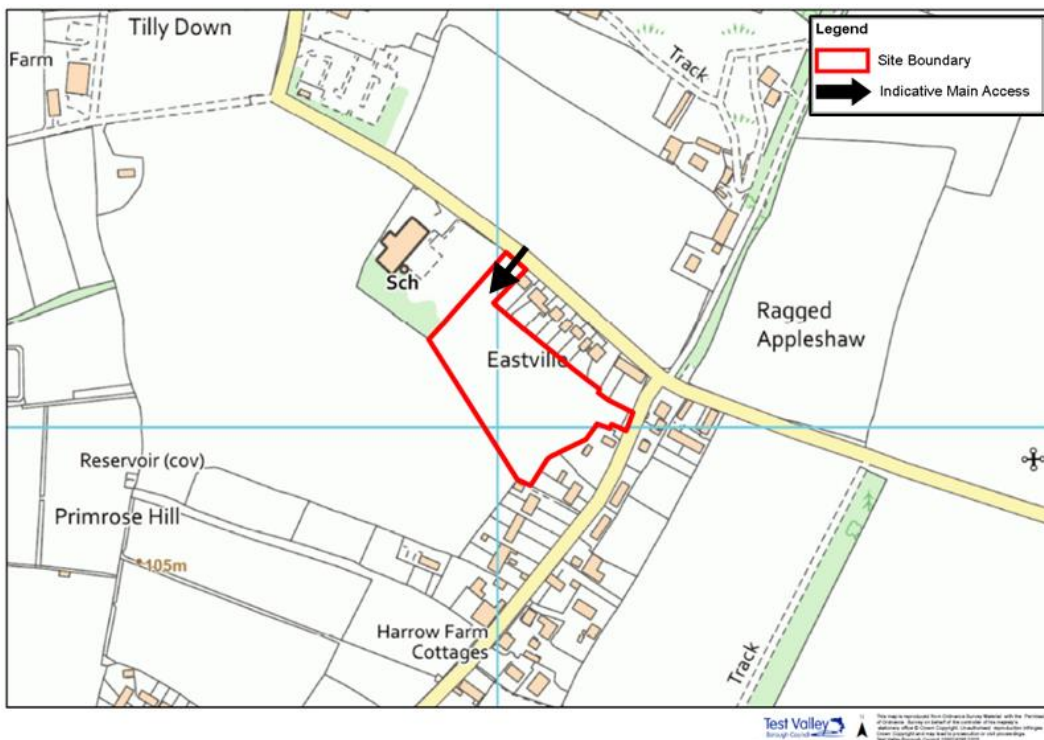
Northern Area Policy 19 (NA19): Land South of Eastville, Appleshaw

A housing allocation of approximately 35 dwellings is proposed at Land south of Eastville, Appleshaw.

Development will be permitted subject to:

- a) Access via Eastville; and**
- b) Submission of a Heritage Impact Assessment to demonstrate how the layout, landscaping and design of the development will respond sensitively to the significance of heritage assets in the vicinity, including the setting of the listed building adjoining the site to the east.**

Figure 4.15: Land South of Eastville, Appleshaw



4.120 This site of 1.32 hectares is in Appleshaw, to the north of the village. It is adjacent to existing residential properties to the east and to the south. The site is adjacent to St Peter's C of E Primary School.

4.121 There is a Grade II listed building adjacent to the site (Queen Anne Cottage). The Appleshaw Conservation Area lies to the south-west. There is the site of a Roman Villa, which is also a Scheduled Monument, 400m to the east of the site. Due to the site being fringed to the north and east by ribbons of existing development it is not likely that there would be a significant impact on the setting of the monument, but this should be closely considered.

