



Landscape and Visual Appraisal

Land adjacent to Windhover Roundabout, Bursledon

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1.0 Introduction

1.1 Objectives of the Report

This Landscape and Visual Appraisal (LVA) for commercial development on land north of Windhover Roundabout (Cranbury site) and between Bursledon Road (A3024) and West End Road (A27), Bursledon, Hants, SO31 8BN, has been prepared on behalf of Wates Developments Limited (Wates) by SLR Consulting Limited (SLR). It accompanies an,

“Outline planning application (all matters reserved except for access) for employment development (Use Class B2/B8) of up to 18,580 square metres together with ancillary offices (Use Class E(g)(iii)) and other ancillary buildings, structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage features, following demolition of existing buildings”.

The findings of this assessment have been based upon the layout as indicated on Tor&Co Drawing 276504-TOR-XX-ZZ-DR-A-P102 Rev D Illustrative Masterplan.

In accordance with best practice, SLR has worked with the architects and the wider project team to help shape the proposed masterplan for the development in order to reduce landscape and visual effects, ensure the settlement gaps are respected and maintained, and to provide mitigation which is appropriate in the local context.

The main objectives of this report are to identify potential landscape and visual effects of the proposed development on both the site itself and the site's wider context. This report is not seeking to identify significant effects; however, the appraisal follows a similar format to an Landscape and Visual Impact Assessment (LVIA) and important planning considerations are identified. This report will also identify and assess potential effects of the proposed development on the Settlement Gap between Bursledon, Hound, Hedge End and Southampton.

1.2 Methodology

This appraisal has been carried out by an experienced Chartered Landscape Architect in accordance with the recommendations of the Guidelines for Landscape and Visual Impact Assessment (3rd Edition, 2013, also known as GLVIA3, produced by the Landscape Institute and Institute of Environmental Management and Assessment), including Technical Guidance Note LITGN-2024-01 Published August 2024 and Technical Guidance Note (TGN) 02/21, (produced by the Landscape Institute). The criteria and definitions for this assessment are provided in **Appendix A**.

The appraisal is based upon a desk top assessment of relevant plans, guidance and character assessments, as well as site assessments carried out in February 2025.

Landscape, as defined in the European Landscape Convention, is *“an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors”*, (Council of Europe, 2000). Landscape does not apply only to special or designated places, nor is it limited to countryside. Visual effects are the effects of change and development on the views available to people and their visual amenity. Visual receptors are the people whose views may be affected by the proposed development.

The settlement gap assessment has been assessed using the *“Eastleigh Criteria”*. These criteria were introduced in the Inspector's report for the Eastleigh Local Plan Inquiry in 1998 and were then reproduced within an ODPM report on Strategic Gaps and Green Wedges (*“Strategic Gap and Green Wedge Policies in Structure Plans, Main Report”*, ODPM, 2003). The key principle of the criteria is that the integrity and effectiveness of a gap is not only a question of its physical extent, but also how it is perceived. These criteria have been applied on numerous Applications and Appeals to determine the effectiveness of an existing strategic



gap or wedge, and how this effectiveness would be impacted were the development to be allowed.

It is important to note that it is best practice in landscape and visual appraisal to conclude that the introduction of built form to a green field site will result in negative landscape and visual effects. However, notwithstanding this, it is possible that good design of the proposed building and landscaping could still create successful places with attractive scenic qualities. It is therefore important to consider placemaking and design alongside the conclusions of the LVA; these are addressed in section 3.0 of this report.

1.3 Study Area

The study area is illustrated on **drawings BR-01 to 04**.

In line with paragraph 5.2 of GLVIA 3, the study area includes *“the site itself and the full extent of the wider landscape around it which the proposed development may influence in a significant manner”*. To determine the study area, a combination of desk top analysis of plans, aerial photographs and the nature of the proposed development was carried out, followed by a site assessment and review of the Zone of Theoretical Visibility (ZTV).

The Zone of Theoretical Visibility at Year 1 (ZTV, **drawing BR-05A**) illustrates that even in a worst-case assessment of visibility the visual effects of the proposed development would be largely focused upon the site itself and its immediate context, and restricted largely to the south-west within the wider area, and consequently the selection of potential landscape and visual receptors reflects this localised nature of effects. The study area is larger than the potential area of visibility for the purposes of providing landscape context.

1.4 Consultations

This appraisal has been informed by the comments received from Eastleigh Borough Council, in relation to “Impact upon the Countryside, Settlement Gap and the Surrounding Area” in the Pre-Application enquiry response received, dated 02 February 2026.



2.0 Planning Context

2.1 National Policy: National Planning Policy Framework (NPPF, February 2025)

Paragraph 11 sets out the fundamental principle of this document: that there is a presumption in favour of sustainable development. All development that is in accordance with the development plan should be approved *“without delay”* and that *“where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date”* permission should be granted for development *“unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*

In relation to landscape, the NPPF defines sustainability as including the protection and enhancement of the *“natural, built and historic environment”* (paragraph 8).

Paragraph 96 states that *“planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which (inter alia) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with ...”* Paragraph 96 also advocates the creation of *“well-designed, clear and legible pedestrian and cycle routes, and high quality public space”*, as well as *“safe and accessible green infrastructure”* and *“layouts that encourage walking and cycling”*.

Paragraph 104 relates to rights of way and access, stating that these should be *“protected and enhanced”*. It is noted that better facilities should be provided for users of rights of way, for example by *“adding links to existing rights of way including National Trails”*.

Paragraph 131 also states that *“the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”*.

Paragraph 135 states that developments should (at point b) be *“visually attractive as a result of good architecture, layout and appropriate and effective landscaping”* and at (c), be *“sympathetic to local character and history, including the surrounding built environment and landscape setting”*, whilst also at (d) *“establish or maintain a strong sense of place”*.

Paragraph 136 states that *“Trees make an important contribution to the character and quality of urban environments”* and notes that *“Planning policies and decisions should ensure... that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible”*.

Paragraph 187 (a) of the NPPF states that the planning system, *“should contribute to and enhance the natural and local environment by [inter alia] ...protecting and enhancing valued landscapes”* and (b) by *“recognising the intrinsic character and beauty of the countryside”*.

Paragraph 188 states that the planning system should *“distinguish between the hierarchy of international, national and locally designated sites”*.

2.2 Designations

The site is not within any National designations for valued landscapes such as National Landscapes or National Parks. The New Forest National Park is located over 6km to the southwest of the site and the South Downs National Park is located over 9km to the northeast of the site.



Landscape-related designations are summarised below and illustrated on **Drawing BR-02 and BR-03**:

- Bursledon Windmill Conservation Area, containing a Grade II* listed building and a Grade II listed building, is located approximately 340m southwest of the site;
- The site is wholly located within the countryside as defined in Policy S5 of the Eastleigh Borough Local Plan 2016-2036 (adopted April 2022);
- The site is wholly located within a Settlement Gap as defined in Policy S6 of the Eastleigh Borough Local Plan 2016-2036. It lies within the Hedge End - Bursledon Settlement Gap. Eastleigh Borough Local Plan Review Interim Settlement Gap Background Paper, December 2024 identifies the site as being part of 'Site 31' lying within the Hedge End – Bursledon and bounded by the Bursledon – Southampton gap along its southern edge with Bursledon Road (A3025) (see Figure 3);
- Windhover is a Site of Importance for Nature Conservation (SINC), as defined in the Eastleigh Borough Local Plan 2016-2036, the eastern boundary of which runs parallel with the western boundary of the site;
- The woodland to the northwest of the site and the trees along the field boundary to the northeast of the site are covered by Tree Preservation Orders (TPOs -106E¹); and
- Footpath 043/701/1 joins Bursledon Road (A3204) approximately 75m south of the site and footpath 043/715/1 joins Bursledon Road approximately 145m west of the site.

2.3 Local Planning Policy

The site is located within the Eastleigh Borough Council administrative area. The following documents are of relevance:

- Eastleigh Borough Local Plan Review (2001-2011) and Saved Policies (May 2009);
- Eastleigh Borough Local Plan (2016-2036), adopted in April 2022; and
- Eastleigh Borough Local Plan 2016-2036 Draft Background Paper Settlement Gap Policy Review July 2017 (Updated November 2017).

There is no Neighbourhood Plan for Bursledon Parish Council.

The council is also reviewing the Eastleigh Local Plan 2016-2036 (Reg 18), and have carried out the Issues and Options consultation in December 2024 – January 2025. The emerging plan will therefore be subject to further consultations and an examination in public, and is therefore likely to undergo further change. This process is therefore yet to comprise more consultations and an examination which will result in numerous rounds of changes. Therefore, this review has not been included within this LVA. In response to the 2023 Call for Sites Consultation, the site was reviewed by the Council in the subsequent Issues and Options (Reg.18) Strategic Land Availability Assessment (SLAA), referenced as BUR002. The Council's assessment makes no conclusions as to the Site's status as an emerging allocation within the Local Plan Review, but it does identify the Site's key constraints and opportunities. The Site is noted as having an indicative capacity for 157,000 sqft of commercial floor space, or 155 dwellings. The council's assessment concludes that the key constraints are considered to be the adjacent SINC, the AQMA, impact on the settlement gap, TPO and countryside.

• ¹ Proposals Map, Adopted Eastleigh Borough Local Plan 2016-2036 - [Eastleigh WebMap 9 - WebMaps](#)



2.3.1.1 Eastleigh Borough Local Plan Review (2001-2011) and Saved Policies (May 2009)

Before the adoption of the new Local Plan, the Council applied 'saved' policies from the Local Plan 2001-2011. It is noted on the council website that *"these policies do not carry any weight and are for information only"*. Therefore, they have not been included within this LVA.

2.3.1.2 Eastleigh Borough Local Plan (2016-2036), adopted April 2022

The following policies within the Local Plan are of relevance to the proposed development.

Strategic Policy S5 New development in the countryside states that in *"permitting new development in the countryside the Borough Council will seek to avoid adverse impacts on the rural, woodland, riparian or coastal character, the intrinsic character of the landscape including the avoidance of adverse landscape impacts on areas adjoining national parks and their settings, the significance of heritage assets and on the biodiversity of the area"*.

Paragraph 4.29 states that *"The countryside within Eastleigh Borough is not regarded as being a rural area for the purposes of applying the provisions of the NPPF in relation to supporting a prosperous rural economy. Much of it has the characteristics of urban-fringe where careful management is required to avoid urbanisation and the coalescence of settlements, and the Local Plan's policies are framed accordingly."*

Strategic Policy S6 Protection of settlement gaps identifies that *"the Council considers that designating areas between settlements as settlement gaps to be kept free of urbanising development is the best way of preventing further loss of local identity."*

In paragraph 4.34, it states that *"Any new development within a settlement gap **should not physically and/or visually undermine the gap** between settlements. Any new development including the intensification or redevelopment of existing activities within gaps should seek opportunities to enhance the function of the gap. Consideration will be given to how the proposed siting, design, colours, materials and any storage of materials, lighting, boundary treatment, landscape features, landscape improvements and/or appropriate long term management arrangements serves to ensure the proposed development meets the criteria in policy S6."*

Policy DM1 General criteria for new development states that

"1. All new development should

- a. not have an unacceptable impact on, and where possible should enhance:*
 - i. residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast...*
- c. take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area"*
- d. not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value".*

Paragraph 5.5 states that *"New development will be assessed to consider its impact on residential amenity. This covers the amenity of existing residents living at or near the development and also the amenity of new residents. Residential amenity covers a variety of*



issues including overlooking, loss of daylight, loss of outlook, noise, fumes and dust and the impact of floodlighting and security lighting.”

Paragraph 5.9 outlines that “Green infrastructure should be integrated into the design of new development as part of the overall design of the landscape and external environment...Native planting should be used to form the structural landscape of new development schemes connecting with adjoining green infrastructure.”

Policy DM11 Nature conservation states that development should protect, conserve and enhance natural features important to “biodiversity and local character”.

2.4 Eastleigh Borough Settlement Gap Study, October 2020

The site lies within the Settlement Gap B - Hedge End, Bursledon, and it is bounded by land within Area A - Bursledon, Southampton, Netley, Hamble, to the south with its boundary along Bursledon Road.

The area with the settlement Gap B is further subdivided into sub areas, and the site lies within sub area B5 and bounded by sub areas A1 and A2 to the south.



Figure 1: Extract taken from Figure B3 - Area B Hedge End, Bursledon - Field Findings Plan

Figure 2: Extract taken from Figure A3 - Area A - Bursledon, Southampton, Netley, Hamble – Field Findings Plan

The relevant characteristics, as identified within the document, have been outlined below.

The area B5 is identified as

“B5 - Land north of Windhover roundabout – Open grazing land on higher ground with woodland backdrop associated with Netley Common. Recent residential development to the south of Bursledon Road has slightly impacted on views to the south through the adjoining settlement Gap. Nevertheless, their positioning on sloping ground has not prevented the experience of long-distance views from West End Road / A27 to the coast and wooded landscape to the west of Southampton Water.”

The area to the west of the site, lying within the land ownership boundary and of key relevance to the proposals is sub area B6, which has been identified as:



“B6 - Small parcel of open grazing land north of A3024/Bursledon Road surrounded by woodland blocks. Located adjacent to the proposed country park allocation (as part of the Taylor Wimpey development). Whilst comparatively small the site is visible from Bursledon Road.”

The analysis of the sub areas B5 and B6 identify the contribution of the site to the gap, as

“B5 - This area has a strong contribution to the openness of the Gap and its inclusion in the Gap is necessary to maintain the sense of separation between Bursledon and Hedge End, in particular when perceived from Bursledon Road and West End Road. The area also plays an important role in defining the rural setting for Bursledon.

B6 - This field contributes to the openness of the Gap and its inclusion in the Gap is necessary to maintain the perception of separation between Bursledon and Hedge End when travelling along Bursledon Road. Together with area B5, it contributes to the rural setting of Bursledon.”

2.5 Eastleigh Borough Local Plan Review Interim Settlement Gap Background Paper, December 2024

Eastleigh Borough Council is currently undergoing a process of reviewing the Eastleigh Local Plan 2016-2036 (adopted April 2022). The Local Plan Review sets out the policies and plans to guide future development in the Borough. It will accordingly review and update the policies in the adopted Local Plan.

This document forms part of the Local Plan Review Evidence Base.

The Site is forms part of the area identified as Site 31, and has been assessed in the Bursledon – Netley – Southampton gap section of the document. It is recognised that *“the site has a relationship with the Hedge End – Bursledon and the Bursledon – Southampton gap.”*



Figure 3: Extract of map showing Bursledon, Netley and Southampton – East Settlement Gap



Bursledon – Southampton gap

...north-western boundary facing Southampton consisting of the mature woodland. The southern boundary, fronting the main Bursledon Road which connects Bursledon and Southampton would be mixed, ranging from low hedge lines to some mature trees. Given that the gap is separating a village from a city it is already very narrow.

Development would reduce the width of this narrow gap by approximately a half. It would create a significant development frontage clearly visible from Bursledon Road (a main road traversing the gap). This would introduce a significant urbanising influence and reduce the perception of passing through countryside between settlements.

Development facing Southampton would have a strong woodland boundary, but the boundary on its southern flank on the main Bursledon Road connecting Bursledon with Southampton would be mixed... already very narrow (450 – 550 metres) and this would be approximately halved (to 225 - 250 metres)...impact of the development on the gap would be major.

Hedge End – Bursledon gap

The existing Bursledon settlement edge consists of the major Windhover roundabout, with a mature grouping of trees in the centre, and the roundabout / connecting roads on all sides. New development would form an extension from Bursledon but in reality would be largely disconnected from Bursledon by the Windhover roundabout.

...eastern boundary facing Hedge End along the main A27 West End Road. This road would form an extended edge to Bursledon parallel to Hedge End, and does not connect the two settlements. The site's boundary to this road consists of low fences, some vegetation, and urban fringe uses, with a grouping of existing dwellings and then woodland on the opposite side of the road.

The gap is separating a village from a town so is relatively narrow. There is some reduction to the separation distances, but this would not be perceived on a route connecting the two settlements... impact of the development on the gap would be minor, although negligible at Windhover.

In terms of boundaries, it states that "To the north, running up to Bursledon Road (A3024), the gap boundary runs across open space provided as part of the new development at Le Marechal Avenue (and does not follow features on the ground)...Windhover is a major roundabout, with a mature grouping of trees in the centre, which provide a defined edge at this point... To the south, an additional mature tree line just within the gap (following the Southampton – Eastleigh boundary) provides additional definition from the wider gap, and strengthens to a mature tree belt in the west. To the south of Portsmouth Road the edge is defined by a woodland belt (which continues south west as the edge to the Southampton – Netley gap).

Distance – "width of the gap is narrow at all points and is usually very narrow, at between approximately 400 metres and 1.2 kilometres."

Landform and landcover – "The land in the gap is flat. To the south of Bursledon Road the land generally consists of large open fields defined by hedge lines, with the occasional treeline or tree belt. There are some small parcels of development dotted around the gap. There are long views across this area... To the north of Bursledon Road the gap consists of open fields and woodland."

Connectivity of Settlements – "In the north runs Bursledon Road (A3024), with a linear distance of approximately 400 metres. In the south runs Portsmouth Road (A3025), with a linear distance of approximately 1 kilometre. Both roads are busy, have a pavement and lighting on one side (a wide modern pavement in the case of Bursledon Road), so both have an urban character. Both roads are also straight, offering long views across the gap."



Urbanising influences – *“consists of open fields (and to the north, woodland)...small parcels of development dotted around the gap are mainly on or close to the two A-roads (Bursledon Road and Portsmouth Road)*

2.6 Relevant Planning History

The site has not been subject to any previous planning applications.

2.7 Summary of Planning Context

In summary, the site is not within any national or local landscape or landscape-related designations and is over 5km distant from the New Forest National Park and South Downs National Park.

The site is located within a Settlement Gap within the Local Plan which extends further south-west to the settlement edge of Netley, covering the area between the settlement edges of Southampton to the west and Bursledon to the east. The woodland and trees to the north, west and north-east of the site are covered by Tree Preservation Orders (TPOs – 106E). There are no public rights of way crossing the site.

The site has not been subject to any previous planning applications.

For a detailed discussion of the planning policy context, refer to the accompanying Planning Statement.



3.0 Aspects of the Development which have the Potential to Cause Landscape and Visual Effects

3.1 Introduction

Whilst the planning application is in outline, a considerable amount of detailed work has been carried out to refine the design proposals, with input from architects, heritage experts, drainage specialists, ecologists and SLR's landscape architects. As a result, the applicant proposes to use the Illustrative masterplan Drawing 276504-TOR-XX-ZZ-DR-A-P102 Rev D, produced by Tor&Co, and SLR Drawing BR-08 Landscape Strategy Plan as the basis for this application.

SLR's landscape architects were involved in the project from an early stage, advising on the location and character of green infrastructure and the massing of the development. Computer modelling was used to ensure that the effects of the development on the settlement gap would be minimised, by setting back development, careful consideration of height and massing and introduction of off-site woodland and scrub vegetation to the west of the site and strong tree and understory scrub planting along the southern and eastern boundary.

The outline application includes the following elements that are of particular relevance to this appraisal:

- Provision of up to 18,580 sqm /200,000 sqft of floorspace including up to 17,187 sqm / 185,000 sqft of warehousing space with a maximum ridge height of 15m and circa 1,393 sqm / 15,000 sqft of ancillary office and other space;
- Provision of up to 175 car parking spaces and 28 HGV parking spaces, together with service yards providing loading spaces for up to 24 HGVs;
- Ancillary external structures (such as sprinkler tanks, pump housings, substations & gatehouses);
- Creation of new site accesses from A3024 Bursledon Road and A27 West End Road, together with provision of signals and other works to the existing highway; and
- Provision of hard and soft landscaping to the site, including new planting along the site boundaries and off-site planting to the west, and provision of sustainable urban drainage such as swales and other features.

These have been described in detail within the Design and Access Statement (DAS) produced by Tor&Co.

The following sections identify the main aspects of the development which have potential to cause landscape and visual effects.

3.2 Location and Extent

The site occupies a total area of 4.63 hectares (ha) located on the settlement edge of Bursledon. The site comprises primarily an area of pasture loosely separated into individual grazing areas by post and wire fencing. There are agricultural buildings, access road and area of hardstanding with shipping containers in the eastern section of the site.

