

Eastleigh Borough Council Response to Test Valley Borough Council Consultation – Scoping Opinion for a residential led development of 1,000 homes at Velmore Farm, Templars Way, Chandler’s Ford.

Introduction

Eastleigh Borough Council (“EBC”) thanks Test Valley Borough Council (“TVBC”) for the consultation on the Environmental Impact Assessment (“EIA”) Scoping Opinion request for the proposed development at Velmore Farm, Templars Way, Chandler’s Ford.

Although the planning application is anticipated to be submitted to TVBC as local planning authority, the Scoping Report confirms that the EIA Site Boundary includes the maximum extent of permanent and temporary works, including potential associated access improvements, some of which fall within Eastleigh Borough.

The Environmental Statement (“ES”) must assess the whole project, including cross-boundary effects on Eastleigh residents, infrastructure, highway land, environmental receptors and EBC’s regulatory interests. The assessment should not be confined to effects within TVBC, nor should effects within Eastleigh be treated as secondary, peripheral or excluded because the main built development is proposed principally within TVBC.

EBC requests continued engagement beyond the scoping stage, particularly in relation to transport modelling, access works, ecological mitigation, drainage, construction management and mitigation affecting Eastleigh.

Transport and access

EBC agrees that transport and access effects must remain scoped into the EIA. The Scoping Report identifies Templars Way, School Lane, Montgomery Way, Castle Lane, Bournemouth Road, the M3/M27 routes, local bus stops, Chandler’s Ford railway station, National Cycle Network routes and nearby public rights of way as relevant to the site’s accessibility and transport context. These routes and facilities include infrastructure and receptors within Eastleigh.

The ES must not assume high levels of public transport or active travel use without clear evidence of existing service frequency, reliability, capacity, deliverability, funding and the quality and safety of walking, cycling and horse-riding routes.

- Transport study area

EBC requests that the transport study area is agreed with both Hampshire County Council and EBC before modelling is finalised. It must include all Eastleigh links and junctions where the development could materially affect traffic flows, delay, pedestrian and cycle amenity, severance or safety.

At a minimum, the Eastleigh study area should include Templars Way, School Lane, Montgomery Way, Bournemouth Road, Castle Lane, Chestnut Avenue, routes to M3 Junction 13 and the M27, Chandler’s Ford local centre routes, roads serving Valley Park, roads serving Hampshire Corporate Park, Eastleigh routes likely to receive redistributed traffic, and residential roads vulnerable to rat-running.

The Transport Assessment and ES should provide a clear plan showing all modelled links and junctions, with Eastleigh links separately identified. The assessment should include link flows, turning movements, queues, delays, bus journey time effects, pedestrian and cycle delay, road safety implications and local access effects for Eastleigh roads and junctions.

- Construction traffic

The Scoping Report states that construction vehicles are expected to use Templars Way before dispersing east toward the M3/M27 or west toward Castle Lane. The ES should therefore assess construction traffic effects on Eastleigh residents, businesses, roads, footways, cycleways and public rights of way.

A detailed Construction Traffic Management Plan ("CTMP") should be submitted and assessed. It should include routing, timing, HGV management, temporary traffic management, worker parking, site access arrangements, community liaison, monitoring and enforcement arrangements.

- Operational traffic and junction capacity

The proposed alterations to the Templars Way / School Lane and Templars Way / Montgomery Way junctions must be assessed in terms of their implications for Eastleigh traffic flows, queuing, bus journey times, pedestrian and cycle delay, safety and local access.

EBC requests that the ES does not rely solely on trip distribution assumptions or headline junction capacity results. It should provide transparent assessment of the actual implications for Eastleigh roads and junctions.

- Active travel and public transport

The Walking, Cycling and Horse-Riding Assessment ("WCHAR") should assess the safety, suitability, accessibility and legibility of routes serving the development. This should include routes to Chandler's Ford railway station, Eastleigh town centre, schools, nurseries, local shops, health facilities, bus stops, public rights of way and bridleways.

The assessment should consider the quality of the full journey, including crossings of Templars Way and Bournemouth Road, lighting, surveillance, personal security, gradients, accessibility for all users, and potential conflict between pedestrians, cyclists, equestrians and vehicles.