Land at Bulbery Field, Duck Street, Abbots Ann

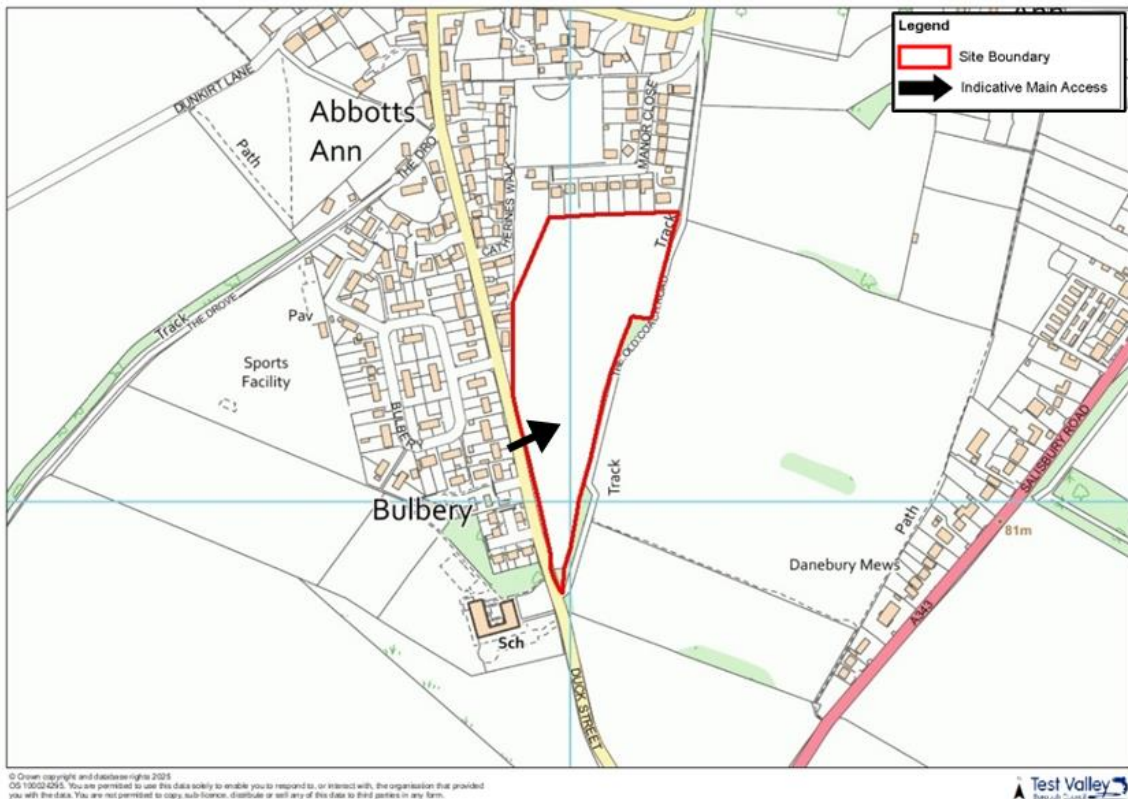
Northern Area Policy 20 (NA20): Land at Bulbery Field, Duck Street

A housing allocation of approximately 60 dwellings is proposed at Land at Bulbery Field, Duck Street, Abbots Ann.

Development will be permitted subject to:

- a) Access via Duck Street; and**
- b) Retention of existing tree lined boundary to the east.**

Figure 4.16: Land at Bulbery Field, Duck Street



4.122 This is a site of approximately 3.3 hectares within the village of Abbots Ann. It is situated on the eastern side of Duck Street and on the southern side of the village of Abbots Ann. The site is in close proximity to both Abbots Ann Nursery School and Abbots Ann Primary School and to green space at Bulbery Sports Field.

4.123 The site is currently in agricultural use. There are trees and hedgerows on the boundaries. The existing treeline/hedgerow along the eastern boundary should be retained to provide natural screening of the site. Topographically, the site falls gently from its western boundary towards the south east.

4.124 Consideration will be needed to the setting of Bury Hill Camp to the east, although due to the distance and topography of the site any impact is likely to be limited.