The site forms the southern extent of a larger, broadly triangular, section of land that is located between Hightown to the north, the A27/ West End Road to the east, Windhover Roundabout and then Bursledon to the south, and the A3024/ Bursledon Road to the west. This triangular section of land primarily comprises grassland to the south, including the site, and woodland to the north. However, the north-eastern corner comprises a caravan dealership, and the western corner comprises a residential property, outbuildings and storage facility.



Beyond the site's immediate context, the landscape comprises a matrix of Southampton suburbs and nearby villages separated by agricultural fields and woodland. The M27 also weaves between settlements, broadly north-west to south-east, and is approximately 400m east of the site.

The River Hamble is located approximately 1.75km south-east of the site and extends into the Southampton Water, which is approximately 3.5km south-west of the site at its nearest point.

The A27/ West End Road, A3024/ Bursledon Road and the Windhover Roundabout, that contain the site on 3 of 4 sides, form part of the key transport network that connects Southampton and its suburbs with nearby villages such as Bursledon, and then Portsmouth and Cosham beyond.

Detached and semi-detached residential properties, lying within Bursledon limits (see Figure 15 in this document), are located immediately north of the site, fronting onto the A27/ West End Road. Immediately south, beyond the A3024/ Bursledon Road, is a recent urban extension to Bursledon, although it is largely screened from the site by intervening vegetation.

These roads, along with the woodland to the west, results in the site forming part of the experience of moving between the settlement edge of Bursledon to the southeast and Southampton to the west. This is recognised in the Settlement Gap designation in the Eastleigh Borough Council Local Plan.

3.3 Height and Density

Proposed new units have been set back from Bursledon Road A3024, to the south, and West End Road A27, to the east and north-east and the roundabout infrastructure to the south-east, in order to reduce the potential visual effects of new units upon landscape and visual receptors, and effects on the settlement gaps. The proposed building heights have been designed to be no higher than 15m.

3.4 Access

The illustrative masterplan includes a road access from Bursledon Road A3024, to the south, and West End Road A27, to the north. As outlined earlier, there is no PRoW access into the site.

3.5 Lighting

There would be lighting within the proposed development area. A preliminary external outline concept lighting scheme has been developed, and described in the Lighting Assessment (Ramboll, June 2025). The key objectives for the proposed lighting scheme would be to ensure the safety and security of individuals travelling within and using the Site and would be vital in enhancing visibility, whilst mitigating light pollution and limiting the impact to sensitive receptors. The mitigation measures applied to the lighting design would minimise obtrusive light and impact (daytime and night-time) on the environment and ecology, with the

- Appropriate selection of luminaires - use of luminaires with zero upward light output at and above the horizontal plane to reduce glare and sky glow on neighbouring properties, along with dimming/ switch-off (or dimmed to 1%) light controls; and
- Appropriate placement/positioning of light fixtures, to optimise light distributions for their specific location and orientation to focus on the task areas only, thereby limit the obtrusive light and direct glare into neighbouring properties and the night sky.



3.6 Proposed Mitigation

Landscape mitigation would be incorporated as shown on the Landscape Strategy Plan Drawing BR-08. In summary these mitigation measures would include:

- Development setback from site boundaries with a minimum 10m wide tree planting width (wider in places), wrapping the southern site and eastern site boundary. Proposed native tree planting, supplemented by understorey scrub planting would help to create a continuous dense vegetated corridor along the southern perimeter of the site with Bursledon Road A3024;
- Peripheral native tree and understorey and scrub planting would wrap around development and create vegetated separation from roundabout/highway infrastructure and buffer from adjoining landuses;
- Existing vegetation/tree retained and protected, during construction phase;
- 'No Development' buffer along existing woodland along the western edge of the site, based on arboricultural and ecological advice, would be maintained. Area to be planted with species rich meadow and wildflower grass mix, and native tree/understorey planting;
- Wildflower grass areas margins along access roads and parking areas to create visual interest and biodiversity benefit;
- Native trees and native hedge planting along the northern site edge to create vegetated edge condition and provide visual screening; and
- Off-site supplementary woodland and scrub planting, to the west of the site, for visual screening and biodiversity enhancement, and reinforce the baseline vegetated separation, as experienced, when travelling along Bursledon Road A3024, between Southampton city limits and the western edge of the site.



4.0 Potential Landscape Effects

4.1 Introduction

The following landscape assessment is based upon both a desk-top assessment of existing character assessments and plans as well as a site-based assessment carried out in February 2025.

In accordance with GLVIA3 the main landscape receptors, (individual landscape elements, aesthetic characteristics, overall character), which have the potential to be affected by the proposed development have been identified and their sensitivity to the proposed development has been assessed by considering their value and susceptibility. The magnitude of change which would occur for each of these receptors has then been assessed primarily by determining the size and scale of change but also based upon the geographical extent of that change, and the duration and reversibility of that change.

By combining the sensitivity of receptors and the magnitude of effect the potential level of landscape effect has been assessed.

Effects which are assessed as being major or major/moderate are assessed as being important planning considerations. Moderate effects are not generally considered to be important planning considerations, although the assessor may conclude that some moderate effects could constitute significant effects in certain circumstances.

This section of the LVA provides the main analysis of potential landscape effects, but supporting assessment matrices are also included in **Appendix D**.

4.2 Existing Landscape Character Assessments

There is a nested series of existing character assessments which provide a useful context to the character of the site. **Drawings BR-04a and BR-04b** summarise the classification provided by these assessments, but further details of each are set out below.

4.2.1 National Landscape Character

Natural England National Character Areas (2015)

The site and its surrounding context are included within National Character Area (NCA) 128: South Hampshire Lowlands. Key attributes of this character area that are of relevance to the application site include the following:

- *“Well-wooded farmed landscape (particularly to the east of Southampton)... ,*
- *Mixed agricultural landscape dominated by pasture with small pockets of horticulture and arable.*
- *An intimate and enclosed field pattern with many small and irregular fields generally bounded by mixed-species hedgerows or woodland.*
- *In parts, a very urban NCA dominated by the city and port of Southampton...*
- *Fragmented by major transport links, including the ... M27 to Portsmouth...”*

NCA 126, South Coast Plain, covers the southern extent of the settlement of Bursledon and the land to the south. It is approximately 730m south of the site at its closest point.

This LVA concentrates on the local published landscape character assessments. The NCAs are more generic and cover a considerable area. It is considered that for this scale of assessment the local landscape character assessment is a more appropriate tool by which to



assess landscape character and the potential effects of the Proposed Development. Therefore, the NCAs have been scoped out for the purpose of this appraisal.

4.2.2 County Landscape Character

Hampshire Integrated Character Assessment (2012)

The Hampshire Integrated Character Assessment (HICA) (2012) establishes generic landscape types occurring anywhere in the county, and landscape character areas that are geographically unique. The Landscape Character Types and Areas (LCA) relating to the site are illustrated on **Drawing BR-04A**.

The site is located within LCA 2E: Forest of Bere West. This character area includes the following key characteristics of relevance to the site and its immediate context:

- *“Low lying landscape with shallow undulations, predominantly south sloping;*
- *Locally popular accessible woodland areas;*
- *Permanent pasture, plantations woodland and small holdings with secluded, heavily wooded, often ancient origin but replanted, away from the major towns;*
- *Hedgerows often low but with individual spreading mature oaks, sometimes of ancient origin or lines of oak with no ‘understory’ hedgMede and occasionally isolated field specimens;*
- *Extensive C.20th development, including urban expansion and infilling of common-edge settlements; and*
- *Rich biodiversity, including woodland, heathland, grassland and wetland sites”.*

The site is located immediately north of LCA 9D: Netley Bursledon and Hamble Coastal Plain, the boundary between character areas running along Bursledon Road, south-west of the site.

This character area includes the following key characteristics of relevance to the site and its immediate context:

- *“Gently undulating and flat landform;*
- *... a central area of farmland with open character and a suburban feel to much of the area;*
- *Patchwork of ecological habitats and woodland;*
- *A landscape which had a well-developed medieval field pattern around the small hamlets and huge area of common in the north at the end of the 19th century– now largely overwritten by modern fields and development;*
- *Frequent views over Southampton water;*
- *Busy road and minor lane network of slow moving traffic”.*

4.2.3 District Landscape Character

Landscape Character Assessment for Eastleigh Borough, (2011)

At a district level, the site is located within Area 11: M27 Corridor. Key characteristics of this character area which are of relevance to the site and its immediate context include the following:

- *“Presence of motorway;*
- *Proximity of urban edge and large areas of significant woodlands;*



- *High ground to the west of the motorway, undulating to the north and east;*
- *Small pasture fields often with unmanaged hedges; and*
- *Pockets of relatively quiet rural areas shielded by woodland and landform"*

The assessment identifies the following key issues:

- *"The edges of Southampton and Hedge End are in close proximity in some locations. The closure of these pinch points could result in fragmentation of the character area;*
- *Further development in the character area would be visually prominent due to the presence of the motorway and smaller highways that run throughout the character area;*
- *Parts of the landscape are degraded due to unsympathetic development associated with the urban edge; and*
- *Noise and visual disturbance from the motorway and smaller highway network".."*

The site is located immediately north of the area identified as Area 13: Hound Plain. Key characteristics of this character area are of relevance to the site, owing to the adjacency and intervisibility with the site. The key characteristics, of relevance to this appraisal include the following:

- *"Gently-domed landform;*
- *Open character interrupted only by intermittent hedges and fences;*
- *Mixed farming land use;*
- *Woodland defining boundaries;*
- *Roads and roadside vegetation are prominent;*
- *'Horsiculture'... contributes to an urban fringe character; and*
- *Prominent urban edges and ribbon development"*

Eastleigh Borough Council Character Area Appraisals (2008)

Four character area appraisals were produced in December 2007 which provide guidance to ensure that new development in the Borough is appropriate to its surroundings and helps to retain the character that gives each area its identity. The Bursledon, Hamble-le-Rice and Hound Character Area Appraisal was adopted in January 2008 (see Plate I below).

This guidance covers small-scale development within the existing urban areas of the Borough. It is worth noting that there has been recent development of 200no. dwellings in 2018 (Application No. F/18/82322) approximately 30m south of the site which has extended the urban edge of Bursledon.





Figure 4: Extract of Bursledon, Hamble-le-Rice and Hound Character Area Appraisal Map with approximate site boundary marked in red

As this appraisal does not include the site or its immediate context, it has not been considered further within this LVA.

4.3 The Landscape of the Site and its Context

GLVIA3 recommends that a landscape character assessment should be carried out as part of the baseline study (paragraph 5.4). This should consider:

- The elements that make up the landscape (physical, land cover and the influence of human activity)
- Aesthetic and perceptual aspects
- The overall character of the area.

An assessment of the landscape baseline is set out in the following paragraphs.

4.3.1 Individual Elements and Features

The site primarily comprises an area of pasture, divided into rectilinear fields by post and wire fencing. There are agricultural buildings, access road and area of hardstanding with shipping containers in the eastern section of the site.

The western boundary is defined by the edge of woodland located to the north and west of the site. This is locally designated as a SINC within the Local Plan and falling under a TPO (No. 106-E). Beyond this woodland is the suburbs of Southampton.

The northeastern boundary of the site is formed by a well-established hedgerow and mature trees, some of which also fall under a TPO (No. 106-E), with an area of grassland beyond.



The eastern edge is bound by the A27/ West End Road (north-eastern and eastern) and Windhover Roundabout (eastern and south-eastern), with the boundary defined by a combination of a gappy hedgerow with occasional trees and post and wire fencing. Beyond this boundary, the landscape comprises pockets of residential dwellings associated with Bursledon amongst scattered woodland and a busy road network that connects into the M27.

The southern boundary is bounded by the A3024/ Bursledon Road and the boundary is defined by a combination of a low-lying, gappy hedgerow with occasional trees and post and wire fencing. Further south is the settlement of Bursledon, and to the south-west are agricultural fields that contribute to the settlement gap between Bursledon and Southampton.

The site gently slopes to the south from a high point of approximately 65m Above Ordnance Datum (AOD) at the eastern edge to approximately 54m AOD along the western edge. This allows for distant views towards built form associated with Southampton to the south-west of the site.

The entire site is influenced by residential properties to the south of the A3024/ Bursledon Road and to the east of the A27/ West End Road. These roads, along with traffic on the Windhover Roundabout, street lights, signage, traffic lights and overhead power cables can also be seen clearly from across the site.

4.3.2 Aesthetic and Perceptual Aspects

The site comprises a medium-scale pasture land, divided by low post and wire fencing, and agricultural buildings, access road and hardstanding in the eastern section of the site.

The well-established vegetation in the vicinity of the site, particularly the woodland blocks to the north, west and east, and the row of dwellings fronting onto the A27/ West End Road, north east of the site, provide a sense of enclosure. However, there are some long distant views from the elevated ground within the site that provides a degree of openness. Overall, the site is semi-enclosed with open views to the southwest.

The site itself is generally simple due to the narrow range of colours, forms and textures, although diversity is introduced by the agricultural buildings and hardstanding in the eastern section of the site and the dominant influences of adjacent roads and residential properties to the south and east.

As the site is contained by busy roads on 3 of 4 sides, noise and movement associated with traffic on these roads can be experienced across the entire site, along with noise from the M27. Noise and movement associated with the nearby residential properties can also be experienced on site, in the vicinity of these properties.

There is no lighting on the site itself. However, street lighting is associated with the A27/ West End Road, A3024/ Bursledon Road and the Windhover Roundabout. Furthermore, there is lighting associated with the built-up urban areas to the north, south and east of the site. As a result of this, and as the extract from the CPRE Dark Skies map in Error! Reference source not found. below illustrates, there is a large influence from lighting across the entirety of the site, particularly in the south.



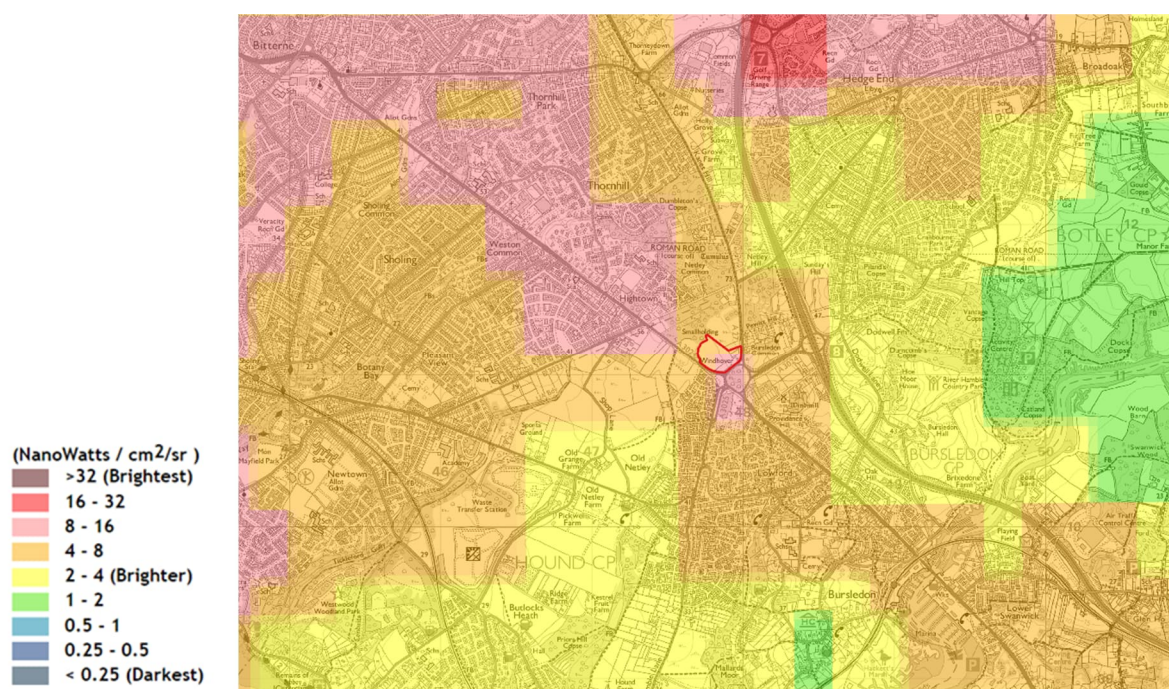


Figure 5: Extract from the CPRE's Dark Skies Map with the approximate site boundary marked in red

These interactive maps were produced with satellite images captured at 1.30 am throughout September 2015. The detailed map illustrates the level of lighting across 9 colour bands, with reds, oranges and yellows denoting more urban areas, yellows and greens indicating suburban levels of lighting, and light to dark blues denoting dark skies.

4.3.3 Settlement Form and Setting

The settlement form and separation are an intrinsic part of the character of the area, as identified in the Local Plan (Policy S5) Countryside and (Policy S6) Settlement Gaps, and other published guidance². As outlined in Policy S5 (paragraph 4.29) much of the countryside within the borough “*is not regarded as being a rural area*” and “*has the characteristics of urban-fringe where careful management is required to avoid urbanisation and the coalescence of settlements.*” This is evident in the settlement pattern in the immediate vicinity of the site, which is dominated by highway infrastructures on 3 of 4 sides and the fine-grained residential and coarse-grained commercial development (Tesco Store to the south of the roundabout) (see Figure 6 below)

This has been assessed in detail in Section 6.0, of this document, but is briefly addressed below:

Bursledon - Southampton

Though large parts of the gap (Southampton- Bursledon) are characterised by open fields and settlement edges delineated with mature tree line and hedgerows, development associated with new residential development at Kestrel Park, lorry parking and a travelling show people's yard (edge of Southampton) and recycling centre, solar farm, allotments and motor garages all form part of this 'open' gap.

² Eastleigh Borough Settlement Gap Study 15/10/2020, Local Plan Review, Interim Settlement Gaps Background Paper, December 2024 and



The presence of existing development within the gap – residential, waste recycling, allotments, motor garages, storage/parking sites along with wide, linear and busy transport corridors between Bursledon and Southampton - Bursledon Road (A3024) and Portsmouth Road (A3025) introduce urban elements and associated noise, movement and built form and lighting into the gaps, while the open fields and mature vegetation within the gap and bounding the transport corridors reduces visual permeability (inter and intra visibility), and therefore enhance the sense of perceived separation.

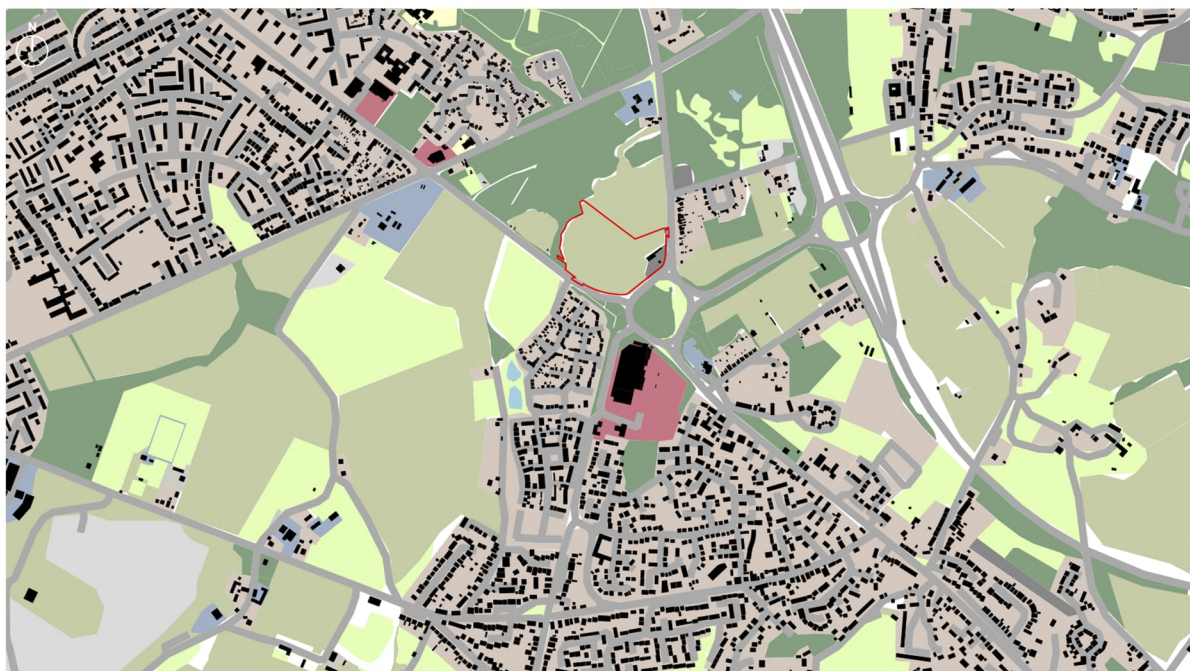


Figure 6: Site Analysis - Land Use Map - Figure 4.1 of the DAS

Bursledon – Hedge End

On the one hand, the character of this gap is influenced by the large woodland block, along the edge with Southampton, however it is also defined by the presence of urban elements, such as the residential development to the north along A27 and Peewit Hill and dwellings along Windmill Lane to the east and large, busy, noisy Windhover roundabout, the elevated M27 corridor and associated movement, lighting and highway infrastructure. These combine to create a peri-urban character in the area around the site.