The ES should also assess active travel and connectivity from an urban design and placemaking perspective, rather than solely as a transport matter. It should explain how proposed walking, cycling and public transport connections would integrate with existing Eastleigh and Chandler's Ford routes, and whether they would provide direct, safe, legible and attractive links.

Any active travel mitigation within Eastleigh should be clearly specified in the ES, including its location, design principles, delivery triggers, securing mechanisms and monitoring arrangements. This should include consideration of whether the street hierarchy, public realm and wider movement framework would support a coherent, well-connected neighbourhood.

Air quality

EBC agrees that air quality must remain scoped into the EIA. Eastleigh AQMA No. 1 lies approximately 750 metres north-east of the site, and air quality monitoring near the site is undertaken by both TVBC and EBC. The EBC Pollution Team broadly agrees with the proposed air quality scope, subject to the ES adopting a robust and precautionary approach given the proximity of Eastleigh AQMA No. 1 and the potential for traffic-related effects on existing and future receptors.

EBC welcomes the proposed use of EBC monitoring data, but requests that the ES clearly identifies which EBC monitoring locations are used, whether data are adjusted or annualised, and whether modelling is verified against local data. Model verification should use suitable local monitoring data, including automatic monitoring and/or diffusion tube data where relevant, with appropriate diffusion tube bias adjustment, background concentration selection and verification adjustment. Within

Eastleigh this should include relevant monitoring locations such as Chestnut Close, Chestnut Avenue and Leigh Road / Junction 13, particularly if the Transport Assessment shows that Leigh Road would carry a high proportion of development traffic to and from the M3.

- Human receptors

The receptor set should include Eastleigh homes, schools, nurseries, health facilities, public open spaces, footways, cycle routes and receptors near Eastleigh AQMA No. 1 where traffic changes could occur.

The ES should include a receptor table identifying the local authority area of each receptor, so that Eastleigh receptors and effects can be clearly understood. The ES should also distinguish between existing and future receptors and identify worst-case façade locations where relevant.

- Construction dust

EBC does not object to proportionate treatment of construction dust, provided the Construction Dust Assessment is appended to the ES and includes Eastleigh receptors in the dust risk assessment. The assessment should follow the 2024 IAQM guidance and cover demolition where applicable, site preparation and enabling works, earthworks, construction activities and trackout / road soiling. It should identify receptor sensitivity, magnitude of change and provide a clear justification for its significance conclusions.

The Construction Environmental Management Plan ("CEMP") should include Eastleigh-specific liaison arrangements, complaint procedures, monitoring and remedial action requirements. The CEMP should also include site-specific dust suppression and prevention measures, trackout controls including wheel-washing and road-sweeping, inspection and reporting arrangements, responsibilities, complaint investigation procedures, trigger levels and corrective actions, and dust monitoring where justified by risk. Given the proximity of residential properties, the ES / CEMP should also consider low-emission plant and Non-Road Mobile Machinery controls.

- Traffic emissions

The ES should assess effects from construction and operational vehicle emissions on human and ecological receptors near affected roads. The ES should clearly define "peak construction" for air quality purposes, including the relevant activities, duration and construction traffic profile. It should also confirm how the anticipated 2029 construction start year is represented within the baseline and background dataset. Where a 2026 baseline is relied upon for construction effects, the ES should explain the rationale and any adjustment to background concentrations, with reference to Defra background maps and/or locally derived trends.

EBC supports the proposed scenario structure of base year, do-minimum 2038 and do-something 2038, but requests that interim years are also assessed where phased occupation could give rise to earlier or different effects on Eastleigh roads.

The ES should provide receptor-specific results, pollutant contour plans, results at relevant Eastleigh monitoring locations, sensitivity testing where traffic flows are uncertain, cumulative assessment with Eastleigh developments, and mitigation tied to quantified effects. Where IAQM screening criteria indicate that detailed assessment is required, the ES should include detailed dispersion modelling of NO_x, NO₂, PM₁₀ and PM_{2.5} using ADMS-Roads. The ES should include the screening inputs and outputs, justify the study area and road links included, and provide the final list of existing and future receptors assessed.