North of Red Rice Road, Upper Clatford

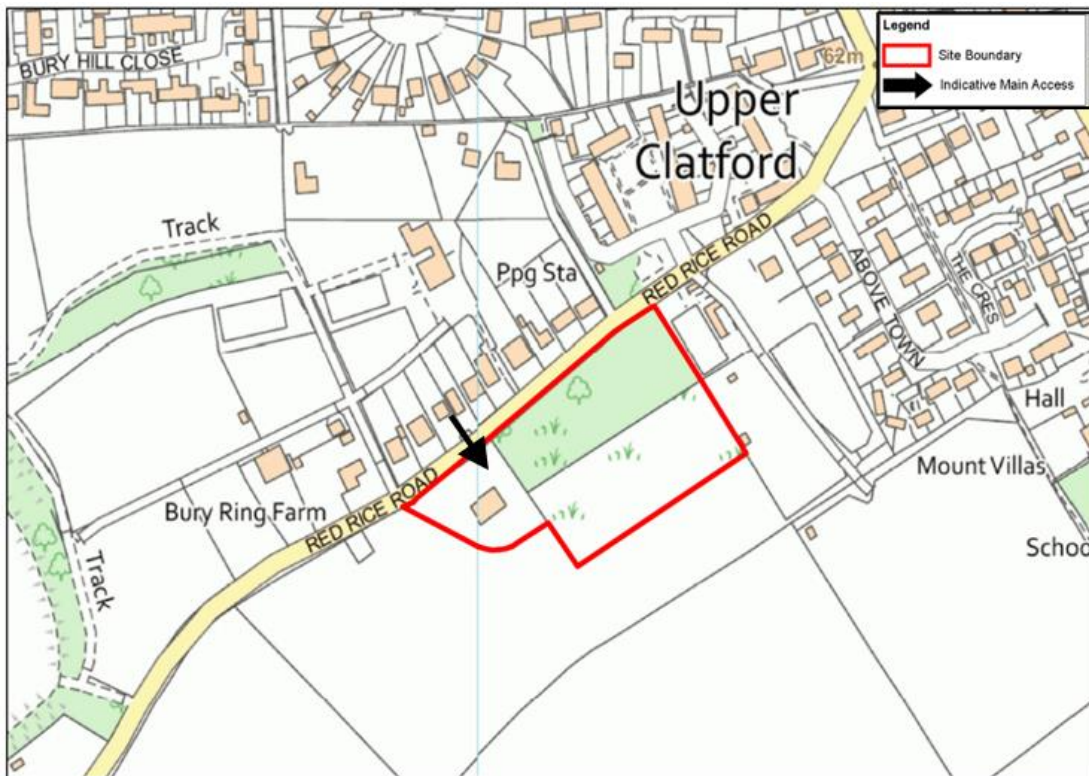
Northern Area Policy 21 (NA21): North of Red Rice Road, Upper Clatford

A housing allocation of approximately 20 dwellings is proposed at North of Red Rice Road, Upper Clatford

Development will be permitted subject to:

- a) Access via Red Rice Road;
- b) Submission of a Heritage Impact Assessment to demonstrate how the layout and design of the development will respond sensitively to the significance of heritage assets in the vicinity, including the of Bury Hill Camp Scheduled Monument; and
- c) Retention of existing trees and hedgerows to the northern and southern boundaries, except where removal is required to provide access to the site from Red Rice Road, which should be minimised.

Figure 4.17: North of Red Rice Road, Upper Clatford



- 4.125 This site of approximately 1.82 hectares is within the village of Upper Clatford. It is located opposite existing housing on Red Rice Road and surrounded by agricultural land to the south.
- 4.126 Upper Clatford is covered by a made neighbourhood development plan. This plan includes a policy on important landscape and settlement views that should be taken into consideration.
- 4.127 To the west of the site is the Scheduled Monument of Bury Hill Camp. The setting of the monument will need to be considered, with the landscaping, design and layout of development responding appropriately.

- 4.128 The existing trees and hedgerows along the northern and southern boundaries of the site provide a landscape feature that should be retained to screen the site.
- 4.129 Consideration of the potential for construction phase impacts to the Pillhill Brook, which feeds into the River Anton and down to the River Test SSSI, should be given, alongside any surrounding priority habitats (e.g. upon nearby deciduous woodland and coastal and floodplain grazing marsh).
- 4.130 There are Public Rights of Way in vicinity of the site and the site has potential to connect to footpaths with access to Andover.