Similar to the Bursledon – Southampton gap, the highway infrastructure, transport corridors – M27, West End Road (A27), and Dodwell Lane (A3024), and urban development along with large areas of woodland blocks, mature vegetation bounding the transport corridors and within Windhover roundabout combine to reduce inter and intra visibility, and contribute significantly to the sense of physical separation between the settlements.

4.3.4 Overall Character

The site exhibits characteristics of LCA 11: M27 Corridor, as identified within the Landscape Character Assessment for Eastleigh Borough (December 2011). The site comprises a pasture field with unmanaged hedges with presence of farm infrastructure within its boundaries. The site is influenced by noise associated with the M27 motorway and the highway infrastructure along its boundaries. It is directly influenced by urban edges associated with development to the north and south and woodland along the western edge. The LCA description highlights the sensitivity of this landscape character, “a mix of rural and peri-urban character”.



Landscape character area boundary³ runs along Bursledon Road (A3024). Currently, this boundary along the A3024 is flanked by an area of semi-rural landscape either side of the road, within Area 11: M27 Corridor) to the north-east, and Area 13: Hound Plain to the south-west, as illustrated on SLR Drawing BR-04B - District Landscape Character.

Given the close proximity of LCA Area 13: Hound Plain, and the site's intervisibility with the land to the south-west, it is also important to consider the potential effects of the development upon this character area. To the south within LCA 13, the key characteristic within the gap, is *landscape's openness...*. The published guidance⁶ also recognises the presence of *"Prominent urban edges and ribbon development"...* *The urban edges of Newtown, Netley, Hamble-Le-Rice and Bursledon are prominent in the open landscape, forming the boundaries to this character area."*

In this context it is important to understand the relationship of landscape character within the gaps⁴ and associated settlement form, outlined in paragraph 4.3.3, and described in detail in Section 6.0.

The fabric of the landscape between settlements within the both the gaps – Southampton Bursledon (within LCA 13) and Bursledon – Hedge End (within LCA 11), is peri-urban with a juxtaposition of urban development and busy transport corridors that introduce movement, noise and lighting within a landscape that also comprise well-hedged open pasture fields and mature vegetation corridors which combined, provide a sense of physical and visual separation between settlements.

4.3.5 The Changing Landscape

GLVIA3 recommends that consideration should be given to the site not only as it is, but also as it would become. In this case there are no planning permissions or applications on or adjacent to the site that would result in significant landscape change. It is therefore concluded that in the absence of the proposals the site would remain in the same use as at present and therefore would be of similar character.

4.4 Landscape Receptors

The main landscape receptors which are likely to be affected by the development include the following individual elements and features:

- Open pastoral field on the settlement edge of Bursledon;
- Low unmanaged hedgerows with isolated mature trees;
- Presence of woodland and mature vegetation along the site boundaries; and
- Open long-distance views from the northern edge across the open gap to the south-west.

As well as the following aesthetic and perceptual aspects:

- Semi-enclosed character as result of landform, presence of mature vegetation and settlement
- Medium scale;
- Simplicity of site contrasts with diversity from nearby urban edge and road network;
- Stillness on site contrasts with influence of noise and movement from adjacent roads;

³ Landscape Character Assessment for Eastleigh Borough (2011)

⁴ Bursledon-Southampton and Bursledon – Hedge End Settlement Gaps



The character areas to be assessed are:

- Area 11: M27 Corridor. Given that this is an extensive character area that follows the route of the M27 to the north, this appraisal focuses on the southern extent of Area 11 that is located west of the M27 motorway corridor and south of Botley Road;
- Area 13: Hound Plain. To ensure the area assessed is proportionate to this appraisal, the appraisal focuses on the northern extent of Area 13 that extends south-west from Bursledon Road to development edge of Netley).

4.5 Sensitivity of Landscape Receptors

In accordance with GLVIA3 the sensitivity of landscape receptors is determined by combining their value with their susceptibility to the type of development proposed.

4.5.1 Value of the Landscape

In determining the value of landscapes, GLVIA3 recommends that the starting point should be to consider landscape-related designations. In this context it is important to note that neither the site nor its immediate vicinity is included within a statutory or non-statutory landscape designation.

GLVIA3 states that the value of undesignated sites should also be considered. Table 1 of Landscape Institute Technical Guidance Note 2/21 supersedes Box 5.1 of GLVIA3 and provides a helpful guide for assessing these sites. A full assessment against these criteria is included in **Table D1, Appendix D**.

Using these criteria it has been concluded that the value of the site and its immediate context is generally of Community/ Low value. There are no landscape related designations or known heritage or ecology features within the site, the vegetation that bounds the site varies in condition, and the site is notably influenced by the adjacent road network, M27 motorway and by the settlement of Bursledon. However, the site itself comprises a pastoral field in good landscape condition, and when combined with the site's well-established vegetation and long views, some scenic attributes can be experienced. The site is also largely representative of the area and is forms part of the gap between Bursledon, Hound, Hedge End and Southampton. Therefore, when considering all of these factors the overall value of the site is assessed as **Community/ Low**.

TGN 02/21⁵ states that "*Landscape function can influence value, but the presence of a spatial designation (e.g. Green Belt or Green Gap) is not in itself an indicator of high landscape value.*" It is therefore concluded that the site is not a "*valued landscape*" in the sense of paragraph 187(a) of the NPPF (December 2024).

4.5.2 Susceptibility of Landscape Receptors to the Proposed Development

The susceptibility of the landscape receptors is assessed within **Table D2, Appendix D**.

The sloping open pasture field receptor on the settlement edge of Bursledon has a medium susceptibility to the proposed development, though an open pastoral field has an inherently high susceptibility to the introduction of built form, the susceptibility is reduced as a result of the presence of agricultural buildings within the site and the influence of the man-made features within the landscape context - adjacent road network and settlement edge of Bursledon.

⁵ Technical Guidance Note 02/21, Assessing landscape value outside national designations, paragraph 2.4.5, page 12



The low unmanaged hedgerows with isolated mature trees have a medium/low susceptibility to the proposed development as they would be predominantly retained and reinforced with additional native planting, with only short gaps being necessary to incorporate the vehicular accesses. A new tree belt and understorey scrub planting would be introduced, wrapping the southern and eastern site periphery, in addition to new hedgerows and tree planting along the northern edge of the site. The woodland/mature vegetation along the northern, north-western and western boundaries is protected by Tree Protection Order (TPO) and therefore assessed to be Local Authority value. The susceptibility has been assessed to be medium low, as the vegetation is being retained and protected by maintaining appropriate buffers and offsetting development edge. The open long-distance views from the northern edge across the open gap⁶ to the south-west have been assessed to high/medium susceptibility as the introduction of development blocks would limit the long-distance views across the site to the wider landscape to the south-west.

Semi-enclosed character as result of landform, presence of mature vegetation and settlement would have medium susceptibility to the proposals, as the introduction of new built form and structural planting would increase the degree of enclosure, perceptible in local views. The medium-scale site would have a medium/low susceptibility to the proposed development, since balance and proportion, defined and dominated by the presence of urban features – built form and road infrastructure on three sides, and enclosure by mature tall vegetation within the roundabout to the east and mature woodland to the west, limiting views to local views, together affect the perception of sense of scale. Simplicity of the site is contrasted with the diversity associated with a discontinuous and fragmented landscape dominated by the presence of urban features – built form and road infrastructure, and the settlement edge of Bursledon, which introduces a complex degree of diversity within the baseline landscape context, and therefore assessed to be medium susceptibility to introduction of proposals.

The simplicity and stillness associated with the site (pastoral field) are contrasted with the diversity from urban features – built form and road infrastructure and the settlement edge of Bursledon, therefore, has a medium and medium/low susceptibility, respectively, to the proposed development, since the proposed development would introduce various forms, texture, colours and forms, and some noise, movement and light from traffic into a discontinuous and fragmented baseline landscape pattern.

In terms of the overall character, the local character area of Area 11: M27 Corridor, has a medium susceptibility to the proposed development. The published guidance identifies that *“it forms a narrow corridor between settlements and could easily be compromised by further development.”* However, as outlined in paragraph 4.3.4, the area within this LCA (within the Settlement gap), in the vicinity of the site, is influenced by noise, movement, lighting and associated signage associated with the highway/road and roundabout infrastructure along its boundaries and M27 motorway further north. It is directly influenced by urban edges associated with residential development to the north along A27 and Peewit Hill and dwellings along Windmill Lane. These combined with the large areas of woodland blocks, help to retain the sense of separation between the settlement edges, and also create a peri-urban character in the area around the site.

Area 13: Hound Plain has been assessed to be medium/low susceptibility to the proposed development, as the introduction of the proposed development would not directly affect the *“landscape’s openness*. The presence of existing development within the gap – residential, waste recycling, allotments, motor garages, storage/parking sites along with wide, linear and busy transport corridors between Bursledon and Southampton - Bursledon Road (A3024) and Portsmouth Road (A3025) introduce urban elements and associated noise, movement and

⁶ As identified in the description of sub area B5, Eastleigh Borough Settlement Gap Study 15/10/2020



built form and lighting into the gaps. Similar to LCA 11, these urban elements combined with mature vegetation and areas of woodland within the gap and bounding the transport corridors and to a lesser extent other green spaces reduce visual permeability (inter and intra visibility) and therefore enhance the sense of perceived separation.

However, it is noted that some long-distance views would be interrupted and resultant intervisibility would be affected.

Overall, though the site is a predominantly open pastoral field with localised calm still characteristics, it is influenced by a contrasting landscape, visual and auditory context influenced by development and highway infrastructure, with open local views of and from within this built-up context. There would be a limited localised influence, as a result of the introduction of the proposals, on the open landscape to the south-west.

4.5.3 Sensitivity of Landscape Receptors

The overall sensitivity of landscape receptors is assessed in **Table D2 of Appendix D**.

For the individual elements and features of the landscape, the low unmanaged hedgerows and trees has a medium/low sensitivity to the proposed development, whereas the sloping open pasture field receptor along with the presence of woodland and vegetation along the site periphery and open long-distance views to the south-west receptor have a medium sensitivity.

In terms of aesthetic and perceptual aspects, the medium scale and stillness receptor has a medium/low sensitivity to the proposed development. The simplicity of the site and the semi-enclosed nature of the site has a medium sensitivity to the proposed development.

In terms of overall character, Area 11 has medium sensitivity and Area 13 has a medium/low sensitivity to the proposed development.

4.6 Magnitude of Landscape Change

In accordance with GLVIA3 potential changes to the individual landscape receptors have been assessed in relation to (see also **Table D3 in Appendix D**):

- The Size and Scale of Change;
- The Geographical Extent of Change; and
- The Duration and Reversibility of Change.

The proposed development would result in a substantial/ medium magnitude of change for the open pastoral field on the settlement edge. The proposed development would introduce new built form into an area that is currently open pasture, and the units would become dominant features within that field. The proposals would thus result in a permanent, large /medium scale of change over a large/medium geographical extent.

There would be a medium/slight magnitude of change for the unmanaged hedgerow and hedgerow trees as only a small amount of the existing vegetation would be affected by the proposed development and affects would be localised – small medium scale of change over a small geographical extent. A new tree belt and understorey scrub planting would be introduced, wrapping along the southern and eastern site boundaries, in addition to new hedgerows and tree planting along the northern edge of the site.

The woodland and mature vegetation along the site boundaries would experience a slight/negligible magnitude of change as these would be retained and protected during construction, by maintaining buffers from proposed development edge.

The open long-distance views receptor would experience a substantial/medium magnitude of change as the introduction of development blocks would limit the long-distance views across the site to the wider landscape to the south-west.



All of the aesthetic receptors would undergo a medium/slight magnitude of change, except the semi-enclosed character of the site, which would experience a medium magnitude of change: there would be a medium size of change for all receptors, but this would be focused on the small geographical extent of the site, except the sense of enclosure, which would be experienced over a medium geographical extent.

For the localised area within Area 11, the proposals would result in a medium/small scale of change over a small geographical extent with a resultant slight magnitude of change, as the proposed development would set within a landscape influenced by busy road network and urban manmade features. For the local character area of Area 13, the proposals would result in a small scale of change to a small/negligible geographical area with a resultant slight/negligible magnitude of change: the relatively small scale of the development, located on the existing settlement edge and immediately to the north of Bursledon Road, would have little influence on the landscape character to the south-west.

4.7 Assessment of Landscape Effects

4.7.1 Summary of Landscape Effects

Table D4 in Appendix D summarises the potential effects on each of the landscape receptors.

In overview, the landscape effects resulting from the proposed development would be localised owing to the enclosure as result of the mature vegetation bounding the site and existing development within the immediate context of the site.

The effects of the development upon the sloping open pasture field would be **major/moderate and negative** since the proposals would introduce prominent new development into an open pastoral field. This has been regarded as an important planning consideration. In contrast the hedgerows and trees and the existing woodland and mature vegetation receptors would be affected to a moderate/minor degree, and the nature of that change would be positive and neutral respectively, as a result of the retention and protection of existing vegetation, and reinforced boundary vegetation with the introduction of new tree, scrub and hedgerow planting.

The effects on the long-distance views across the open landscape to the south-west would be **major/moderate and negative**, as the proposed development would limit these views with potential for some framed views available between the units. This is regarded as an important planning consideration.

In terms of aesthetic and perceptual aspects, the semi-enclosed nature of the site, medium scale and simplicity of the site would experience moderate effects, and negative effects. The stillness receptor would be affected to a moderate/minor extent, and the nature of this change would be negative.

In terms of overall character, for Area 11 the landscape effects of the development (and the removal of the barn) would be moderate/minor and negative, owing to the baseline context, and for Area 13 the effects would be minor and negative, as the effects would be localised, with very few effects on the wider landscape.

4.8 Summary of Landscape Appraisal

The landscape appraisal of the proposed development has been based upon a desk top assessment and various site visits carried out in January, February and May 2025.

At a national level, the site and its surrounding context are included within National Character Area (NCA) 128: South Hampshire Lowlands. In the Hampshire Integrated Character Assessment, the site is classified as part of LCA 2E: Forest of Bere West. This has been illustrated on Drawing BR-04A National Character and County Character Areas. This



assessment has concluded that the site and its context broadly aligns with the characteristics of area LCA 2E.

An assessment of landscape value has concluded that the application site is of **Community/Low** value.⁷ The site is not considered to be a valued landscape in the sense of paragraph 187(a) of the NPPF. The appraisal has concluded that the landscape effects resulting from the proposed development would be highly localised as the application site is enclosed by woodland and mature vegetation on the west and north-west and development on the north, east and south, with the existing mature vegetation within Windhover roundabout to the east also providing an effective screen.

There would be **major/moderate and negative** effects of the development upon the sloping open pasture field since the proposals would introduce prominent new development into an open pastoral field. In addition to the above, the effects on the long-distance views across the open landscape to the south-west have been assessed to be **major/moderate and negative**, as the proposed development would limit these views with potential for some framed views available between the units. In terms of overall character, for Area 11 the landscape effects of the development (and the removal of the barn) would be moderate/minor and negative, owing to the baseline context, and for Area 13 the effects would be minor and negative, as the effects would be localised, with very few effects on the wider landscape.

It is important to note that this appraisal assumes that the baseline for the site remains the site in its existing condition. This appraisal therefore represents a worst-case assessment of potential medium to long term landscape effects.

Overall, the settlement form, around the site, plays a crucial role in the physical and perceptual sense of separation between settlements. The fabric of the landscape between settlements within the both the gaps – Southampton Bursledon (within LCA 13) and Bursledon – Hedge End, is peri-urban with a juxtaposition of urban development and busy transport corridors and highway infrastructure that introduce movement, noise and lighting within a landscape that also comprise well-hedged open pasture fields and mature vegetation blocks/corridors. These combined provide a sense of separation between the settlement edges. With the introduction of the proposed development, the character of these gaps would experience minimal change from the baseline, and a perceived sense of separation being maintained. This has been outlined in detail in Section 6.0.

⁷ TGN 02/21 states that “Landscape function can influence value, but the presence of a spatial designation (e.g. Green Belt or Green Gap) is not in itself an indicator of high landscape value.”



5.0 Potential Visual Effects

5.1 Introduction

The following visual assessment is based upon a desk top review and site-based assessment undertaken in January, February and May 2025.

Eleven representative viewpoint locations have been identified within the LVA. The objective in selecting these locations has been to represent the range of views of the proposed development which would be available and in particular representing the views of the most sensitive visual receptors, such as walkers on public footpaths. Sensitive locations which are not publicly accessible but may also be affected by the proposed development have also been assessed, however understandably there are no representative viewpoints for these receptors.

The location of all viewpoints is illustrated on **Drawing BR-07**. For each of the viewpoints, photographs of the existing views have been included (see **Drawings BR-PH-01 to BR-PH-20**).

These focused, viewpoint assessments, then form point of a systematic identification of likely effects on the various visual receptor groups. In accordance with GLVIA3, the sensitivity of the visual receptors and the potential magnitude of visual effects has been assessed in order to determine the potential visual effects at each viewpoint. Effects which are assessed as being major or major/moderate are considered to be important planning considerations. Moderate effects are not generally considered to be important planning considerations, although the assessor may conclude that some moderate effects could constitute significant effects in certain circumstances.

This section of the LVA provides the main analysis of potential visual effects, but supporting assessment matrices are also included in **Appendix E**.

5.2 Overall Visibility

The visibility of the proposed development has been determined with the aid of specialist software, and then checked by site assessment. **Drawing BR-05A** illustrates the Zone of Theoretical Visibility (ZTV) for the proposed development, based upon proposed built units at 15.0m height, a detailed terrain model for the site and the wider site context and conservative estimates for the height of existing tree belts and hedgerows in the wider landscape. **The ZTV therefore provides a worst-case assessment of the potential visibility of the proposed development.**

Drawing BR-05B illustrates the Zone of Theoretical Visibility (ZTV) for the proposed development including the proposed mitigation planting with assumed heights of between 7.5-8m at year 15. These are based on the Landscape Strategy Plan **Drawing BR-08**. Therefore, the extent of visibility is defined by proposed mitigation planting 15 years after completion and by existing buildings and vegetation.

In the worst-case basis, **drawing BR-05A** illustrates that the potential visibility of the proposed development is largely localised in the immediate vicinity of the site, with some potential for close local views limited to the roads and residential development to the north along A27 and south of the site, extending to the Windhover roundabout. Mature vegetation within the roundabout screens views further east. Local views to the south along Bursledon Road are available within the open space (Kestrel Park) just south-east of the site.

Visibility is largely contained by the settlement edges of Bursledon, Southampton, Netley and Hedge End and mature vegetation. Therefore, no long-distance visibility is noted, except within the open fields to the south west.



Long distance visibility is limited to the south west within open gap between Bursledon and Southampton extending to the settlement edge of Netley. It is also noted that some theoretical visibility extends to the open fields around the Dodwell Lane roundabout to the north east of M27. However, development within hedge End limit any further visibility beyond.

The ZTV not only illustrates the potential extent of visibility, but also defines the potential vertical angle of visibility, subtended at the eye, at each location: darker orange shading indicates areas with a potential for obtaining views with a vertical angle greater than 3 degrees, pale orange shading denotes areas that could obtain angles between 1 and 3 degrees, and yellow shading indicates areas that could potentially obtain angles of view between 0.25 and 1 degree. The methodology for the production of the ZTV is included at **Appendix C**.