The ES should confirm whether any temporary or permanent combustion sources are proposed, including standby generators, biomass boilers, commercial combustion plant or other fuel-burning

equipment. Where such sources are proposed, the ES should demonstrate that they would not result in significant air quality effects.

Operational emissions associated with servicing, deliveries, refuse collection and internal site movements should be captured within the transport and traffic inputs used for the air quality modelling where relevant.

For ecological receptors, the ES should clearly list all designated sites considered, demonstrate that the 200 metre affected-road screening and AADT criteria have been applied consistently, and confirm whether any site-specific characteristics or sensitivities justify a more precautionary assessment. Where ecological sites are screened in, the ES should specify the method for assessing nitrogen deposition and acidification, identify the relevant critical loads and levels used, and explain how significance has been determined.

The cumulative air quality assessment should align with the EIA cumulative project list and the final Transport Assessment / junction modelling outputs. The ES should clearly define the do-minimum and do-something scenarios, including cumulative growth and committed development. Where off-site highway mitigation is not yet fixed, the ES should either include sufficiently defined highway mitigation within the operational traffic scenarios or set out a clear mechanism for updating the air quality assessment once the highway scheme design is fixed.

Noise and vibration

EBC agrees that noise and vibration must remain scoped into the EIA. The EBC Pollution Team accepts the Scoping Report's findings regarding vibration. The existing noise climate is influenced by Templars Way, Castle Lane and distant traffic from the M3 and M27, which confirms the relevance of Eastleigh-related routes and receptors.

The Scoping Report identifies EBC noise sensitive receptors including residential receptors north of Templars Way (Montgomery Way and Conway Close) and receptors at Hampshire Corporate Park. EBC requests that the receptor set is reviewed on a precautionary basis to ensure that Eastleigh receptors are adequately represented, including receptors near Bournemouth Road, Templars Way, likely construction access routes and HGV routes.

- Baseline monitoring

Baseline monitoring locations should be agreed with EBC. Monitoring should include daytime, evening, night-time and weekend conditions, and should be suitable to assess both construction and operational effects. The noise survey should be of an acceptable duration and should include at least one weekend period.

- Construction noise and vibration

The construction noise assessment should consider all significant noise-generating activities that could affect Eastleigh receptors, including demolition, earthworks, haul roads, highway and junction works, utilities, piling, mobile plant, reversing alarms, temporary compounds, weekend working and cumulative impacts with nearby construction.

EBC does not consider that cumulative construction noise and disruption can be dismissed on the basis of the distance between construction sites where construction traffic may use the same Eastleigh roads. The ES should assess cumulative construction traffic noise and disruption on shared routes.

- Operational noise

The ES should assess operational noise effects on Eastleigh residents and receptors, including road traffic noise generated or redistributed by the development. Plant noise limits should be presented. Cumulative plant noise should be assessed against a criterion of being equal to or lower than the existing background sound level. An initial open-window overheating assessment should also be included.

Landscape, visual effects, settlement edge and Local Gap

EBC agrees that landscape and visual effects must remain scoped into the EIA. The site is of significant size, predominantly open agricultural land and lies at a sensitive interface between Test Valley, Eastleigh, Chandler's Ford, Valley Park, Chilworth and surrounding woodland.

The ES should assess the site's relationship with the Eastleigh boundary, ancient woodland, conservation areas, Local Nature Reserves, registered parks and gardens, SINCs, Local Gap designations, landscape designations and the wider green infrastructure network. It should also consider the site's topography and the potential for views from Eastleigh including any mid- and long-distance views identified through field survey work.

EBC notes that the submitted LVIA methodology, including Appendix 10.1 Methodology for Assessing Landscape and Visual Effects, appears generally sound for scoping purposes. However, the visual baseline and viewpoint selection should be tested further on the ground.

- Landscape baseline and Eastleigh receptors

The ES should consider existing landscape sensitivity evidence and explain how the development parameters, density, height, lighting, landform and landscape mitigation respond to that sensitivity.

The assessment should also identify and assess important landscape features within and adjoining the site, including significant field boundary hedgerows, watercourses crossing or adjoining the site, woodland edges, public rights of way and other features contributing to landscape character and green infrastructure.