Land at Barrow Hill, Goodworth Clatford

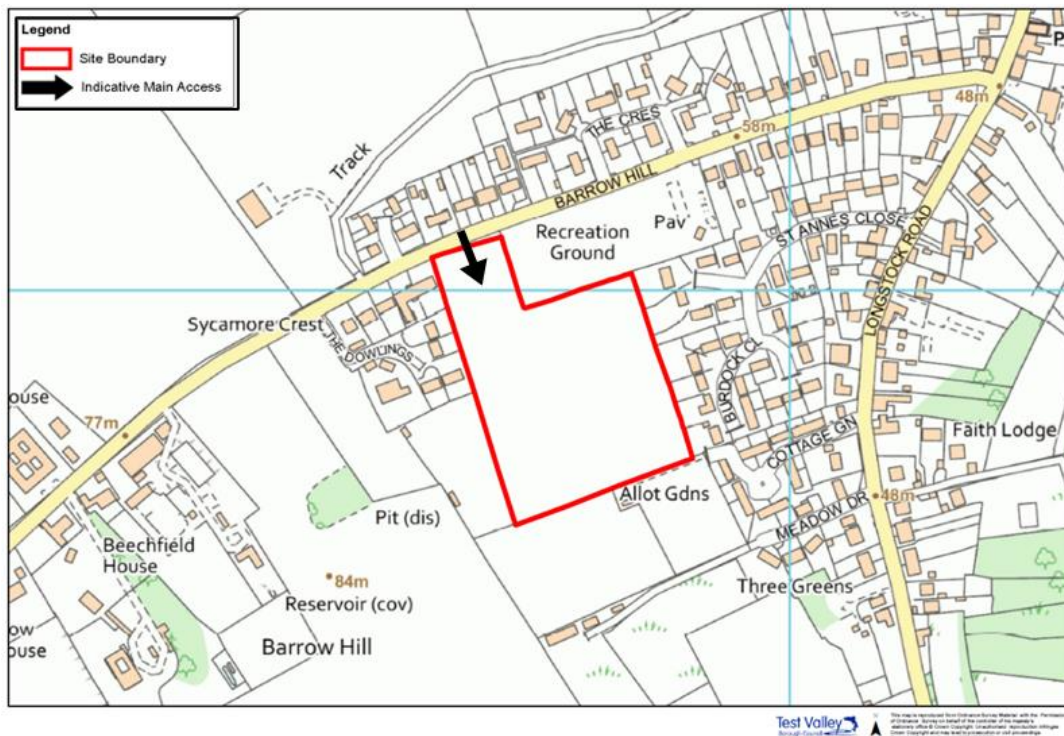
Northern Area Policy 22 (NA22): Land at Barrow Hill, Goodworth Clatford

A housing allocation of approximately 40 dwellings is proposed at Land at Barrow Hill, Goodworth Clatford.

Development will be permitted subject to:

- a) Access via Barrow Hill; and**
- b) Submission of a Heritage Statement incorporating an archaeological assessment.**

Figure 4.18: Land at Barrow Hill, Goodworth Clatford



- 4.131 This is a site of approximately 3 hectares within the village of Goodworth Clatford. The site adjoins existing housing, with the recreation ground to the north and allotments to the south. The site has existing access from Barrow Hill. Goodworth Clatford has a primary school and village shop.
- 4.132 A number of archaeological sites are recorded in the vicinity, including a Bronze Age barrow cemetery and prehistoric pottery to the west of the site. This site therefore has the potential to contain archaeological sites that are not currently recorded. As such a Heritage Statement will be required to assess the archaeological potential and set out appropriate mitigation measures.
- 4.133 This site may need to consider the potential for construction phase impacts to the River Anton, which feeds into the River Test SSSI, and any surrounding priority habitats (deciduous woodland and coastal and flood plain grazing marsh).
- 4.134 It is recognised the site has a resolution to grant planning permission for 40 homes¹⁹. Given the sites' status, the need for this policy will be reviewed for the final draft Local Plan (Regulation 19).