5.3 Potential Visual Receptors

Within the visual envelope identified by the ZTV, the following types of visual receptors have the potential to experience changes in their views:

- Walkers on footpaths to the south of the site (043/715/1 442, 043/701/1 and 043/701/2) and the recreational path within Kestrel Park;
- Pedestrians, Cyclists and Vehicle Users along the A27/ West End Road, A3024/ Bursledon Road, A3025/ Hamble Lane, Windhover Roundabout and Portsmouth Road/ A3025; and
- Residential receptors north of West End Road and south of Bursledon Road.

5.4 Assessment of Sensitivity of Visual Receptors, and the Magnitude of Change, at each Viewpoint

Tables E1, E2 and E3 in Appendix E summarise the sensitivity of the receptors at each of the viewpoints, the magnitude of potential visual effects, and the overall level of effects. The criteria used for this analysis are taken from GLVIA 3 paragraphs 6.31 to 6.41.

Further reference to the effects on individual viewpoints is made in the overall appraisal of visual effects for each receptor group, below.

5.5 Assessment of Potential Visual Effects for Visual Receptors

5.5.1 Recreational Walkers, Pedestrians and Cyclists

These receptors have a high susceptibility to the proposed development since they are likely to be focused on views of the countryside. Cyclists, in the immediate vicinity of the site, are likely to be less focussed on the view as result of the busy roads, and therefore, have been assessed to be high/medium susceptibility.

In terms of the value of viewing locations, recognised public footpaths and bridleways are of medium (Local Authority) value, as is the location within the Country Park (Kestrel Park), south-west of the site and the designated cyclepath/footpath (signposted) along Bursledon Road, just south of the site. Other viewing locations which are not formally recognised or have little provision for enjoying views (including footways along busy roads and around Windhover roundabout) are of low value. The sensitivity of these receptors along roads and along the roundabout therefore varies between medium and medium/low (where views are available from undesignated locations) to high/medium to designated PRowS and Kestrel Park.

Bursledon Road (A3024)

For pedestrians and cyclists along Bursledon Road, viewpoints 9, 2 and 11 provide an illustration of the existing sequential experience of moving towards Southampton from



Bursledon. The receptors at Viewpoint 11 on the settlement edge of Southampton would have no views of the proposals owing to the mature dense woodland vegetation along the eastern edge of the road.

Along Bursledon Road, when travelling east from Southampton, the first point at which the proposals would be visible would be just east of Viewpoint 2 (representative viewpoint 1), at the south-west corner of the site, which is also the point at which the existing houses on Le Marechal Avenue can also be seen. At viewpoint 2, in year 1, there may be filtered views of the roofline of the proposals available in the winter months, glimpsed through the existing vegetation and young proposed vegetation in the foreground, however, when vegetation is in leaf these views would be entirely screened.

At viewpoint 9, in year 1 the new hedgerow and new tree and understorey scrub planting along Bursledon Road would have no screening effect, and the proposed new units would be visible in the foreground. At this point the proposed access would be also visible in the foreground, with the proposed new units on the western edge of the development visible beyond. By year 15 the proposed tree and scrub vegetation would have grown to a height of about 10-12m, planted on rising ground, and this would allow glimpsed views of roof planes over the new planting.

Open landscape (within settlement gap) to the south-west

The open space immediately to the south-east, Kestrel Park, forms part of the open space provision immediately west of the settlement edge of Bursledon. The recreational users within this open space, including the play area along Le Marechal Avenue, would have open clear views (Viewpoint 1) of the proposed development. Similar to Viewpoint 9, in year 1 the new hedgerow and new tree and understorey scrub planting along Bursledon Road would have no screening effect, and the proposed new units would be visible in the foreground. At this point the proposed access would be also visible in the foreground, with the proposed new units on the western edge of the development visible beyond. The proposed development would form a considerable element within the view seen beyond the A3024/ Bursledon Road. In the longer term, by year 15, it is anticipated that the proposed planting would largely screen the lower extent of the industrial units, however the upper-extent and roofline would remain visible. The vehicular access and associated infrastructure would also remain visible.

Moving west through the open space (Viewpoint 3, PRoW 043/715/1), the views of the proposed units would be largely filtered/screened by existing vegetation immediately south of the A3024/ Bursledon Road, with filtered views of the roofline available, during the winter months, in year 1. In any case, the proposed development would only occasionally be seen through gaps in the tall hedgerow vegetation along the length of the PRoW 043/715/1. In the longer term, the proposed tree planting along the southern boundary would progressively filter these views during winter months.

The ZTV indicates potential visibility from ProW and pavements along roads, within the open landscape to the south-west, for walkers along PRoW043/701/2- Viewpoint 6, and A3025 Portsmouth Road (Viewpoint 7) and PRoW 121/3/1 (Figure 11). This was verified during site visits undertaken, and there was no visibility noted due to intervening vegetation and landform. There may be potential for some filtered visibility of the rooflines in the winter months for receptors along PRoW043/701/2 -Viewpoint 6, which will be barely discernible in the longer term, by Year 15. However, elsewhere, no visibility of the proposals is anticipated. As a result, there would be minor/no visual effects caused by the proposals for walkers using these routes.

Windhover Roundabout

For pedestrians and cyclists using path along Windhover roundabout (Viewpoint 5) and for walkers using PRoW 043/701/1 (Viewpoint 4), existing vegetation in the foreground along the road and within the roundabout would frame open views towards the site, seen in the middle ground. It is important to note that these views would be seen in context of the visual clutter



associated with heavy vehicular traffic, traffic signal poles, lighting poles, highway signage and existing development seen in view. In year 1, views of the proposed units would be available seen through the proposed young tree and scrub planting along the eastern site boundary, wrapping the units. By year 15 the proposed tree and scrub vegetation would have grown to a height of about 10-12m, planted on rising ground, and this would allow glimpsed views of roof planes of the eastern unit, over the new planting.

West End Road A27

For pedestrians and cyclists along West End Road, at viewpoint 8, in year 1 the new hedgerow and tree planting would have no screening effect, and the proposed new units would be visible in the foreground, though set within the site. In terms of embedded mitigation, the development has been designed to be setback from the boundary and set within the sloping landform with an element of cut and fill, with retaining walls to limit the height of the units (no higher than 15.0m). At this point the proposed access would be also visible in the foreground, with the proposed new units visible beyond. It is noted that the proposed development would form a prominent element within the view seen beyond the A27 and would limit the long-distance views across the site to the wider landscape to the south-west as seen in the baseline view. By year 15 the proposed tree and scrub vegetation would have grown to a height of about 10-12m, and this would largely screen the development and allow glimpsed views of roof planes over the new planting in the winter months.

Hedge End (north-east of M27)

To the north of M27 (Viewpoint 10) there would be no visibility of the proposed development for these receptors, owing to the elevated M27 corridor and associated vegetation. For these receptors, there would, therefore, be no visual effects as a result of the proposals.

Summary - Recreational Walkers, Pedestrians and Cyclists

In summary, if the proposals were to proceed, there would be localised **major/moderate** effects upon cyclists, pedestrians using Bursledon Road immediately south of the site, (Viewpoint 9) (small section of the road, immediately southeast of the site), and recreational receptors using Kestrel Park (Viewpoint 1), in year 1. These effects would largely reduce to moderate by year 15 once the proposed new hedgerow, tree belt and understorey scrub vegetation along Bursledon Road has established. Similarly, immediately north of the site, there would be localised **major/moderate** effects upon cyclists, pedestrians along A27 West End Road (Viewpoint 8) in Year 1. These effects would largely reduce to **moderate** by year 15 once the proposed new hedgerow, tree planting within the site and along the northern boundary has established. These are important in planning consideration.

For cyclists, pedestrians along roads and walkers along PRoW to the south (Viewpoint 2, 3, 4 and 5), there would be moderate visual effects, as result of the proposals (remaining moderate at year 15, except for receptors at viewpoint 5, which would reduce to moderate/minor).

5.6 Residential Receptors

Residents have a high susceptibility to the proposed development since they are likely to experience visual changes in the landscape frequently, particularly from living rooms and gardens. Within this assessment all viewing locations within which residents are located are not designated and have no opportunities for public or community views, and are consequently assessed as being of low value. Therefore, when combined with a high susceptibility, residents would have a medium sensitivity.

The only residential receptors with potential for views of the proposed development are within properties to the north along West End Road A27 (Viewpoint 8), and to the south of Bursledon Road A3024 (Viewpoint 9 and Figure 12).



For residential receptors to the south of the site (along Knowlton Close), the majority of views of the proposed development would be screened by intervening vegetation, particularly since these properties are separated from the site by a line of existing tall mature hedgerow vegetation. There would therefore be no visual effects for most residents in this location, except the corner property at intersection of Bursledon Road and Le Marechal Avenue. That single property has open views of the site, and would experience moderate effects (remain moderate at year 15).

For residential receptors on West End Road A27, there are about fourteen detached and semi-detached two storey properties with the potential to obtain views of the proposals. As the panorama from Viewpoint 8 (drawing BR-PH 13/14) illustrates that in year 1, the proposed development would form a considerable element within the view seen beyond the A27 and would limit the long-distance views across the site to the wider landscape to the south-west as seen in the baseline view. The new hedgerow and tree planting would have no screening effect. In terms of embedded mitigation, the development has been designed to be setback from the boundary and set within the sloping landform with an element of cut and fill, with retaining walls to limit the height of the units (no higher than 15.0m). At this point the proposed access would be also visible in the foreground. By year 15 the proposed tree and scrub vegetation would have grown to a height of about 10-12m, and this would largely screen the development and allow glimpsed views of roof planes over the new planting in the winter months. Therefore, there would be localised **major/moderate** effects in Year 1, which would largely reduce to **moderate** by year 15 once the proposed new hedgerow, tree planting within the site and along the northern boundary has established. These are important in planning consideration.

To summarise, it is likely that most residents would experience moderate or less effects in year 1, and it is possible that a small number of residents to the north could experience **major/moderate** effects in year 1, (which is an important planning consideration), but it is likely that these effects would reduce to **moderate** by year 15. All of these effects would be negative in nature.

5.7 Vehicle Users

Vehicle users have medium/low susceptibility to changes in their views, as they have transitional views along busy roads. The value of viewing places depends upon factors such as the presence or absence of designations or mentions in guidebooks. In the case of the roads in the vicinity of the site, for example Bursledon Road, Windhover roundabout and West End Road, these are currently busy roads that are not within a landscape designation and does not form part of a recognised touring route. It is therefore concluded that viewers within vehicles using this route are therefore considered to be mostly of medium/low sensitivity.

As has been noted in relation to cyclists on Bursledon Road A3024, above, there would be no visual effects for vehicle users on the settlement edge of Southampton (Viewpoint 9). Along Bursledon Road, when travelling east from Southampton, the first point at which the proposals would be visible would be just east of Viewpoint 2 (representative viewpoint 1), at the south-west corner of the site, which is also the point at which the existing houses on Le Marechal Avenue can also be seen. The views experienced would be similar to that experienced by the cyclists along this length of the road, and therefore, there would be moderate/minor visual effects, as result of the proposals (remaining moderate/minor at year 15).

At viewpoint 9, in year 1 the new hedgerow and new tree and understorey scrub planting along Bursledon Road would have no screening effect, and the proposed new units would be visible in the foreground. At this point the proposed access would be also visible in the foreground, with the proposed new units on the western edge of the development visible beyond. By year 15 the proposed tree and scrub vegetation would have grown to a height of about 10-12m, planted on rising ground, and this would allow glimpsed views of roof planes over the new



planting. For vehicle users, the effects would be moderate at Year 1, as result of the proposals (remaining moderate at year 15).

Along West End Road, the magnitude of change experienced by the vehicle users would be similar to that experienced by the cyclists along this road, and therefore the effects would be moderate at Year 1, as result of the proposals (remaining moderate at year 15).

Travelling along the western and southern end of the Windhover roundabout, for the vehicular receptors, the new hedgerow and new tree and understorey scrub planting along eastern site boundary, would have no screening effect, and the proposed new units would be visible in the foreground. The proposed development would form a considerable element within the view. In the longer term, by year 15, it is anticipated that the proposed planting would largely screen the lower extent of the industrial units, however the upper-extent and roofline would remain visible. The tall mature vegetation within the roundabout would screen views of the proposals from the eastern end of the roundabout.

To the north of M27 (Viewpoint 10), as outlined above (for cyclists), there would be no visibility of the proposed development, owing to the elevated M27 corridor and associated vegetation. For these receptors, there would, therefore, be no visual effects as a result of the proposals.

Within the landscape to the south-west, views for vehicle users along A3025 Portsmouth Road are screened due to intervening vegetation and landform.

5.7.1 Summary of Visual Effects

The visual appraisal of the proposed development has been based upon a desk top assessment and various site visits carried out in January, February and May 2025. The potential visibility of the proposals has been assessed with the aid of a computer-generated Zone of Theoretical Visibility (ZTV).

The assessment considers all of the visual receptor groups that have potential to obtain views of the proposed development. Eleven viewpoint locations were visited and photographed to represent the range of views and receptors likely to be affected by the proposed development.

The appraisal found that visual effects of the proposed development would be highly localised, with **major/moderate negative effects** in year 1 being limited to vehicle users, cyclists and pedestrians, and (one residential property) along a small section of Bursledon Road to the south of the site. A small number of residents, pedestrians, cyclists along A27 West End Road, to the north of the site would also experience **major/moderate negative effects** in year 1, as the proposed development would form a considerable element within the view seen beyond the A27, and would limit the long-distance views across the site to the wider landscape to the south-west as seen in the baseline view.

All negative effects would reduce to (or remain) moderate in the long term by year 15. It is however, noted that for small number of residents, pedestrians, cyclists along A27 West End Road, the change in view and resultant limited long distance views would be an important planning consideration, and has been assessed accordingly.

This appraisal therefore represents a worst-case assessment of potential medium to long term visual effects.



6.0 Potential Effects on the Settlement Gaps

6.1 Introduction and Objectives

Section 2.0 of this LVA notes that Strategic Policy S6 of the adopted Eastleigh Borough Local Plan (2016-2036) states that “*designating areas between settlements as settlement gaps to be kept free of urbanising development is the best way of preventing further loss of local identity*”. The site is located within a Strategic Gap, identified as sub area B5 within Area B, as outlined within the Eastleigh Borough Settlement Gap Study, October 2020, as illustrated in Figure 1 and 2 of this LVA.

In a more recent study published in December 2024, Eastleigh Borough Local Plan Review Interim Settlement Gap Background Paper, the site has been identified as lying within Site 31, and has been assessed in the Bursledon – Netley – Southampton gap section of the document. It is recognised that “*the site has a relationship with the Hedge End – Bursledon and the Bursledon – Southampton gap.*”

As outlined in paragraph 2.5 of this LVA, the document identifies the impact of development within the Hedge End - Bursledon gap as ‘neutral’, ‘minor’ and ‘negligible’. The document states that the

“The reduction in the gap is the smallest at Windhover. Therefore, the impact of the development on the gap would be minor, although negligible at Windhover.”

The document identifies impact of development on the Bursledon – Netley - Southampton-gap as ‘major’.

Therefore, the focus of this study has been the assessment of the Bursledon Netley - Southampton gap, and more importantly, the relationship of the site to the two closest settlements – Southampton and Bursledon. Similarly, owing to the site’s location within the Hedge End – Bursledon gap, its relationship with Hedge End has also been reviewed and assessed. Netley is approximately 2.1 kms from the edge of the site to the south-west and has not been referenced, unless relevant for the criterion, outlined in paragraph 6.2.

Accordingly, this section of the LVA applies a set of robust criteria for determining the effectiveness of settlement gaps.

6.2 Methodology: How to Define an Effective Gap between Settlements

Strategic and Local Gaps (sometimes also known as Green Gaps or Green Wedges) are used by many planning authorities to ensure that settlements retain their separate identities. The precise wording of policies relating to strategic gaps varies, but many have now converged on a set of fundamental principles, underpinned by research and Appeal Decisions.

One methodology that is frequently used for assessing the effectiveness of gaps between settlements, and for assessing the potential effects of development upon those gaps, is the Eastleigh Criteria. These criteria were first devised in 1998 by the Inspector for the Eastleigh Local Plan Inquiry, and they were subsequently quoted in a report prepared by the Office of the Deputy Prime Minister (“*Strategic Gap and Green Wedge Policies in Structure Plans, Main Report*”, ODPM, 2003). These criteria have been applied to the assessment of gaps at numerous hearings and appeals⁸, and they have always been accepted as being thorough and robust.

⁸Examples include Land South of Winterfield Lane, East Malling (APP/H2265/W/20/3256877); Posbrook Lane, Titchfield (APP/A1720/W/20/3254389); Land East of Gleneagles way, Hatfield Peverel



The nine criteria, set out at paragraph 4.15 of the ODPM report are set out below:

- Distance (both the straight-line distance between settlements and the distance that would be travelled between settlements);
- Topography (distinctive topography can differentiate settlements on either side of a gap, or can make the gap more effective at creating a sense of separation);
- Landscape character/type (the nature of the landscape character between the settlements can help to define the sense of separation);
- Vegetation (well-established vegetation in a gap can enhance the sense of separation between settlements);
- Existing uses and density of buildings (if a gap contains buildings this may reduce the sense of separation between settlements);
- Nature of urban edges (the sense of separation between settlements is not only dependent upon the nature of the gap, but also distinctions between the edges);
- Inter-visibility (the ability to see one edge from another – in many cases if the two settlement edges are visible from one another this reduces the sense of separation);
- Intra-visibility (the ability to see both edges from a single point – again, if this occurs it can reduce the sense of separation);
- The sense of leaving a place and arriving somewhere else (this is the ultimate test for a gap – does it provide a sense of travelling between two different places across an intermediate, distinct landscape).

Gaps between settlements will vary in their size and character – some may be over a kilometre wide and others just a few hundred metres – the key is whether the factors above work together to maintain a perception of separation between the settlements. Equally importantly, the careful application of the Eastleigh criteria means that some development within a designated gap could be possible, provided that the sense of separation between settlements is not undermined.

This essentially qualitative approach to the functionality of gaps has been confirmed in various Policy frameworks for example: The Policy Framework for Gaps produced by the Partnership for Urban South Hampshire (known as PUSH, produced in 2008); The Fareham Landscape Assessment 2017 (LDA) and Core Strategy (adopted 2011); the Horsham District Planning Framework (adopted 2015); the Basingstoke and Deane topic paper on the function of strategic gaps (2014); strategic gap policy and Tonbridge and Malling Local Plan policy CP5; and the North Warwickshire Local Plan Policy LP5.

In summary, whilst there are many terms being used to define the function of a gap, all are agreed that it should focus on the sense of separation between settlements, which depends upon several factors rather than just distance and views.

These criteria have therefore been applied to the Strategic Gaps, as illustrated in Drawing BR-06, Opportunities and Constraints Plan, between Bursledon, Southampton and Hedge End. This should be read in conjunction with the plans and photosheets, included in Appendix B of this LVA.

(APP/Z1510/V/17/3180729); Land South of Green Lane, Chesterton (APP/C3105/W/23/3331122); land North East of Junction 10, M42 (APP/R3705/W/24/3336295); also the allocation of 2500 homes in a strategic gap between Horsham and Crawley, Horsham Local Plan EiP.



6.3 Assessment of the Potential Effects of the Proposed Development on the gap between Southampton, Bursledon, Netley and Hedge End using the Eastleigh Criteria.

6.3.1 Distance

Bursledon – Hedge End

The minimum straight-line distance and travelling distance, which coincide, along Dodwell Lane (the most commonly used route between the settlements), across the Dodwell Lane and Barnfield Way roundabout, to the north, and the Windhover roundabout, to the south, between the nearest built form on the edge of Hedge End and Bursledon has been identified⁹ as 838m. If the proposals were to be implemented then the straight-line distance between the settlements would be approximately 691 metres, aligned, both as visually and perceptually, to the point of arrival into Bursledon, as identified³.

Bursledon - Southampton

The minimum straight-line distance and travelling distance, which coincide, along Bursledon Road (A3024) (the most commonly used route between the settlements) between the nearest built form on the edge of Southampton and Bursledon has been identified as 418m¹⁰, as illustrated in Figure 7 below.