- Visual receptors in Eastleigh

EBC requests that the final viewpoint selection is agreed with EBC following the preparation of the Theoretical Zone of Visual Influence and further ground-truthing through walking survey work. Viewpoints should include representative Eastleigh receptors, including relevant residential areas, roads, employment areas, public rights of way and other publicly accessible locations.

Viewpoint photography should be undertaken in winter, when deciduous vegetation is not in leaf and landscape and visual effects are likely to be greatest.

- Urbanising effects and place making

The proposal represents a significant urban extension to Chandler's Ford and has the potential to substantially reshape the western edge of the settlement. EBC therefore requests that the ES gives greater prominence to urban design, townscape and placemaking matters alongside the LVIA. The assessment should not be limited to technical landscape and visual effects, but should also explain how the development would create a coherent, distinctive, sustainable and well-integrated place.

The ES should be supported by a landscape-led masterplan framework, detailed parameter plans and a comprehensive urban design and placemaking assessment. These should address building heights, density, land use, green infrastructure, public realm, street hierarchy, active travel connections,

settlement edge treatment, transition to the countryside and the relationship of the development to existing communities in Eastleigh, Chandler's Ford, Valley Park and Chilworth.

A townscape assessment should also be provided alongside the LVIA. This should include cross-sections and verified visualisations demonstrating how the development would respond to the site's topography, settlement edge, landscape structure and surrounding character. The assessment should explain how the SANG, open space, retained landscape features, movement routes, streets and built form would work together to create a cohesive neighbourhood character, rather than a fragmented or overly suburban extension.

EBC also requests that the application is supported by design coding principles, or an equivalent design framework, to guide future reserved matters applications. This should include principles for character areas, density, scale, street types, public realm, landscape integration, edge conditions, materials, legibility, active frontages and phasing. The ES should assess whether the proposed phasing strategy would secure a cohesive neighbourhood character and the timely delivery of key green infrastructure, active travel routes and community infrastructure.

- Local Gap and settlement separation

The ES should assess whether the development would erode the perceived separation between Chandler's Ford, Chilworth, Valley Park and other nearby settlements, and whether mitigation would be sufficient to maintain a meaningful sense of separation.

EBC requests that the LVIA includes a specific sub-section on Local Gap and settlement edge effects, including the effect of built form, roads, junctions, lighting, traffic, loss of open agricultural character, changes to rights of way and cumulative development.

- Lighting

EBC does not object to lighting being addressed through a standalone Lighting Assessment, provided it is submitted with the application and integrated with the landscape, biodiversity, residential amenity and highway assessments.

The assessment should address potential effects on Eastleigh residents, Eastleigh road users, bats, woodland edges, ecological corridors and landscape receptors. It should follow relevant British Standards, Hampshire County Council guidance and Institution of Lighting Professionals guidance, including guidance on bats and artificial lighting at night.

Biodiversity and ecology

EBC agrees that biodiversity must remain scoped into the EIA. The ecological figures show that the site lies within a sensitive ecological context, including statutory designated sites, SINC's, woodland, hedgerows, watercourses, ponds and habitat corridors with potential links toward Eastleigh.

The ES should assess impacts on ecological receptors and green infrastructure within or connected to Eastleigh, including severance of habitat corridors, watercourses and bat commuting routes; construction and operational effects on water quality and hydrology; lighting impacts on dark corridors and woodland edges; recreational pressure on Eastleigh open spaces, SINC's and informal walking routes; and the long-term management and monitoring of mitigation affecting Eastleigh receptors.

- Survey limitations and Templars Way

The Scoping Report states that ecological surveys covered the EIA Site Boundary except for land along Templars Way, with further surveys intended in 2026. This is important because Templars Way

is also the location of proposed access works and highway changes, including works within or affecting Eastleigh.

EBC requests that the ES is not finalised until all ecological surveys of the Templars Way works area and any Eastleigh works areas have been completed and assessed.

- Habitats, hedgerows, watercourses and ponds

The ES should assess habitats, hedgerows, watercourses, ponds and linear features not only within the site, but also as ecological corridors connecting toward Eastleigh and downstream habitats.

Any mitigation affecting Eastleigh receptors or ecological connectivity toward Eastleigh should be clearly identified, secured, managed and monitored.