Land to the north east of Thruxton

Northern Area Policy 23 (NA23): Land to the north-east of Thruxton

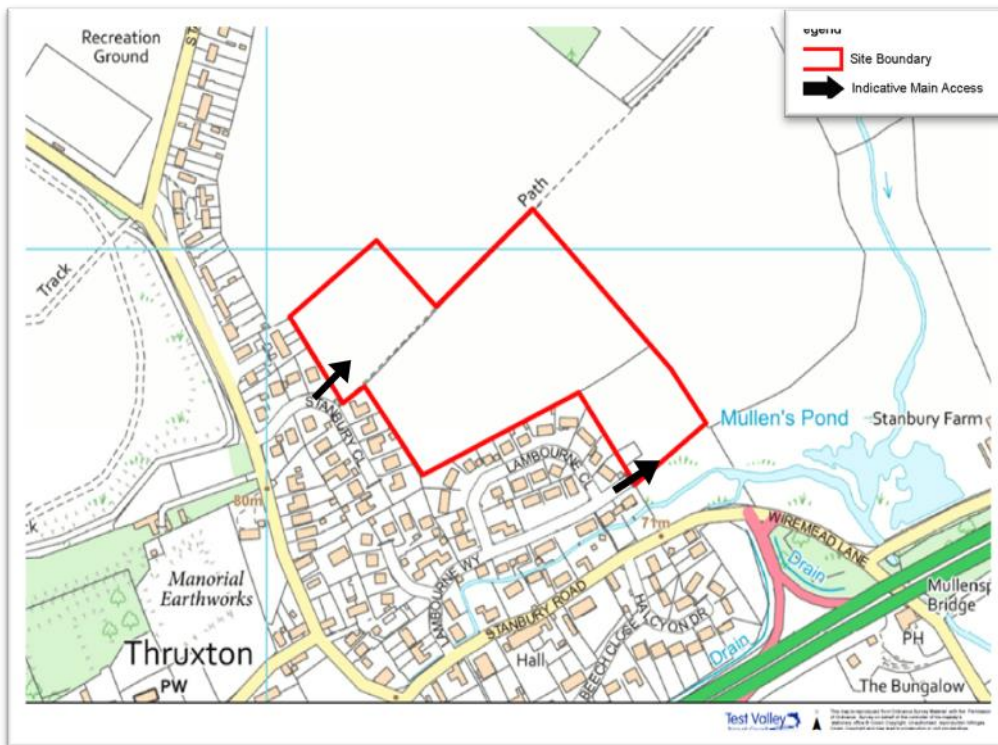
A housing allocation of approximately 80 dwellings is proposed at Land to the north-east of Thruxton.

Development will be permitted subject to:

- a) Access to the development via Lambourne Close and Stanbury Close;**
- b) Submission of a Heritage Statement incorporating an archaeological assessment;**
- c) Retention of hedgerows and trees;**
- d) Retention of the Public Right of Way that crosses the site; and**
- e) Provision of landscaping to create a strong settlement edge to the northern and eastern boundary of the site.**

¹⁹ Subject to completion of a legal agreement. Outline planning application reference 24/01239/OUTN

Figure 4.19: Land to the north-east of Thruxton



- 4.135 This site of approximately 5 hectares is to the north east of the village of Thruxton. The site is surrounded by existing residential development to the south and west and comprises mainly agricultural land. Thruxton has a primary school and the site is close to the Thruxton Recreation Ground.
- 4.136 The site has two access points at Lambourne Close to the south and Stanbury Close to the north. Thruxton is covered by a Made neighbourhood development plan, the policies within the NDP will need to be complied with as part of any future planning application.
- 4.137 A number of archaeological sites are recorded in the vicinity, including the site of a large Iron Age settlement immediately to the north. This site therefore has the potential to contain archaeological remains that are not currently recorded. As such a Heritage Statement will be required to assess the archaeological potential and set out appropriate mitigation measures.
- 4.138 The site rises up to the north and development should respond to the local landscape, taking into account views into the site. There are established hedgerows and mature trees along the site boundary and across the site that should be retained, except where removal is needed to achieve an appropriate access. This should be minimised where possible. In addition, appropriate landscaping will need to be provided to create a strong settlement edge that responds to the local landscape.

4.139 There is a Public Right of Way that runs through the site that follows the line of an established hedgerow. This walking connection should be retained and consideration given to the setting of the Public Right of Way.