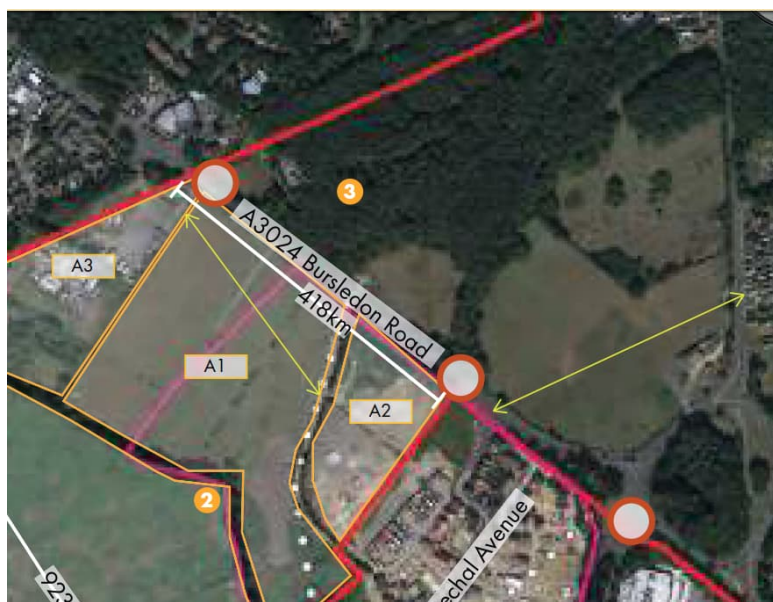


Figure 7: Extract showing straight line and travelling distance (which coincide, in this case), between Bursledon and Southampton, as identified in Figure A3 - Area A Bursledon, Southampton, Netley, Hamble - Field Findings Plan

The physical travelling distance and straight-line distance would be 370m as a result of the introduction of the proposed development within the site.

It is notable in this context that many settlement gaps in the locality are considerably less than 370m, and settlement gaps in England more generally are often 200 metres or less. For

⁹ Figure B3 - Area B Hedge End, Bursledon - Field Findings Plan, Eastleigh Borough Settlement Gap Study, 15/10/2020

¹⁰ Eastleigh Borough Settlement Gap Study, 15/10/2020 (error noted – 418m not 418km, as indicated)



example, the gap between West End and Hedge End is approximately 305 metres, and approximately 165m at the narrowest point, as indicated in Figure 8.

The proposals would therefore maintain a significant straight line and travel distance between the nearest built form in both settlements, which exceeds the scale of other settlement gaps in the locality.



Figure 8: Extract taken from Figure C3 - Area C West End, Hedge End, Southampton - Field Findings Plan

6.3.2 Topography

Bursledon-Southampton

As illustrated on **Drawing BR-01**, the topography of the locality is gently sloping from north to south across the gap (Hedge End- Bursledon) with the southern edge of Southampton at approximately 75mAOD, the northern edge of Bursledon at Windhover roundabout at approximately 55mAOD, and the intervening landscape gently undulates between these two levels. Within the Bursledon-Southampton-Netley gap, there is minimal variation in topography between Southampton and Bursledon.

Topography does not contribute to the sense of separation between the settlements. The proposals would cause minimal change to the baseline levels at either settlement edge, or the intervening landscape.

Bursledon-Hedge End

Even though there is little variation in the levels along the settlement edges (Bursledon at approximately 55m AOD and Hedge End at approximately 49mAOD), there is a considerable level difference in the intervening land between the settlement edges of Bursledon and Hedge End. The land within the site rises upto a level of about 65m AOD at its highest point, then slopes steeply to the north-east to about 45m AOD below the elevated M27 corridor. It rises up again to the edge of settlement within Hedge End.

The proposals would not result in any changes to the topography of the two settlement edges, or minimal changes to the topography of the intervening land, within the site. Topography



would therefore continue to assist in providing a sense of separation between the two settlements.

6.3.3 Landscape Character

Landscape character area boundary¹¹ runs along Bursledon Road (A3024). Currently, this boundary along the A3024 is flanked by an area of semi-rural landscape either side of the road, within Area 11: M27 Corridor) to the north-east, and Area 13: Hound Plain to the south-west, as illustrated on SLR Drawing BR-04B - District Landscape Character. The published guidance highlights the presence of contrasting elements, which create a complex diversity within the baseline landscape around the site.

LCA 11: M27 Corridor - Bursledon – Hedge End Gap

The site lies within LCA 11. The landscape, within LCA 11, around the site is characterised by the presence of urban elements, such as the residential development to the north along A27 and Peewit Hill and dwellings along Windmill Lane to the east and the busy road network/highway related infrastructure and influenced by movement, traffic noise and existing lighting around the site. However, it is also characterised by *“Pockets of relatively quiet rural areas shielded by woodland and landform”*⁶. The highway infrastructure associated with the elevated M27 corridor, West End Road (A27), and Dodwell Lane (A3024), and urban development within the gap, along with large areas of woodland blocks, mature vegetation bounding the transport corridors and within Windhover roundabout, all combine to reduce inter and intra visibility, and contribute significantly to the sense of physical separation between the settlements.

LCA 13: Hound Plain - Bursledon – Southampton Gap

To the south within LCA 13, the key characteristic within the gap, is *landscape’s openness... interrupted only by a few intermittent hedges and post and wire fences, often including alien conifer planting*. The published guidance⁶ also recognises the presence of *“Prominent urban edges and ribbon development”*... *The urban edges of Newtown, Netley, Hamble-Le-Rice and Bursledon are prominent in the open landscape, forming the boundaries to this character area.*

This landscape (LCA 13) is characterised by glimpsed views of existing development within the settlement edges of Southampton, Bursledon and Netley, as seen in viewpoint 6 and 7 (see Drawing BR-PH-11 and BR-PH-12), and from gaps in vegetation along the transport corridors. The published guidance identifies that *“the city town blocks in...Southampton are visible from a number of places across the area.”* Though the ZTVs (Drawing BR-005A and BR-005B) identify intervisibility of the proposals with LCA 13, owing to the relative flatness and perceptual openness, it is noted during field surveys¹², from public rights of way within LCA 13, the proposed development would be largely screened as a result of intervening vegetation, except in the immediate vicinity of the site (from Kestrel Park- Viewpoint1 – Drawing BR-PH-01 and 02).

In this context it is notable that whilst the fabric of the landscape between the two settlements within the Southampton–Bursledon gap (within LCA 13) is predominantly characterised by well-hedged open pasture fields and mature vegetation corridors, extending to Netley to the south, there is a presence/influence of built form - lorry parking and a travelling show people’s yard (edge of Southampton) and recycling centre, solar farm, allotments and motor garages, all forming part of this ‘open’ gap.

¹¹ Landscape Character Assessment for Eastleigh Borough (2011)

¹² conservative height assumed for tree/vegetation for the purpose of the ZTV.



and traffic movement and noise along the built edges and through the gap (A3025). Also, notable within this LCA, is the presence of the relatively new housing development, immediately south of the site, which infringes into this LCA (see Figure 9), with the resultant narrowing of the gap in the immediate context around the site.

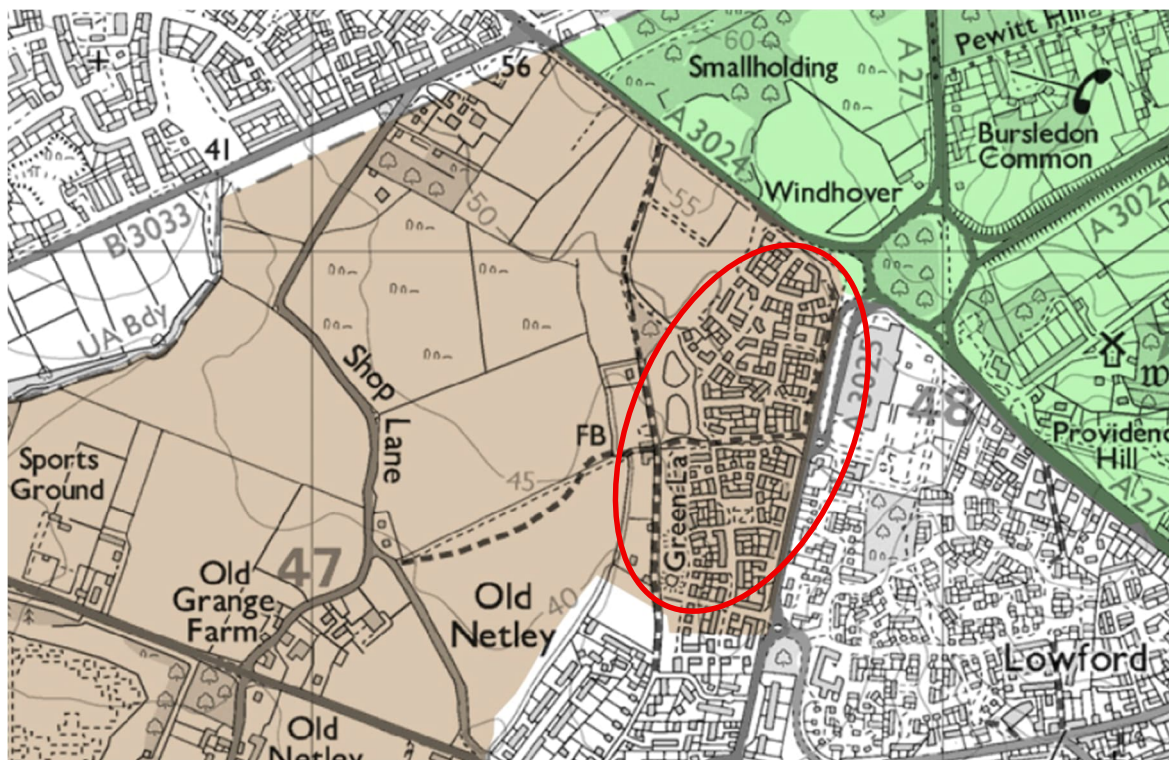


Figure 9: Extract from Drawing BR-04B, highlighting the presence of housing development extending into this LCA

As outlined earlier, the presence of existing development along with wide, linear and busy transport corridors between Bursledon and Southampton - Bursledon Road (A3024) and Portsmouth Road (A3025) introduce urban elements and associated noise, movement and built form and lighting into the gaps, while the open fields and mature vegetation within the gap and bounding the transport corridors reduces visual permeability (inter and intra visibility), and therefore enhance the sense of perceived separation.

The fabric of the landscape between settlements within the both the gaps – Southampton Bursledon (within LCA 13) and Bursledon – Hedge End (within LCA 11), is peri-urban with a juxtaposition of urban development and busy transport corridors that introduce movement, noise and lighting within a landscape that also comprise well-hedged open pasture fields and mature vegetation corridors. These elements, combined, are key in providing that physical and visual separation between settlements.

Therefore, at a local level, the proposed development would not directly affect the openness within the LCA to the south, and contextually, the proposals would not result in the introduction of an 'entirely new' element into the landscape in this location but would instead be increasing the influence of an existing characteristic.



6.3.4 Vegetation

Bursledon- Hedge End

Published guidance¹³ identifies that the “*Windhover roundabout provides a strong feature close to the settlement edge with mature vegetation centrally... The large Tesco supermarket acts as the settlement edge with strong vegetation along its boundary, situated on lower ground.*” The vegetation pattern associated with the large blocks of woodland is a distinct characteristic of this gap and key in maintaining the sense of separation between Bursledon and Hedge End. If the proposals were to be built out, there would no change in the existing tree cover within this gap. In fact, the proposals would introduce additional tree/woodland planting west of the site and along the southern edge with Bursledon Road (A3024). Therefore, the gap would continue to have a well-treed character retaining and reinforcing the baseline condition of the gap between the settlements.

Bursledon- Southampton

The characteristic vegetation between and around the two settlements comprises blocks/corridors of woodland and hedgerows with mature and semi-mature trees along field boundaries and transport corridors. As highlighted above, along the linear route (Bursledon Road), there is a clear distinction in the sense of enclosure as result of existing vegetation pattern. The proposals would retain and reinforce the existing vegetation framework within the site, along this route, as illustrated on SLR Drawing BR-005- Landscape Strategy. The interface along Bursledon Road would be defined by a strong landscape buffer with tree and understorey planting within the site and the woodland planting to the west, which would help retain and enhance the tree-lined definition along Bursledon Road and wooded character within the gap to the west of the site.

As mentioned above, the woodland vegetation to the west and north-west of the site and along the transport corridors is key in maintaining a sense of separation between the settlements – Bursledon, Southampton and Hedge End. In overview for this criterion, the proposals would not significantly affect the extent of existing hedgerows and tree/woodland vegetation between the two settlements. Over time the proposals would provide enhancements in the form of gapping up hedgerows and further tree/woodland and scrub planting, resulting in an enhancement to the vegetation in the local area and along the transport corridors, in the medium to long term, and continue to provide a sense of separation between the settlement edges.

¹³ Eastleigh Borough Settlement Gap Study 15/10/2020





Figure 10: Aerial view of the vegetation within the gap separating Hedge End, Bursledon and Southampton

6.3.5 Existing Uses

Bursledon - Hedge End

The existing land use within the Hedge End - Bursledon gap, in the immediate vicinity of the site, is dominated by highway infrastructure – large, busy, noisy Windhover roundabout, the elevated M27 corridor and associated movement, lighting and highway infrastructure to the east, Bursledon Road (A3024) to the south, residential development to the north along A27 and Peewit Hill and dwellings along Windmill Lane to the east and south of Bursledon Road. Also, within the gap to the north and west are large blocks of woodland, extending west to the edge with Southampton and north beyond the M27 corridor. It is noted that though the site currently comprises open field in pastoral uses, owing the dominating influence of development surrounding the site, the proposals would not result in the introduction of an ‘entirely new’ element into the landscape in this location but would instead be increasing the influence of surrounding developed land use.

Bursledon - Southampton

To the south, in contrast, the land use within the Bursledon, Netley and Southampton gap is largely in pastoral use, with “*fragmentation caused by sporadic development*”¹⁴. There are some areas of residential development noted around Old Netley along A3025 connecting Bursledon with Southampton. Development comprises employment and sports buildings, a travelling show peoples yard, and further south within the gap, land uses associated with recycling centre, farm shop, caravan park and light industrial and commercial development, motor garages, allotments and large solar farm are interspersed within the ‘open’ gap,

¹⁴ Proposed Gap Boundary Description, Eastleigh Borough Settlement Gap Study, 15/10/2020



extending south to the development edge within Netley, which exerts an influence on the predominantly semi-rural character of the area.



Figure 11: View from PRow 121/3/1 looking north across the gap. Views of development within the gap and high-rise development within Southampton

The published guidance notes the presence of development “*mainly on or close to the two A-roads (Bursledon Road and Portsmouth Road).*”¹⁵ The existing pattern of land use, as noted within the gaps would remain unchanged if the proposed development were to proceed.

6.3.6 Nature of Urban Edges

The settlement/urban edge boundaries for Bursledon, Hedge End, Netley and Southampton have been defined in the Eastleigh Borough Local Plan, adopted 2022 (Policy S2 – Urban Edge), and have been indicated on Drawing BR-03.

Bursledon – Hedge End

The settlement edge of Bursledon, within this gap, lies along Bursledon Road (A3024) extending along the southern edge of the Windhover roundabout and comprises fine grained residential development and coarse-grained Tesco development and associated car park. The settlement edge to the south of the application site, is largely screened by trees, but with glimpsed views of houses particularly in the winter months, as seen in Figure 12 below.



Figure 12: View from Knowlton Close, within the residential development adjacent and running parallel to the Bursledon urban edge boundary

To the north of the site, the settlement edge is defined by residential development along Pewitt Hill, as seen in Figure 15. The ‘Bursledon’ sign identifies the edge and settlement limits of Bursledon.

Extending north-west along Bursledon Road the gap boundary is defined by block of mature woodland vegetation extending to the western edge of the site, as seen in Viewpoint 1 (Drawing BR-PH-01/02), 2 (Drawing BR-PH-03/04), and 11 (Drawing BR-PH-19/20). The proposals would be set back from the road and introduce new tree belt and scrub planting along Bursledon Road west of the site and along the southern boundary to reinforce the existing edge definition, further extending it to the Windhover roundabout, thereby allowing filtered views of the proposed development.

¹⁵ Local Plan Review, Interim Settlement Gaps Background Paper, December 2024.



It is noted that if the proposed development were to proceed, the proposed development would form part of the edge of settlement of Bursledon set within a framework of proposed corridors of vegetation extending to and around the Windhover roundabout, thereby maintaining the soft well treed character of the settlement edge, and reduce the visibility of proposed built form within the gap.

Further east, within this gap, the edge is defined by the elevated M27 corridor, which *forms a strong edge to Bursledon*¹⁶.

The settlement edge of Hedge-End is defined by an irregular boundary wrapping around the dense vegetation flanking the M27 corridor and around the Dodwell Lane roundabout junction, with fine-grained development further east within Hedge End. As illustrated in Viewpoint 10 (Drawing BR-PH-17/18), the elevated M27 corridor and associated vegetation screens views of the development and the edge would remain unchanged, if the proposed development were to proceed.

Bursledon - Southampton

The settlement edge of Bursledon along the eastern edge of the gap is defined by the fine-grained residential development set alongside a vegetated edge. The visibility of the high-rise towers (Hightown towers) within Southampton forms part of the settlement edge of Bursledon.

The development edge of Southampton, within this gap, to the west is defined by fine-grained development, largely screened by a strong line of vegetation, bounding Botley Road. If the proposed development were to proceed, the green edges to the settlements would remain unchanged.

6.3.7 Inter-visibility (ability to see one edge from another)

Bursledon - Southampton

Within the Bursledon-Netley-Southampton gap, as outlined above, there is limited intervisibility with urban edges of Bursledon and Southampton, owing to relatively flat landform and intervening vegetation, especially along transport corridors, as seen in Viewpoint 1 (Drawing BR-PH-01/02), 2 (Drawing BR-PH-03/04), and 11 (Drawing BR-PH-19/20), with the exception of the visibility of high rise development (Hightown towers) within Southampton from the settlement edge along Bursledon. There is no intervisibility noted with the urban edge of Netley from Bursledon and Southampton, owing to vegetation (see Figure 13 above).



Figure 13: View from Woolston Road on the edge of Netley looking north

Therefore, though the high-rise development within Southampton is visible from the settlement edges, there is no change in perception of separation between settlements, as result of the intervening semi-rural landscape.

Bursledon – Hedge End

Within the Bursledon and Hedge End, as outlined above, as illustrated in Viewpoint 10 (Drawing BR-PH-17/18), the elevated M27 corridor and associated vegetation screens intervisibility between the two urban edges. “*The settlement of Bursledon is protected largely*

¹⁶ Local Plan Review, Interim Settlement Gaps Background Paper, December 2024.



by the M27 buffer vegetation providing a strong landscape edge limiting views towards the adjacent settlements¹⁷.

Within both gaps, the ZTVs (Drawing BR-005A and BR-005B) identify intervisibility of the proposals with the settlement edges. However, owing to the assumed conservative tree/vegetation heights in the ZTV, it is noted in the visual assessment, and as verified during field surveys that there would be limited/no intervisibility due to intervening vegetation.

If the proposals were to be built out, there would continue to be no inter visibility of the settlement edges, which would continue to maintain the sense of separation between the settlements.

6.3.8 Intra-visibility (the ability to see both edges from a single point)

Bursledon - Southampton

The Bursledon–Southampton gap is characterised by glimpsed views of existing development within the settlements of Southampton and Bursledon as seen from publicly accessible locations, north of A3025 Portsmouth Road, where both edges could be from the same place. (Viewpoint 6 and 7 Drawing BR-PH-11 and BR-PH-12).

As the ZTV illustrates visibility of a worst-case scenario in the winter months, it may possible to gain views of the proposed development from PRoW (north of A3025 Portsmouth Road) within the gap between the two settlements. However, in reality, when visible, these would be no more than glimpses, and many would not be available in the summer months. Therefore, the proposed development would result in no/negligible change in the intra-visibility between the settlements, thereby maintaining the baseline sense of separation.

Further south, beyond A3025, there is intra-visibility between development within Netley and Southampton, as illustrated in Figure 7 below.