- Biodiversity Net Gain

The application should include the full Biodiversity Net Gain metric, habitat condition evidence, strategic significance assumptions, trading rule compliance, habitat creation and enhancement plans, any off-site BNG requirements, and a 30-year management and monitoring plan.

Where BNG land, ecological mitigation, SANG management or green infrastructure affects Eastleigh receptors or connects to Eastleigh green infrastructure, EBC should be consulted on its design, governance and monitoring.

Water environment

The applicant proposes to scope the water environment out of the EIA. EBC considers that water environment effects may not require a standalone ES chapter if TVBC and the Lead Local Flood Authority are satisfied, but the planning application must include a robust Flood Risk Assessment, Drainage Strategy and CEMP addressing Eastleigh receptors and downstream pathways, including water quality effects on watercourses within Eastleigh Borough and the River Itchen catchment.

The Scoping Report indicates that infiltration may not be feasible across the site and that water may discharge off-site, subject to further investigation. Given the site's topography and hydrological context, this requires careful cross-boundary assessment. Further investigatory work should confirm whether infiltration is feasible across the site. If, following further investigation, on-site infiltration is feasible, the inclusion of SuDS features would be strongly supported, subject to appropriate landscape, ecological and drainage design.

The Flood Risk Assessment and Drainage Strategy should specifically address potential effects on Eastleigh, including existing drainage routes and receiving watercourses that flow toward, through or connect with Eastleigh; cross-boundary drainage and surface water exceedance routes; climate change allowances; blocked drain or culvert scenarios; SuDS maintenance and adoption; highway drainage associated with any Section 278 works in Eastleigh; foul drainage capacity; and downstream effects on Monks Brook, the River Itchen catchment and Eastleigh receptors.

The assessment should identify the drainage pathways from the site to Marl Brook, the unnamed EA Main River, Monks Brook and the River Itchen. Monks Brook flows through Eastleigh Borough before discharging to the River Itchen. As surface water runoff from the proposed development may be discharged into watercourses within Eastleigh Borough, EBC should be consulted on the water quality implications of any surface water drainage discharged from the site.

The Drainage Strategy should not rely solely on the CIRIA SuDS Manual Simple Index Approach where this would not satisfy EBC policy requirements, with water being discharged into EBC pathways. Policy DM6 of the Eastleigh Borough Local Plan 2016–2036 requires a higher level of

filtration, with three naturalised forms of filtration before discharge off site into, ultimately, the protected waters of the River Itchen. The application should therefore demonstrate how the proposed drainage would comply with Policy DM6 and protect downstream ecological receptors.

- Construction water quality

The Scoping Report states that temporary surface water drainage will be installed and maintained to mitigate flood risk, sediment loading and pollution of neighbouring surface water bodies. EBC requests that this is expanded into a detailed construction drainage and pollution prevention strategy, secured through the CEMP and approved before commencement.

Ground conditions and contamination

EBC does not object to ground conditions and contamination being scoped out of the ES, provided these matters are fully addressed through the planning application and secured by appropriate conditions. The EBC Pollution Team agrees with ground conditions and contamination being scoped out of the EIA on the basis of the Preliminary Risk Assessment and has no further comments on contaminated land.

This should include updated Phase 1 information, Phase 2 intrusive investigation, gas and groundwater monitoring, asbestos assessment, remediation, materials management, verification and discovery strategies. The subsequent intrusive investigation should confirm ground conditions and inform foundation design, as proposed.

Where Eastleigh receptors could be affected during construction, including through dust, runoff, asbestos, odour, mud on roads or waste movements, appropriate controls should be secured through the CEMP and remediation strategy, with monitoring and liaison arrangements agreed with EBC where necessary.

Socio-economics and human health

EBC welcomes the inclusion of socio-economics and human health, but objects to Test Valley being treated as the sole Local Impact Area.

The Scoping Report defines Test Valley as the Local Impact Area because the majority of the site is within TVBC and only access arrangements overlap with EBC. It then defines Hampshire as the Wider Impact Area and indicates that cross-boundary effects in Eastleigh will be considered at that wider level.