4.140 It is recognised that part of this site has planning permission for 14 homes, with access from Stanbury Close²⁰.

Tennis Court Field, Barton Stacey

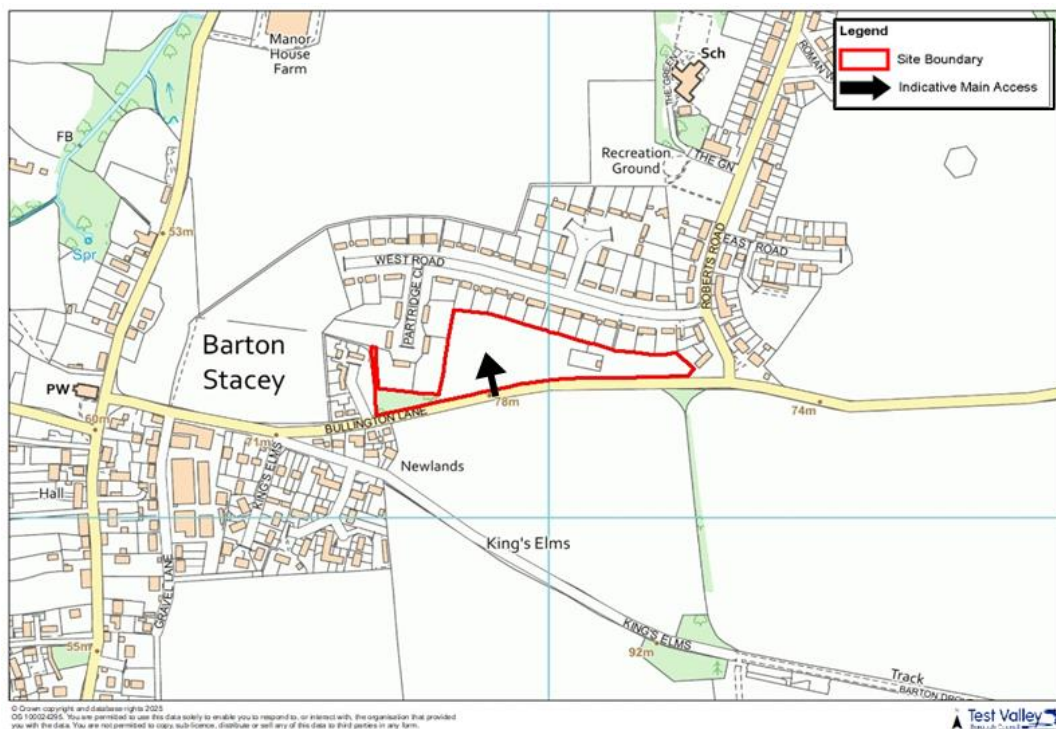
Northern Area Policy 24 (NA24): Tennis Court Field, Barton Stacey

A housing allocation of approximately 20 dwellings is proposed at Tennis Court Field, Barton Stacey.

Development will be permitted subject to:

- a) Access to the development via Bullington Lane;**
- b) Demonstrating how the layout will respond to the presence of protected trees on site; and**
- c) Submission of a Heritage Statement, incorporating an archaeological assessment.**

Figure 4.20: Tennis Court Field, Barton Stacey



²⁰ Outline planning application reference 23/03026/OUTN, granted on appeal in May 2025.

- 4.141 This site of approximately 1.6 hectares is within the village of Barton Stacey. The site is surrounded by existing residential development to the north, east and west comprises a disused tennis court and a number of protected trees. Barton Stacey has a primary school and pre-school and a village shop.
- 4.142 Access to the site shall be via Bullington Lane, there is also a footpath to the north giving access to West Road.
- 4.143 This part of the village is relatively enclosed as the site slopes towards Bullington Lane along the southern boundary of the site. At the eastern and western edges of the site there are areas of Priority Habitat and protected trees. There are other trees across the site that are also protected and so must be retained. The layout of development should respond appropriately.
- 4.144 This site is approximately 500m from the River Dever to the north which flows into the River Test to the west. The River Dever a SSSI and is also providing compensation measures for the River Itchen SAC. It is important that any potential impact on this watercourse and its sensitive ecology is carefully considered.
- 4.145 There is archaeological evidence of a World War One practice trench within the allocation, which along with any other archaeological remains will need to be addressed.