Figure 14: View from edge of allotments within the Bursledon-Southampton-Netley gap

As outlined above, the introduction of the proposed development would not result in a negligible increase in the intra-visibility of these developments, either.

Bursledon – Hedge End

In the Bursledon-Hedge End gap, there is no intra-visibility between the settlements, as result of landform, the elevated M27 carriageway and associated vegetation and vegetation along connecting routes such as Dodwell Lane, as seen in Viewpoint 10 (Drawing BR-PH-17/18).

¹⁷ Gap Analysis – Area B Hedge End, Bursledon - Settlement Edge Character, Eastleigh Borough Settlement Gap Study 15/10/2020



Though the ZTV shows potential for intra-visibility between these two settlements (owing to the assumed conservative tree/vegetation heights in the ZTV) as a result of the introduction of the proposed development, there would be only a negligible potential for intra-visibility of the settlement edges.

However, it is important to note that there is intravisibility across gaps, as from higher ground within the Bursledon – Hedge End gap (along West End Road, north of the site), there are open long-distance views available (Viewpoint 8, BR-PH-13/14) across the open landscape to the south-west “*extending to the coast and wooded landscape to the west of Southampton Water.*” If the proposals were to be built out, these long-distance views would potentially be limited, with potential for framed views being available through the gap between the units.

6.3.9 The Sense of Leaving a Place and Arriving Somewhere Else

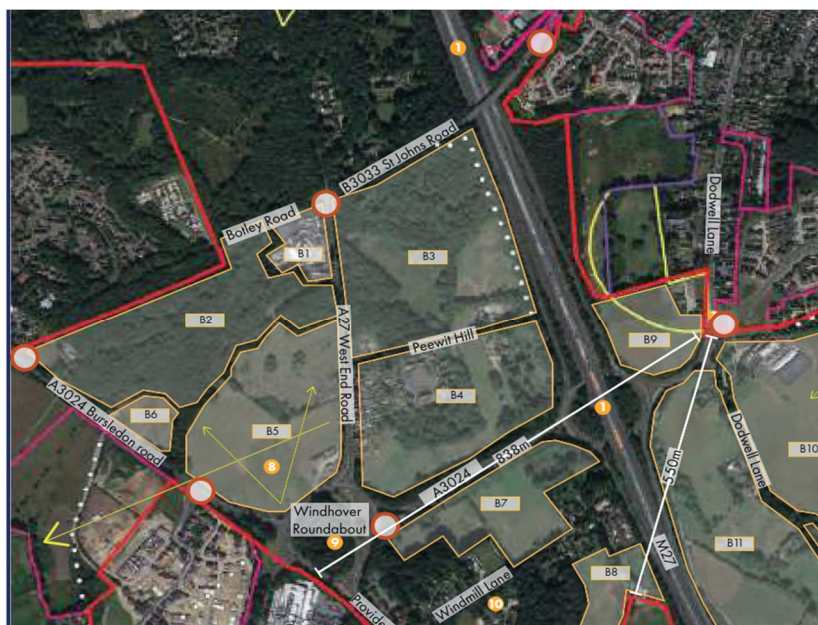


Figure 15: Extract of Figure B3¹⁸ - Area B Hedge End, Bursledon - Field Findings Plan - with white and red dots identifying points of ‘sense of arrival/leaving’

Bursledon - Southampton

The minimum straight-line distance and travelling distance between the two settlements-Southampton and Bursledon, along A3024 Bursledon Road, is bounded by woodland/mature vegetation and open space from Botley Road and extending to the settlement edge along Le Marechal Avenue and along the site’s southern boundary. This vegetated corridor currently contributes to providing a sense of separation between the two settlements. As a result, there is a clear sense of leaving Bursledon, as shown in Figure 15 and seen in Viewpoint 9 (Drawing BR-PH-15/16), at the junction of A3024 and Le Marechal Avenue with the development edge formed the new housing along this edge.

On the Southampton end, the ‘Welcome to Southampton’ sign and development along Botley Road defines the edge and the point of ‘sense of arrival’ into Southampton, as seen in Figure 16, below.

¹⁸ Eastleigh Borough Settlement Gap Study 15/10/2020





Figure 16: View at settlement edge of Southampton, extract of viewpoint 11 (Drawing BR-PH-19-20)

The continuity of this wooded corridor along this road would be maintained and reinforced as part of the off-site proposals (see Drawing BR-08). If the proposals were to proceed, the new tree and scrub planting along the southern edge of the site would provide some screening, though in Year 1, the proposed building units would be visible, resulting in bringing the settlement edge closer when travelling into Bursledon from Southampton. Upon maturity by Year 15, the proposals would be largely screened, reinstating the baseline condition - gateway into Bursledon along Le Marechal Avenue.

Figure 15, identifies the point of 'sense of leaving/arrival' into Southampton along A27 at the intersection with Botley Road. On the Bursledon end, this has not been identified in the Eastleigh Borough Settlement Gap Study (15/10/2020). During field survey, it was noted that the physical edge created by the residential development along West End Road (just north of the site) and the 'Bursledon' sign at junction with Peewit Hill as seen in Figure 17, clearly define that point of sense of arrival into Bursledon along A27.



Figure 17: View along A27 West End Road at junction with Peewit Hill, looking south-east along the road towards Windhover roundabout.

Bursledon- Hedge End

The sense of arrival/leaving Hedge End is defined by and the roundabout at Dodwell Lane and Barnfield Way and (overhead) crossing of the M27 corridor, as seen in Viewpoint 10 (Drawing BR-PH-17/18). *"The recent roundabout leading from Junction 8 from the M27 to Dodwell Lane and Barnfield Way provides the arrival point into Hedge End which has been*



*expanded further with this new residential development.*¹⁹ At Dodwell Lane and Barnfield Way roundabout (arrival point into Hedge End), there would be no change as there is no baseline intervisibility with the proposals at this location.

On the other end of Dodwell Lane, as one enters into Bursledon at Windhover roundabout, the introduction of the proposals would not result in any loss of vegetation within the roundabout or the vegetated corridor along Dodwell Lane, and therefore, there would be no change on the sense of arrival/departure at this point.

Therefore, it is clear from this assessment that if the proposed development were to be implemented, well-vegetated separation between the settlement edges of Bursledon and Southampton would remain.

When travelling along Bursledon Road, there would remain a clear sense of leaving the settlement edge at Southampton, passing through vegetated corridor, and then arriving at a well-defined built-up edge along Le Marechal Avenue, with the proposals forming part of the edge in the short-term, while the proposed vegetation within the site is maturing. Also, when travelling along A27 West End Road, there would be no change in the baseline sense of arrival/departure, as result of the introduction of the proposals, with development along Pewitt Lane and the 'Bursledon' sign identifying settlement limits.

6.4 Conclusions of the Gap Analysis

It is noted that the proposed development would introduce development in an open field within the gap. With the proposed landscape mitigation proposals, as illustrated on Drawing BR-08 Landscape Strategy Plan, and the levels, massing and layout of the units, as outlined in the DAS (produced by Tor&Co), there would be a resultant negligible change in the perceived separation of the adjacent settlements and the proposals would not enhance any perception of coalescence between them.

The proposed landscape mitigation proposals will help to minimise any reduction in the perceived travelling and straight-line distance. It would maintain and enhance the vegetated corridor, which would continue to provide a clear sense of separation between the settlements.

In terms of landscape character, In LCA 11, the highway infrastructure associated with the elevated M27 corridor, West End Road (A27), and Dodwell Lane (A3024), and urban development within the gap, along with large areas of woodland blocks, mature vegetation bounding the transport corridors and within Windhover roundabout, all combine to reduce inter and intra visibility, and contribute significantly to the sense of physical separation between the settlements.

Within LCA 13, the openness of the open pasture fields and mature vegetation corridors, extending to Netley to the south would remain unchanged. As outlined earlier, the visual and perceptual urban influences associated with the highway/road infrastructure and development along with the presence of the woodland, and mature vegetation along transport corridors within the gap contributes significantly to the sense of physical and perceptual separation between the settlements. The implementation of the mitigation proposals - a substantial landscape buffer along this interface would help to reinforce the vegetated edge definition and reduce the influence of the built development on LCA 13 and enhance the sense of separation between the two LCAs. At a local level, the proposed development would not directly affect the openness within the LCA to the south. Contextually, the proposals would not result in the introduction of an entirely new element into the landscape in this location but would instead be increasing the influence of an existing characteristic.

¹⁹ Gap Analysis – Area B Hedge End, Bursledon - Sense of Arrival / Leaving, Eastleigh Borough Settlement Gap Study 15/10/2020



The published gap analysis²⁰ document identifies the impact of development on the Bursledon - Southampton gap as 'major'. A baseline review of the existing uses and landscape condition within the gap was undertaken (site visits February and May 2025), which identify the fragmentation in the openness and pastoral uses within the gap, as result of sporadic development associated with caravan park, recycling centre and motor garages. It is also noted that some fields are currently in solar farm uses.

Intra-visibility with development within Southampton and settlement edge of Bursledon from within the gap (Viewpoint 6 and 7 Drawing BR-PH-11 and BR-PH-12) is another factor influencing this baseline condition.

Inter-visibility is also a key factor influencing the openness of the gap, with high rise development within Southampton visible from the settlement edge along Bursledon. It is important to note that from higher ground within the Bursledon – Hedge End gap (along West End Road, north of the site), there are open long-distance views available across the open landscape to the south-west “*extending to the coast and wooded landscape to the west of Southampton Water.*” If the proposals were to be built out, these long-distance views would potentially be limited, with framed views being available through the gap between the units.

Lastly, as outlined above, the sense of leaving/arrival along the length of the separation corridor (Bursledon Road) will be maintained as the well-vegetated separation between the settlement edges of Bursledon and Southampton would be retained and enhanced.

The published gap analysis²¹ identifies opportunities for gap enhancement with guidelines for provision of landscape mitigation, which have helped to inform the massing and landscape mitigation proposals, as illustrated on Drawing BR-08, of which the relevant ones are outlined below.

Area A

- *“Retaining the visual separation between Southampton and Bursledon by protecting the remaining sense of openness provided by well-managed agricultural fields and pasture;*
- *Manage further fragmentation / erosion of the Gap open landscape by controlling future development and subdivision of fields and re-establish native hedgerows and tree belts that can provide east west connections to the existing woodland corridors;*
- *Retain and enhance important woodland / coppice and associated watercourses that combined provide a clearly defined natural barrier and important green infrastructure links to the coastal landscape. This supports a strong sense of physical / visual separation whilst supporting biodiversity and ecological connectivity through the Gap;...*
- *Protect and enhance tree-lined roads...to reinforce the sense of enclosure to the settlements;...”.*

Area B

- *Protecting important views from higher ground across the Gap, notably long-distance views to the coast from Windhover roundabout...”*

In summary, the fabric of the landscape between settlements within the both the gaps – Southampton Bursledon (within LCA 13) and Bursledon – Hedge End, is peri-urban with a

²⁰ Local Plan Review, Interim Settlement Gaps Background Paper, December 2024.

²¹ Opportunities for Gap Enhancement (Area A and Area B) – Provision for Future Landscape Mitigation, Eastleigh Borough Settlement Gap Study, 15/10/2020



juxtaposition of urban development and busy transport corridors and highway infrastructure that introduce movement, noise and lighting within a landscape that also comprise well-hedged open pasture fields and mature vegetation blocks/corridors. These combined provide a sense of separation between the settlement edges. With the introduction of the proposed development, the character of these gaps would experience minimal change from the baseline, and a perceived sense of separation being maintained.



7.0 Summary and Conclusions

7.1 Introduction

SLR was instructed to carry out a Landscape and Visual Appraisal (LVA) to accompany an outline planning application for warehouse development, with ancillary offices and buildings and associated infrastructure at land north of Bursledon Road, Bursledon. The assessment was carried out by an experienced landscape architect using a method which follows the guidance of GLVIA3.

The assessment is based upon a desk top assessment of all relevant character assessments, maps and policies and various site visits that were carried out between January and May 2025.

The proposed masterplan, prepared by architects at Tor&Co, has been prepared with regular guidance and input from SLR on landscape and visual matters and settlement gap considerations.

7.2 Planning Context

The site is not within any national or local landscape or landscape-related designations and is over 5km distant from the New Forest National Park and South Downs National Park.

The site is located within a Settlement Gap within the Local Plan (Policy S6), which extends further south-west to the settlement edge of Netley, covering the area between the settlement edges of Southampton to the west and Bursledon to the east. The woodland and trees to the north, west and north-east of the site are covered by Tree Preservation Orders (TPOs). The site has not been subject to any previous planning applications.

7.3 Landscape Effects

At a national level, the site and its surrounding context are included within National Character Area (NCA) 128: South Hampshire Lowlands. In the Hampshire Integrated Character Assessment, the site is classified as part of LCA 2E: Forest of Bere West. This has been illustrated on Drawing BR-04A National Character and County Character Areas. This assessment has concluded that the site and its context broadly aligns with the characteristics of area LCA 2E.

An assessment of landscape value has concluded that the application site is of Community/Low value²². The site is not considered to be a valued landscape in the sense of paragraph 187(a) of the NPPF.

In terms of overall character, for Area 11 the landscape effects of the development (and the removal of the barn) would be moderate/minor and negative, owing to the baseline context, and for Area 13 the effects would be minor and negative, as the effects would be localised, with very few effects on the wider landscape.

There would be **moderate/major and negative** effects of the development upon the sloping open pasture field since the proposals would introduce prominent new development into an open pastoral field. This has been regarded as an important planning consideration. In addition to the above, the effects on the long-distance views across the open landscape to the south-west have been assessed to be **major/moderate and negative**, as the proposed development would limit these views with potential for some framed views available between the units.

²² TGN 02/21 states that "Landscape function can influence value, but the presence of a spatial designation (e.g. Green Belt or Green Gap) is not in itself an indicator of high landscape value."



The appraisal has concluded that the landscape effects resulting from the proposed development would be highly localised as the application site is enclosed by woodland and mature vegetation on the west and north-west and development on the north, east and south, with the existing mature vegetation within Windhover roundabout to the east also providing a effective screen. The appraisal also notes that it is important to understand the relationship of the landscape character within the gaps²³ and associated settlement form. Though the site is a predominantly open pastoral field with localised calm still characteristics, it is influenced by a contrasting landscape, visual and auditory context influenced by development and highway infrastructure, with open local views of and from within this built-up context. The linear (straight-line) nature of the transport corridors between Bursledon and Southampton, and Bursledon and Hedge End facilitate physical connectivity and permeability while the mature vegetation bounding these corridors reduces visual permeability, and therefore, are integral in defining the sense of perceptual separation. Therefore, the settlement form and the character of the settlement gaps, around the site, play a crucial role in the physical and perceptual sense of separation between settlements.

It is important to note that this appraisal assumes that the baseline for the site remains the site in its existing condition. This appraisal therefore represents a worst-case assessment of potential medium to long term landscape effects.

7.4 Visual Effects

As mentioned above, various site visits that were carried out between January and May 2025. This visual appraisal has been informed by the desk top assessment and findings of the site surveys undertaken. The potential visibility of the proposals has been assessed with the aid of a computer-generated Zone of Theoretical Visibility (ZTV).

The assessment considers all of the visual receptor groups that have potential to obtain views of the proposed development. Eleven viewpoint locations were visited and photographed to represent the range of views and receptors likely to be affected by the proposed development.

The appraisal found that visual effects of the proposed development would be highly localised, with **major/moderate negative effects** in year 1 being limited to vehicle users, cyclists and pedestrians, and (one residential property) along a small section of Bursledon Road to the south of the site. A small number of residents, pedestrians, cyclists along A27 West End Road, to the north of the site would also experience **major/moderate negative effects** in year 1, as the proposed development would form a considerable element within the view seen beyond the A27, and would limit the long-distance views across the site to the wider landscape to the south-west as seen in the baseline view.

All negative effects would reduce to (or remain) moderate in the long term by year 15. It is however, noted that for small number of residents, pedestrians, cyclists along A27 West End Road, the change in view and resultant limited long-distance views would be **moderate and negative** in the long term and remain an important planning consideration, and has been assessed accordingly.

As for the landscape appraisal, it is important to note that this assessment assumes that the baseline for the site remains the site in its existing condition; This appraisal therefore represents a worst-case assessment of potential medium to long term visual effects.

7.5 Gap Assessment

It is noted that the proposed development would introduce development in an open field within the gap. With the proposed landscape mitigation proposals, as illustrated on Drawing BR-08

²³ Bursledon-Southampton and Bursledon – Hedge End Settlement Gaps



Landscape Strategy Plan, and the levels, massing and layout of the units, as outlined in the DAS (produced by Tor&Co), there would be a resultant negligible change in the perceived separation of the adjacent settlements and the proposals would not enhance any perception of coalescence between them. The proposed landscape mitigation proposals will help to minimise any reduction in the perceived travelling and straight-line distance. It would maintain and enhance the vegetated corridor, which would continue to provide a clear sense of separation between the settlements.

In terms of landscape character, In LCA 11, the highway infrastructure associated with the elevated M27 corridor, West End Road (A27), and Dodwell Lane (A3024), and urban development within the gap, along with large areas of woodland blocks, mature vegetation bounding the transport corridors and within Windhover roundabout, all combine to reduce inter and intra visibility, and contribute significantly to the sense of physical separation between the settlements.

Within LCA 13, the openness of the open pasture fields and mature vegetation corridors, extending to Netley to the south would remain unchanged. As outlined earlier, the visual and perceptual urban influences associated with the highway/road infrastructure and development along with the presence of the woodland, and mature vegetation along transport corridors within the gap contributes significantly to the sense of physical and perceptual separation between the settlements. The implementation of the mitigation proposals - a substantial landscape buffer along this interface would help to reinforce the vegetated edge definition and reduce the influence of the built development on LCA 13 and enhance the sense of separation between the two LCAs. At a local level, the proposed development would not directly affect the openness within the LCA to the south. Contextually, the proposals would not result in the introduction of an entirely new element into the landscape in this location but would instead be increasing the influence of an existing characteristic.

The published gap analysis²⁴ document identifies the impact of development on the Bursledon - Southampton gap as '*major*'. A baseline review of the existing uses and landscape condition within the gap was undertaken (site visits February and May 2025), which identify the fragmentation in the openness and pastoral uses within the gap, as result of sporadic development associated with caravan park, recycling centre and motor garages. It is also noted that some fields are currently in solar farm uses.

Intra-visibility with development within Southampton and settlement edge of Bursledon from within the gap (Viewpoint 6 and 7 Drawing BR-PH-11 and BR-PH-12) is another factor influencing this baseline condition.

Inter-visibility is also a key factor influencing the openness of the gap, with high rise development within Southampton visible from the settlement edge along Bursledon. It is important to note that from higher ground within the Bursledon – Hedge End gap (along West End Road, north of the site), there are open long-distance views available across the open landscape to the south-west "*extending to the coast and wooded landscape to the west of Southampton Water.*" If the proposals were to be built out, these long-distance views would potentially be limited, with potential for framed views being available through the gap between the units.

Lastly, as outlined above, the sense of leaving/arrival along the length of the separation corridor (Bursledon Road) will be maintained as the well-vegetated separation between the settlement edges of Bursledon and Southampton would be retained and enhanced.

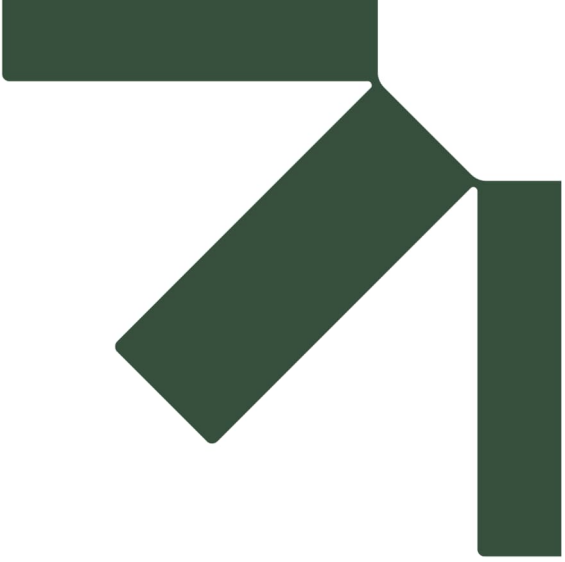
In summary, the fabric of the landscape between settlements within the both the gaps – Southampton Bursledon (within LCA 13) and Bursledon – Hedge End, is peri-urban with a juxtaposition of urban development and busy transport corridors and highway infrastructure

²⁴ Local Plan Review, Interim Settlement Gaps Background Paper, December 2024.



that introduce movement, noise and lighting within a landscape that also comprise well-hedged open pasture fields and mature vegetation blocks/corridors. These combined provide a sense of separation between the settlement edges. With the introduction of the proposed development, the character of these gaps would experience minimal change from the baseline, and a perceived sense of separation being maintained.