EBC considers that this approach risks under-assessing Eastleigh effects. Eastleigh is not merely part of a broad county-wide wider impact area. The site adjoins Eastleigh communities, relies on Eastleigh roads, is near Eastleigh schools and GP facilities, and may generate service demand within Eastleigh. EBC requests that the ES includes an Eastleigh sub-area assessment within the socio-economic and health chapter.

The ES should assess Eastleigh-specific effects on education, early years, SEN provision, GP capacity, community infrastructure, open space, recreation, active travel and public transport. It should consider interim impacts before any on-site provision is delivered and identify any necessary mitigation, developer contributions, land requirements or phasing triggers.

The human health assessment should specifically consider Eastleigh receptors, including children, older people, disabled residents, households without access to a car, low-income households and residents affected by construction noise, dust, traffic, severance or reduced access to services. EBC requests that this is presented through a clear health determinant matrix for Eastleigh receptors.

Climate change and carbon

EBC agrees that climate change should remain scoped into the EIA, but considers that Eastleigh effects should focus on clear cross-boundary impact pathways.

The ES should assess climate change and greenhouse gas effects arising from construction and operational traffic on Eastleigh roads, and from any highway or access works within Eastleigh, including embodied and construction carbon associated with those works.

It should also assess whether the development would increase climate-related risks for Eastleigh receptors, including surface water runoff, exceedance flows, loss or reduction of tree canopy, and resilience of walking and cycling routes connecting into Eastleigh and Chandler's Ford.

Any reliance on modal shift, travel planning, EV charging or active travel infrastructure to reduce Eastleigh-related emissions should only be accepted where those measures are specific, secured and monitored.

Cumulative effects

EBC welcomes the proposed cumulative effects assessment, particularly the consideration of common receptors and potential tipping-point effects. This is important for Eastleigh in relation to traffic, air quality, noise, school and GP capacity, recreation pressure, landscape change and construction disruption.

The cumulative effects assessment should include cumulative construction effects, including overlapping construction periods, combined HGV movements, shared construction routes, dust, noise, temporary traffic management, worker parking and community disruption.

EBC does not consider that cumulative construction impacts can be dismissed due to distance between construction sites as shared routes or common Eastleigh receptors may be affected.

Mitigation, monitoring and securing mechanisms

EBC requests that the ES includes a consolidated mitigation schedule. This should identify, for each mitigation measure, the environmental effect being mitigated, the receptor affected, whether the receptor is located within EBC or TVBC, the relevant phase of development, the trigger for delivery, the securing mechanism, management arrangements, monitoring requirements, contingency measures and residual effect.

Where mitigation affects Eastleigh, EBC should be consulted on the wording and delivery mechanisms. This includes mitigation secured through Section 106 obligations, Section 278 works, Grampian conditions, the CEMP, CTMP, travel plan, lighting strategy, landscape and ecological management plan, SANG management plan, drainage maintenance plan, remediation strategy, noise mitigation and air quality monitoring.

Other EIA topics

EBC has no specific comments at this scoping stage on agricultural land and soils, archaeology, built heritage, minerals, materials and waste, major accidents and disasters, or utilities, subject to the views of the relevant statutory and technical consultees.

This should not be read as confirmation that those matters are immaterial to the planning balance or to any future planning application consultation. If later survey work, design changes, highway works, drainage proposals, mitigation measures or cumulative assessment identify Eastleigh receptors or

cross-boundary effects in relation to any of those topics, the ES and supporting application documents should assess those effects and set out any necessary mitigation.

Conclusion

The submitted Scoping Report properly recognises that EBC is an affected stakeholder and that some associated works fall within Eastleigh Borough. The proposal's environmental effects are not confined to the TVBC administrative area. Eastleigh residents, highway users, public rights of way users, businesses, ecological receptors, watercourses, landscape receptors, schools, health facilities and local infrastructure could all be affected by the development and its associated works.

EBC therefore requests that TVBC's Scoping Opinion require the ES to assess the full cross-boundary effects of the development, including all permanent and temporary works within Eastleigh, and to provide clear, enforceable mitigation where impacts on Eastleigh receptors are identified.

EBC would welcome ongoing engagement with TVBC, Hampshire County Council and the applicant as the technical assessments, parameter plans, transport modelling, ecological assessment, LVIA, drainage strategy, construction management proposals and mitigation package are developed.

11th May 2026