Land to the north east of Drove Road, Chilbolton

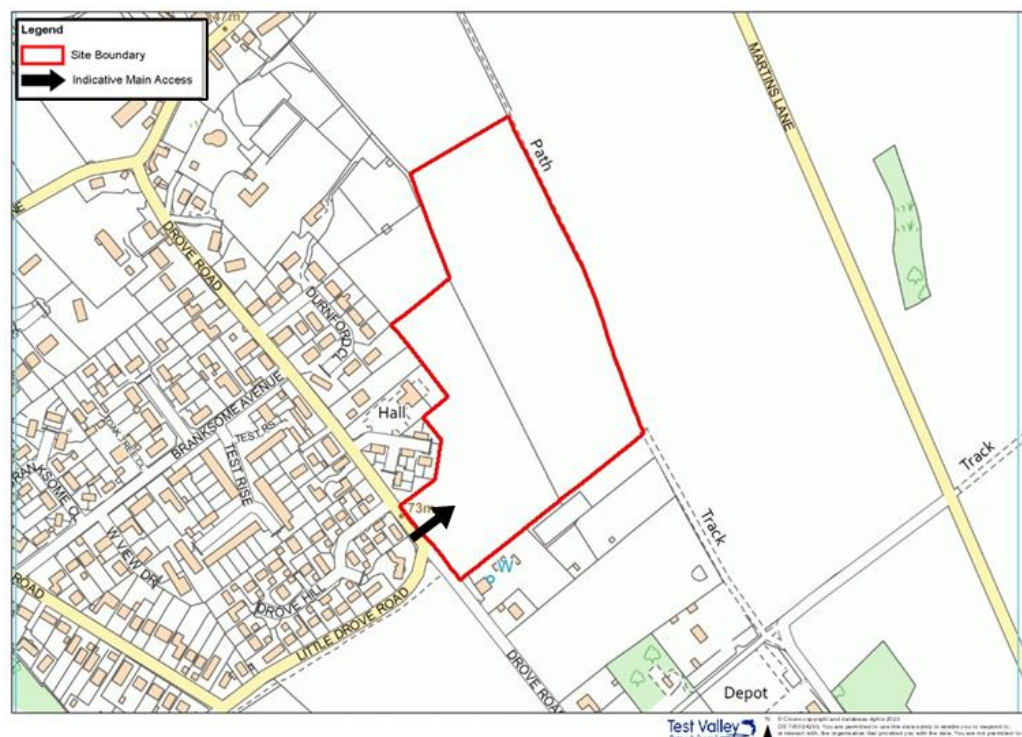
Northern Area Policy 25 (NA25): Land to the north east of Drove Road, Chilbolton

A community led housing allocation of approximately 65 dwellings is proposed at land to the north east of Drove Road, Chilbolton.

Development will be permitted subject to:

- a) Access to the development via Drove Road;**
- b) Retention of trees and hedgerows along the eastern boundary; and**
- c) Submission of a Heritage Statement incorporating an archaeological assessment.**

Figure 4.21: Land to the north east of Drove Road, Chilbolton



- 4.146 This site of approximately 2.3 hectares is within the village of Chilbolton. The site is surrounded by existing residential development and the village hall to the west and comprises mainly agricultural and grazing land.
- 4.147 Chilbolton Parish Council are seeking to deliver a housing scheme on this site, through establishing a Community Land Trust, to enable delivery of affordable and ‘downsize’ homes to meet local needs, as well as market housing. Multiple sites in and around the village were considered by the Parish Council, and this site was selected as the preferred option. The Local Plan supports the delivery of housing on this site, through a community led development.
- 4.148 Access to the site shall be via Drove Road. Chilbolton is also covered by a Made neighbourhood development plan, the policies within the NDP will need to be complied with as part of any future planning application.
- 4.149 Due to the possible presence of an Iron Age or Roman settlement on part of the site, a Heritage Statement is required, supported by an archaeological assessment to address archaeological matters, including the nature of the archaeology, the impact of development and an appropriate mitigation strategy.

4.150 This part of the village is elevated, as the land rises up from the River Test. Development should respond to the local landscape, taking into account views into the site. There is an established hedgerow along the eastern boundary that provides a landscape feature and should be retained to provide natural screening to the site.

4.151 A Public Right of Way runs along the eastern boundary and consideration should be given to its setting.