Appendix A Method used in Assessing Landscape and Visual Effects

Land adjacent to Windhover Roundabout, Bursledon

Wates Developments Limited

SLR Project No.: 416.066094.00001

25 March 2026

A.1.1 Introduction

Landscape and Visual Impact Assessment (LVIA) is a tool used to identify the effects of development on *“landscape as an environmental resource in its own right and on people’s views and visual amenity”* (GLVIA3, paragraph 1.1). GLVIA3²⁵ (paragraph 2.22) states that these two elements, although inter-related, should be assessed separately. GLVIA3 is the main source of guidance on LVIA.

Landscape is a definable set of characteristics resulting from the interaction of natural, physical and human factors: it is a resource in its own right. Its assessment is distinct from visual assessment, which considers effects on the views and visual amenity of different groups of people at particular locations. Clear separation of these two topics is recommended in GLVIA3.

“Notes and Clarifications on aspects of GLVIA3” (Landscape Institute Technical Guidance Note 2024/01, published August 2024) makes it clear at section 2.0 that Townscape and Seascape assessments should follow the same process as LVIA, and therefore also follow the guidance in GLVIA3.

As GLVIA3 (paragraph 2.23) states, professional judgement is an important part of the LVIA process: whilst there is scope for objective measurement of landscape and visual changes, much of the assessment must rely on qualitative judgements. It is critical that these judgements are based upon a clear and transparent method so that the reasoning can be followed and examined by others.

Impacts can be defined as the action being taken, whereas effects are the changes result from that action. This method of assessment assesses landscape and visual effects.

Landscape and visual effects can be positive, negative or neutral in nature. Positive effects are those which enhance and/or reinforce the characteristics which are valued. Negative effects are those which remove and/or undermine the characteristics which are valued. Neutral effects are changes which are consistent with the characteristics of the landscape or view. LI TGN 2024/01 notes at section 3(7) that the assessment of the level of effect and the nature of effect should be independent of each other.

Landscape and visual effects can result directly from the development itself (direct effects), or may be indirect changes (which are not a direct result of the development but occur as a result of a more complex pathway, such as changes to drainage patterns or perceptual changes further from the proposed development).

Landscape and visual effects can also be cumulative, which are the additional changes caused by a proposed development in conjunction with other developments, particularly those which are recently consented or which have been applied for.

In LVIAs which form part of an Environmental Impact Assessment (EIA), it is necessary to identify significant and non-significant effects. In non-EIA LVIAs, also known as Landscape and Visual Appraisals, (LVAs), the same principles and process as LVIA may be applied but, in so doing, it is not required to establish whether the effects arising are significant or are not

²⁵ Landscape Institute and Institute of Environmental Management and Assessment ‘Guidelines for Landscape and Visual Impact Assessment’ (Third Edition, April 2013)



given that the exercise is not being undertaken for EIA purposes (see GLVIA3 statement of clarification 1/13 10-06-13, Landscape Institute).

A.1.2 Landscape Effects

Landscape, as defined in the European Landscape Convention²⁶, is defined as “*an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors*”, (Council of Europe, 2000). Landscape does not apply only to special or designated places, nor is it limited to countryside.

GLVIA3 (paragraph 5.34) recommends that the effect of the development on landscape receptors is assessed. Landscape receptors are the components of the landscape that are likely to be affected by the proposed development, and can include individual elements (such as hedges or buildings), aesthetic and perceptual characteristics (for example sense of naturalness, tranquillity or openness), or, at a larger scale, the character of a defined character area or landscape type. Designated areas (such as National Parks or National Landscapes, also referred to as Areas of Outstanding Natural Beauty (AONBs)) are also landscape receptors.

This assessment is being undertaken because the proposed development has the potential to remove or add elements to the landscape, to alter aesthetic or perceptual aspects, and to add or remove characteristics and thus potentially change overall character.

Judging landscape effects requires a methodical assessment of the sensitivity of the landscape receptors to the proposed development and the magnitude of effect which would be experienced by each receptor.

A.1.2.1 Landscape Sensitivity

Sensitivity of landscape receptors is assessed by combining an assessment of the susceptibility of landscape receptors to the type of change which is proposed with the value attached to the landscape. (GLVIA3, paragraph 5.39).

A.1.2.2 Value Attached to Landscape Receptors

Landscape receptors may be valued at low, community, local, national or international level. Existing landscape designations provide the starting point for this assessment, as set out in Table A1 below.

The table sets out the interpretation of landscape designations in terms of the value attached to different landscape receptors. As GLVIA3 (paragraph 5.24) notes, at the local scale of an LVIA study area it may be found that the landscape value of a specific area may be different to that suggested by the formal designation.

Table A1: Interpretation of Landscape Designations

Designation	Description	Value
World Heritage Sites	Unique sites, features or areas identified as being of international importance according to UNESCO criteria. Consideration should be given to their settings especially where these contribute to the special qualities for which the landscape is valued.	International

²⁶ Natural England ‘Guidelines for Implementing the European Landscape Convention. Part 1: What does it mean for your organisation?’ (April 2009)



Designation	Description	Value
National Parks, National Landscapes, National Scenic Areas	Areas of landscape identified as being of national importance for their natural beauty (and in the case of National Parks the opportunities they offer for outdoor recreation). Consideration should be given to their settings ²⁷ especially where these contribute to the special qualities for which the landscape is valued.	National
Registered Parks and Gardens of Special Historic Interest	Gardens and designed landscapes included on the Register of Parks and Gardens of Special Historic Interest as Grade I, II* or II.	National/Local Authority
Local Landscape Designations (such as Special Landscape Areas, Areas of Great Landscape Value and similar) included in local planning documents	Areas of landscape identified as having importance at the local authority level. Landscapes which demonstrate the presence of a number of indicators of landscape value, as set out in Table 1 of TGN 02/21, or which have just one indicator of particular importance.	Local Authority
Undesignated landscapes of community value	Landscapes which do not have any formal designation, and lack the indicators of landscape value set out in Table 1 of TGN 02/21, but which are assessed as having value to local communities.	Local Authority/Community
Landscapes of low value	Landscapes in poor condition or fundamentally altered by the presence of intrusive man-made structures.	Low

Where landscapes are not designated and where no other local authority guidance on value is available, an assessment is made by reference to criteria in the Table A2 below. This is based on Table 1 of Landscape Institute Technical Guidance Note 02/21. These factors are not fixed, and should be reviewed on a case by case basis. When assessing landscape value of a site it is important to consider not only the site itself but also its context.

Landscapes may be judged to be of local authority or community value on the basis of one or more of these factors. There may also be occasional circumstances where an undesignated landscape may be judged to be of national value, for example where it has a clear connection with a nationally designated landscape, or is otherwise considered to be of equivalent value to a national designation. Similarly, on occasions there may be areas within designated landscapes that do not meet the designation criteria, or demonstrate the key characteristics/special qualities in a way that is consistent with the rest of the designated area.

An overall assessment is made for each landscape receptor, based on an overview of the above criteria, to determine its value - whether for example it is comparable to a local authority landscape designation or similar, or whether it is of value to local people and communities. For example, an intact landscape in good condition, where scenic quality, tranquillity, and/or conservation interests make a particular contribution to the landscape, or where there are important cultural or historical associations, might be of equivalent value to a local landscape designation. Conversely, a degraded landscape in poor condition, with no particular scenic

²⁷ LI TGN 2024/01 states at section 5(13) that the setting of protected landscapes is “generally created in policy and is not a designation (or a receptor) in its own right (unlike the settings of heritage assets). The extent of the setting of a designated landscape for LVIA purposes is not geographically defined and will vary with the nature of the development proposed. In LVIA, the question would remain whether the changes in the setting (i.e the landscape nearby but outside the designated area) would affect the designated landscape in terms of effects on its special qualities and, if so, to what degree”.



qualities or natural or cultural heritage interest is likely to be considered of limited landscape value.

Table A2: Criteria Considered in Assessing the Value of Non-Designated Landscapes

Factor	Criteria
Natural Heritage	Landscape with clear evidence of ecological, geological, geomorphological or physiographic interest. Presence of wildlife and habitats that contribute to the sense of place. Landscape which contains valued natural capital assets that contribute to ecosystem services.
Cultural Heritage	Landscape with clear evidence of archaeological, historical or cultural interest. Landscape which contributes to the significance of heritage assets. Landscape which offers a dimension of time depth.
Landscape Condition	Landscape which is in a good physical state both with regard to individual elements and overall landscape structure. Absence of detracting/incongruous features.
Associations	Landscape which is connected with notable people, events and the arts.
Distinctiveness	Landscape that has a strong sense of identity or place. Presence of distinctive features that are characteristic of a place, or presence of rare/unusual features that confer a strong sense of place. Includes landscape that makes an important contribution to the character or identity of a settlement.
Recreational	Landscape offering recreational opportunities where experience of landscape is important. Includes open access areas, common land and rights of way where appreciation of the landscape is an important element of the experience. Landscape that forms part of a view that that is important to the enjoyment of a recreational activity.
Perceptual (Scenic)	Landscape that appeals to the senses, primarily the visual sense. Distinctive features, or distinctive combinations of features. Strong aesthetic qualities. Visual diversity or contrasts. Memorable/distinctive views or landmarks, or landscape that contributes to these.
Perceptual (Wildness and Tranquillity)	Landscape with a strong perceptual value notably remoteness, wildness, tranquillity and/or dark skies.
Functional	Landscape which performs a clearly identifiable and valuable function, particularly in the healthy functioning of the landscape. Natural hydrological systems, important parts of the green infrastructure network, pollinator rich habitats. Landscapes that have strong physical or functional links with an adjacent national landscape designation, or are important to the appreciation of the designated landscape and its special qualities.

A.1.2.3 Susceptibility of Landscape Receptors to Change

As set out in GLVIA3, susceptibility refers to the ability of the landscape receptor to “accommodate the proposed development without undue adverse consequences for the baseline situation and/or the achievement of landscape planning policies and strategies”. Judgement of susceptibility is particular to the specific characteristics of the proposed development and the ability of a particular landscape or feature to accommodate the type of change proposed, and makes reference to the criteria set out in Table A3 below. Aspects of the character of the landscape that may be affected by a particular type of development include landform, skylines, land cover, enclosure, human influences including settlement pattern and aesthetic and perceptual aspects such as the scale of the landscape, its form, line, texture, pattern and grain, complexity, and its sense of movement, remoteness, wildness or tranquillity.



For example, an urban landscape which contains a number of industrial buildings may have a low susceptibility to buildings of a similar scale and character. Conversely a rural landscape containing only remote farmsteads is likely to have a high susceptibility to large scale built development.

Table A3: Landscape Receptor Susceptibility to Change

Susceptibility	Criteria
High	The landscape receptor is highly susceptible to the proposed development because the key characteristics of the landscape have no or very limited ability to accommodate it without transformational adverse effects, taking account of the existing character and quality of the landscape.
Medium	The landscape receptor is moderately susceptible to the proposed development because the relevant characteristics of the landscape have some ability to accommodate it without transformational adverse effects, taking account of the existing character and quality of the landscape.
Low	The landscape receptor has low susceptibility to the proposed development because the relevant characteristics of the landscape are generally able to accommodate it without transformational adverse effects, taking account of the existing character and quality of the landscape.

A.1.2.4 Defining Sensitivity

As has been noted above, the sensitivity of landscape receptors is defined in terms of the relationship between value and susceptibility to change as indicated in Figure A1 below. This summarises the general nature of the relationship but it is not formulaic and only indicates general categories of sensitivity. Professional judgement is applied on a case by case basis in determining sensitivity of individual receptors with the figure only serving as a guide.

Table A4 below summarises the nature of the relationship but it is not formulaic and only indicates general categories of sensitivity. Judgements are made about each landscape receptor, with the table serving as a guide.

Where, taking into account the component judgements about the value and susceptibility of the landscape receptor, sensitivity is judged to lie between levels, an intermediate assessment of high/medium or medium/low is adopted. In a few limited cases a category of less than low (very low) may be used where the landscape is of low value and susceptibility is particularly low.



Figure A1: Example Levels of Sensitivity defined by Value and Susceptibility of Landscape Receptors

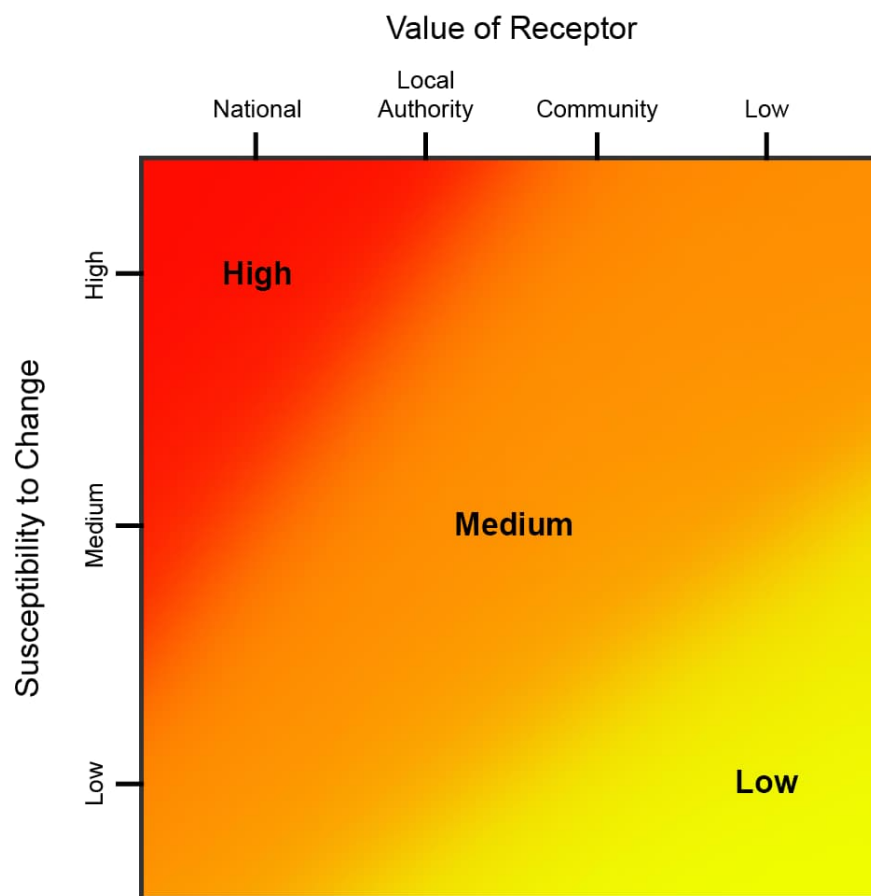


Table A4: Example Levels of Sensitivity defined by Value and Susceptibility of Landscape Receptors

Sensitivity	Examples
High	The landscape receptor is of international or national value and is considered to have high susceptibility to the effects of the proposed development OR The landscape receptor is of national value and is considered to have medium susceptibility to the effects of the proposed development.
Medium	The landscape receptor is of international or national value and is considered to have low susceptibility to the effects of the proposed development OR The landscape receptor is of local authority value and is considered to have high susceptibility to the effects of the proposed development OR The landscape receptor is of local authority value and is considered to have medium susceptibility to the effects of the proposed development. OR The landscape receptor is of community value and is considered to have high susceptibility to the effects of the proposed development
Low	The landscape receptor is of local authority value and is considered to have low susceptibility to the effects of the proposed development OR The landscape receptor is of community value and is considered to have medium susceptibility to the effects of the proposed development OR The landscape receptor is of community value and is considered to have low susceptibility to the effects of the proposed development.

A.1.2.5 Magnitude of Landscape Change

The magnitude of landscape change is established by assessing the size or scale of change, the geographical extent of the area influenced and the duration and potential reversibility of the change. LI TGN 2024/01 states at section 3(3) that *“it is likely that size/scale of effect will be the most important factor, with geographical extent and duration/reversibility considered as ‘modifiers’”*.

A.1.2.6 Size and Scale of Change

The size and/or scale of change in the landscape takes into consideration the following factors:

- the extent/proportion of landscape elements lost or added; and/or
- the degree to which aesthetic/perceptual aspects are altered; and
- whether this is likely to change the key characteristics of the landscape.

The criteria used to assess the size and scale of landscape change are based upon the amount of change that will occur as a result of the proposed development, as described in Table A5 below.



Table A5: Magnitude of Landscape Change: Size/Scale of Change

Category	Description
Large level of landscape change	There would be a large level of change in landscape character, and especially to the key characteristics if, for example, the proposed development: becomes a dominant feature in the landscape, changing the balance of landscape characteristics; and/or would dominate important visual connections with other landscape types, where this is a key characteristic of the area.
Medium level of landscape change	There would be a medium level of change in landscape character, and especially to the key characteristics if, for example: the proposed development would be more prominent but would not change the overall balance or composition of the landscape; and/or key views to other landscape types may be interrupted intermittently by the proposed development, but these views would not be dominated by them.
Small level of landscape change	There would be a small level of change in landscape character, and especially to the key characteristics if, for example: there would be no introduction of new elements into the landscape and the proposed development would not significantly change the composition/balance of the landscape.
Negligible/no level of landscape change	There would be a negligible or no level of change in landscape character, and especially to the key characteristics if, for example, the proposed development would be a small element and/or would be a considerable distance from the receptor.

A.1.2.7 Geographical Extent of Change

The geographical extent of landscape change is assessed by determining the area over which the changes will influence the landscape, as set out in Table A6. For example this could be at the site level, in the immediate setting of the site, or over some or all of the landscape character types or areas affected.

Table A6: Magnitude of Landscape Change: Geographical Extent

Category	Description
Large extent of landscape change	Affects a wider area, far from the site itself, or affects a large proportion of the landscape receptor.
Medium extent of landscape change	Landscape change extends beyond the site boundaries, or affects a medium proportion of the landscape receptor.
Small extent of landscape change	Change affecting a localised area, often focused on the site itself, or affects a small proportion of the landscape receptor.
Negligible extent of landscape change	The change will affect only a negligible extent of the landscape receptor under consideration.

A.1.2.8 Duration and Reversibility of Change

The duration of the landscape change is categorised in Table A7 below, which considers whether the change will be permanent and irreversible or temporary and reversible.



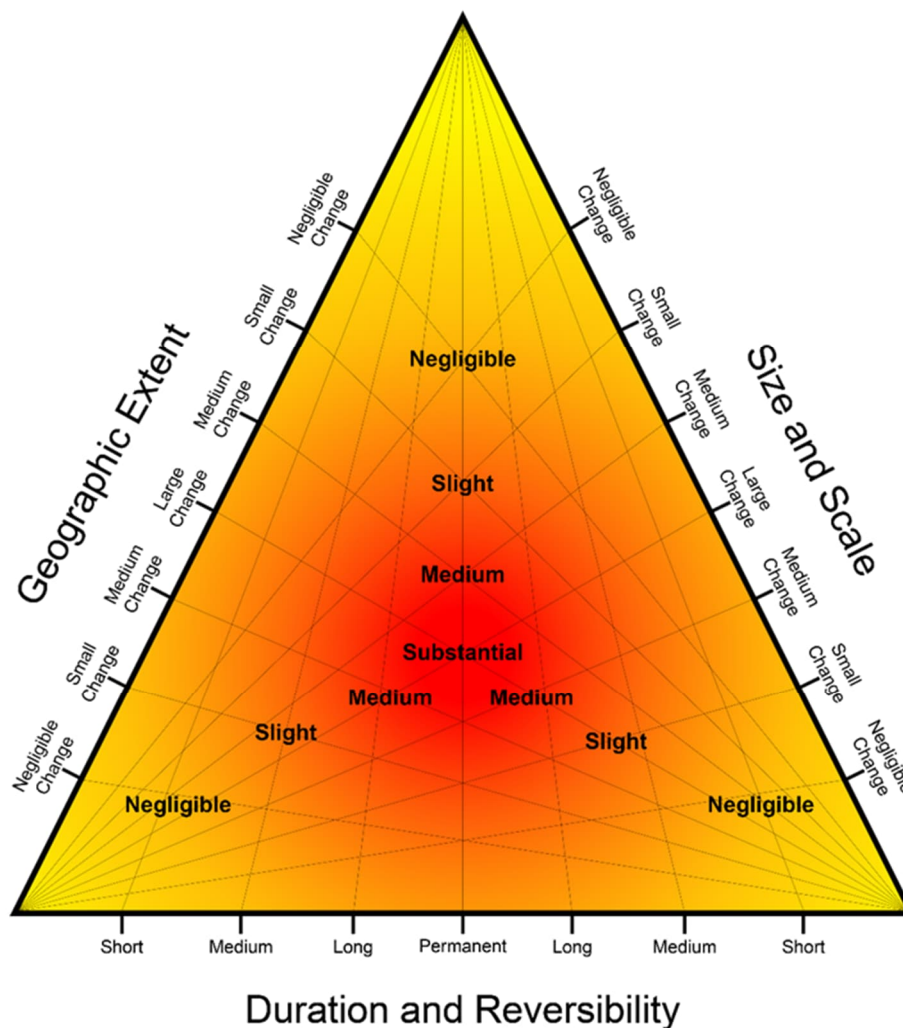
Table A7: Magnitude of Landscape Change: Duration and Reversibility

Category	Description
Permanent/Irreversible	Effects that are deemed to be irreversible.
Long term reversible	Effects that last for over 10 years and are theoretically reversible.
Medium term reversible	Effects that will last up to 10 years and are theoretically reversible.
Temporary/Short term reversible	Effects that will last from 0 to 5 years – likely to include construction effects.

A.1.2.9 Deciding on Overall Magnitude of Landscape Change

The relationships between the three factors that contribute to assessment of the magnitude of landscape effects are illustrated graphically, as a guide, in Figure A2 below. Various combinations are possible and the overall magnitude of each effect is judged on merit rather than by formulaic application of the relationships in the figure.

Figure A2: Determining the Magnitude of Landscape Change



A.1.2.10 Assessment of Landscape Effects

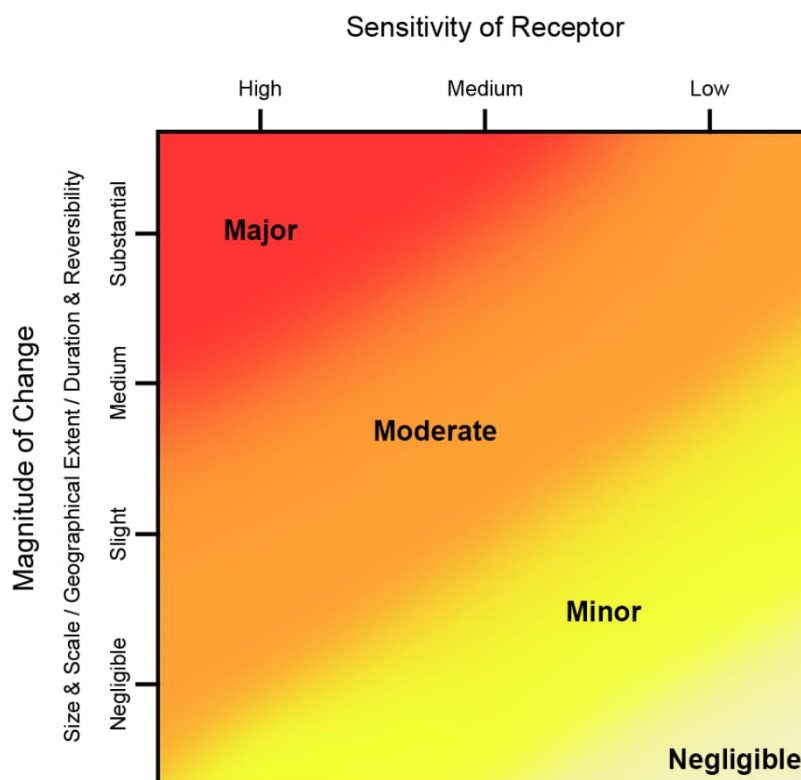
The assessment of overall landscape effects is defined in terms of the relationship between the sensitivity of the landscape receptors and the magnitude of the change. Figure A3 below



summarises the nature of the relationship but it is not formulaic. Judgements are made about each landscape effect using this figure as a guide.

Major and Major/Moderate effects are regarded as important planning considerations in landscape and visual appraisals (or significant effects in landscape and visual impact assessments). Moderate effects are not generally considered to be important planning considerations/significant effects, although the assessor may conclude that some moderate effects could constitute significant effects in certain circumstances: for example, there may be a concentration of several moderate effects in one location, or a moderate effect may occur for a particularly sensitive receptor or be of a particularly high magnitude.

Figure A3: Assessment of Landscape Effects



A.1.3 Visual Effects

Visual effects are the effects of change and development on the views available to people and their visual amenity. Visual receptors are the people whose views may be affected by the proposed development. They generally include users of public rights of way or other recreational facilities or attractions; travellers who may pass through the study area because they are visiting, living or working there; residents living in the study area, either as individuals or, more often, as a community; and people at their place of work.

- Communities within settlements (i.e. towns, villages and hamlets);
- Residents of individual properties and clusters of properties;
- People using nationally designated or regionally promoted footpaths, cycle routes and bridleways and others using areas of Open Access Land agreed under the Countryside and Rights of Way Act 2000;



- Users of the local public rights of way (PRoW) network;
- Visitors at publicly accessible sites including, for example, gardens and designed landscapes, historic sites, and other visitor attractions or outdoor recreational facilities where the landscape or seascape is an important part of the experience;
- Users of outdoor sport and recreation facilities;
- Visitors staying at caravan parks or camp sites;
- Road users on recognised scenic or promoted tourist routes;
- Users of other roads;
- Rail passengers;
- People at their place of work.

LI TGN 2024/01 states at section 6(1) that visual assessment should focus on the way that communities experience views from public locations. It notes that *“views from houses and individual properties are a matter of private amenity, noting that it is an established planning principle that there is no right to a view”*.

Judging visual effects requires a methodical assessment of the sensitivity of the visual receptors to the proposed development and the magnitude of effect which would be experienced by each receptor.

Viewpoints are chosen, in discussion with the competent authority and other stakeholders and interested parties, for a variety of reasons but most commonly because they represent views experienced by relevant groups of people.

A.1.3.1 Visual Sensitivity

Sensitivity of visual receptors is assessed by combining an assessment of the susceptibility of visual receptors to the type of change which is proposed with the value attached to the views. (GLVIA3, paragraph 6.30).

A.1.3.2 Value Attached to Views

Different levels of value are attached to the views experienced by particular groups of people at particular viewpoints. Assessment of value takes account of a number of factors, including:

- Recognition of the view through some form of planning designation or by its association with particular heritage assets; and
- The popularity of the viewpoint, in part denoted by its appearance in guidebooks, literature or art, or on tourist maps, by information from stakeholders and by the evidence of use including facilities provided for its enjoyment (seating, signage, parking places, etc.); and
- Other evidence of the value attached to views by people including consultation with local planning authorities and professional assessment of the quality of views.

The assessment of the value of views is summarised in Table A8 below. These criteria are provided for guidance only.



Table A8: Criteria Considered in assessing the Value Attached to Views

Value	Criteria
High	Views from nationally (and in some cases internationally) known viewpoints, which: have some form of planning designation; or are associated with internationally or nationally designated landscapes or important heritage assets; or are promoted in sources such as maps and tourist literature; or are linked with important and popular visitor attractions where the view forms a recognised part of the visitor experience; or have important cultural associations. Also may include views judged by assessors to be of high value.
Medium	Views from viewpoints of some importance at regional or local levels, which: have some form of local planning designation associated with locally designated landscapes or areas of equivalent landscape quality; or are promoted in local sources; or are linked with locally important and popular visitor attractions where the view forms a recognised part of the visitor experience; or have important local cultural associations. Also may include views judged by the assessors to be of medium value.
Low	Views from viewpoints which, although they may have value to local people: have no formal planning status; or are not associated with designated or otherwise high quality landscapes; or are not linked with popular visitor attractions; or have no known cultural associations. Also may include views judged by the assessors to be of low value.

A.1.3.3 Susceptibility of Visual Receptors to Change

The susceptibility of different types of people to changes in views is mainly a function of:

- The occupation or activity of the viewer at a given viewpoint; and
- The extent to which the viewer's attention or interest be focussed on a particular view and the visual amenity experienced at a given view.

As LI TGN 2024/01 states at section 6(2), “*visual susceptibility is not influenced by the development type, which would be assessed as part of the magnitude of effect*”.

The susceptibility of different groups of viewers is assessed with reference to the guidance in Table A9 below. However, as noted in GLVIA3 “*this division is not black and white and in reality there will be a gradation in susceptibility to change*”. Therefore the susceptibility of each group of people affected is considered for each project and assessments are included in the relevant text in the report.



Table A9: Visual Receptor Susceptibility to Change

Susceptibility	Criteria
High	Residents; People engaged in outdoor recreation where their attention is likely to be focused on the landscape and on particular views; Visitors to heritage assets or other attractions where views of the surroundings are an important part of the experience; Communities where views contribute to the landscape setting enjoyed by the residents.
Medium	Travellers on scenic routes where the attention of drivers and passengers is likely to be focused on the landscape and on particular views. People engaged in outdoor sport or recreation, which may involve appreciation of views e.g. users of golf courses.
Low	People engaged in outdoor sport or recreation, which does not involve appreciation of views; People at their place of work whose attention is focused on their work Travellers, where the view is incidental to the journey.

A.1.3.4 Defining Sensitivity

The sensitivity of visual receptors is defined in terms of the relationship between the value of views and the susceptibility of the different receptors to the proposed change. Figure A4 below summarises the nature of the relationship; it is not formulaic and only indicates general categories of sensitivity. Judgements are made on merit about each visual receptor, with the table below only serving as a guide. Table A10 sets down the main categories that may occur but again it is not comprehensive and other combinations may occur.

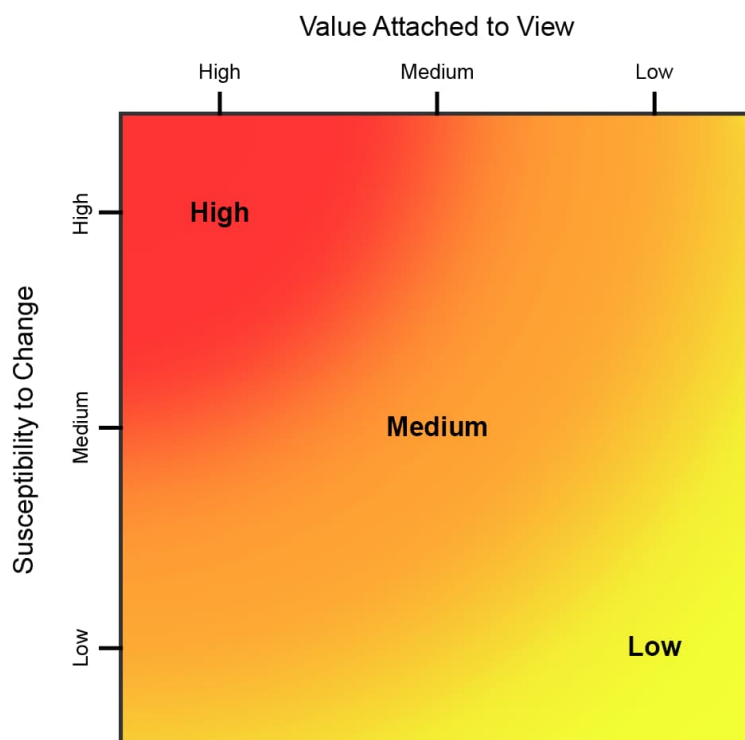
Table A10: Example Levels of Sensitivity defined by Value and Susceptibility of Visual Receptors

Sensitivity	Examples
High	The visual receptor group is highly susceptible to changes in views and visual amenity and relevant views are of high value OR The visual receptor group has a medium level of susceptibility to changes in views and visual amenity and relevant views are of high value OR The visual receptor group is highly susceptible to changes in views and visual amenity and relevant views are of value at the medium level.
Medium	The visual receptor group is highly susceptible to changes in views and visual amenity and relevant views are of value at the low level OR The visual receptor group has a medium level of susceptibility to changes in views and visual amenity and relevant views are of value at the medium level OR The visual receptor group has a low level of susceptibility to changes in views and visual amenity and relevant views are of value at the high level.
Low	The visual receptor group has a medium level of susceptibility to changes in views and visual amenity and relevant views are of value at the low level OR



Sensitivity	Examples
	The visual receptor group has a low level of susceptibility to changes in views and visual amenity and relevant views are of value at the medium level OR The visual receptor group has a low level of susceptibility to changes in views and visual amenity and relevant views are of value at the low level.

Figure A4: Levels of Sensitivity Defined by Value attached to View and Susceptibility of Visual Receptor Groups



A.1.3.5 Magnitude of Visual Change

The magnitude of visual change is established by assessing the size or scale of change, the geographical extent of the area influenced and the duration and potential reversibility of the change. LI TGN 2024/01 states at section 3(3) that *“it is likely that size/scale of effect will be the most important factor, with geographical extent and duration/reversibility considered as ‘modifiers’”*.

A.1.3.6 Size and Scale of Change

The criteria used to assess the size and scale of visual change at each viewpoint are as follows:

- the scale of the change in the view with respect to the loss or addition of features in the view, changes in its composition, including the proportion of the view occupied by the proposed development and distance of view;
- the degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and



characteristics in terms of factors such as form, scale and mass, line, height, colour and texture; and

- the nature of the view of the proposed development, for example whether views will be full, partial or glimpses or sequential views while passing through the landscape.

The above criteria are summarised in the Table A11 below.

Table A11: Magnitude of Visual Change: Size/Scale of Change

Category	Criteria
Large visual change	The proposed development will cause a complete or large change in the view, resulting from the loss of important features in or the addition of significant new ones, to the extent that this will substantially alter the composition of the view and the visual amenity it offers.
Medium visual change	The proposed development will cause a clearly noticeable change in the view, resulting from the loss of features or the addition of new ones, to the extent that this will alter to a moderate degree the composition of the view and the visual amenity it offers. Views may be partial/intermittent.
Small visual change	The proposed development will cause a perceptible change in the view, resulting from the loss of features or the addition of new ones, to the extent that this will partially alter the composition of the view and the visual amenity it offers. Views may be partial only.
Negligible visual change	The proposed development will cause a barely perceptible change in the view, resulting from the loss of features or the addition of new ones, to the extent that this will barely alter the composition of the view and the visual amenity it offers. Views may be glimpsed only.
No change	The proposed development will cause no change to the view.

A.1.3.7 Geographical Extent of Change

The geographical extent of the visual change identified at representative viewpoints is assessed by reference to a combination of the Zone of Theoretical Visibility (ZTV), where this has been prepared, and field work, and consideration of the criteria in Table A12 below. Representative viewpoints are used as 'sample' points to assess the typical change experienced by different groups of visual receptors at different distances and directions from the proposed development. The geographical extent of the visual change is judged for each group of receptors: for example, people using a particular route or public amenity, drawing on the viewpoint assessments, plus information about the distribution of that particular group of people in the Study Area.

LI TGN 2024/01 states at section 6(8) that geographic extent should primarily refer to the extent of the viewing area that is affected (for example the length of a footpath or the proportion of a community).

Thus, low levels of change identified at representative viewpoints may be extensive or limited in terms of the geographical area they are apparent from: for example, a view of the proposed development from elevated Access Land may be widely visible from much or all of the accessible area, or may be confined to a small proportion of the area. Similarly, a view from a public footpath may be visible from a single isolated viewpoint, or over a prolonged stretch of the route. Community views may be experienced from a small number of dwellings, or affect numerous residential properties.



Table A12: Magnitude of Visual Change: Geographical Extent of Change

Category	Description
Large extent of visual change	The proposed development is seen by the group of receptors in many locations across the Study Area or from the majority of a linear route and/or by large numbers of viewers; or the effect on the specific view(s) is extensive.
Medium extent of visual change	The proposed development is seen by the group of receptors from a medium number of locations across the Study Area or from a medium part of a linear route and/or by a medium number of viewers; or the effect on the specific view is moderately extensive.
Small extent of visual change	The proposed development is seen by the group of receptors at a small number of locations across the Study Area or from only limited sections of a linear route and/or by a small number of viewers; or the effect on a specific view is small.
Negligible extent of visual change	The proposed development is either not visible in the Study Area or is seen by the receptor group at only one or two locations or from a very limited section of a linear route and/or by only a very small number of receptors; or the effect on the specific view is barely discernible.

A.1.3.8 Duration and Reversibility of Change

The duration of the visual change at viewpoints is categorised in Table A13 below, which considers whether views will be permanent and irreversible or temporary and reversible.

Table A13: Duration and Reversibility

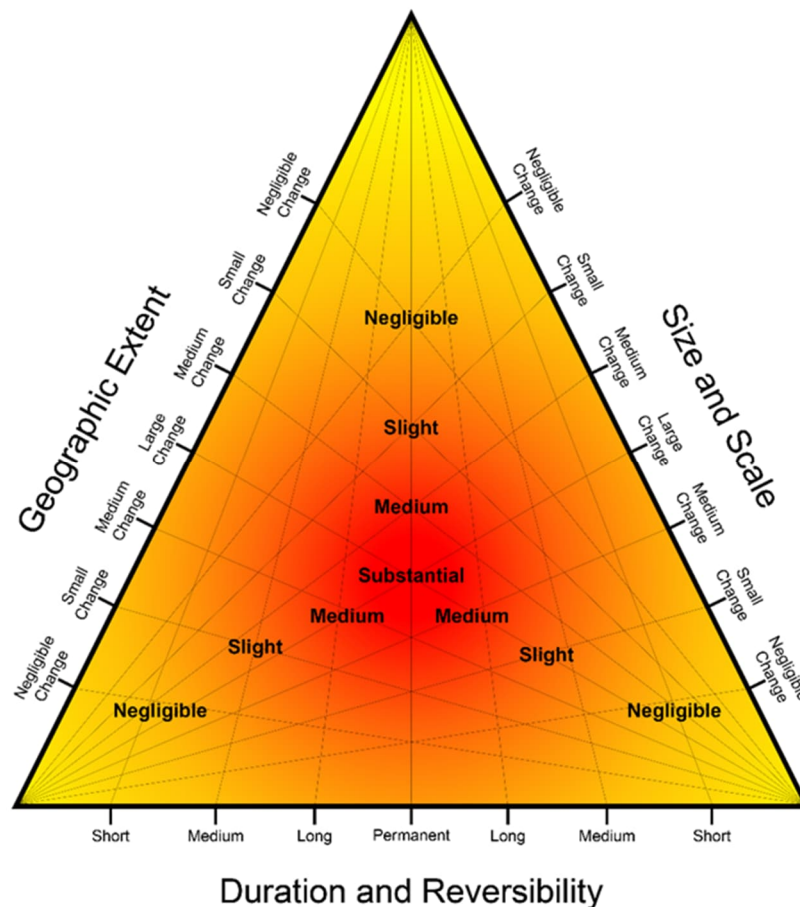
Category	Description
Permanent/ Irreversible	Effects that are deemed to be irreversible.
Long term reversible	Effects that last for over 10 years and are theoretically reversible.
Medium term reversible	Effects that will last up to 10 years and are theoretically reversible.
Temporary/Short term reversible	Effects that will last from 0 to 5 years – likely to include construction effects.

A.1.3.9 Deciding on Overall Magnitude of Visual Change

The relationships between the three factors that contribute to assessment of the magnitude of visual effects are illustrated graphically, as a guide, in Figure A5, below. Various combinations are possible and the overall magnitude of each effect is judged on merit rather than by formulaic application of the relationships in the figure.



Figure A5: Determining the Magnitude of Visual Change



A.1.3.10 Assessment of Visual Effects

The assessment of visual effects is defined in terms of the relationship between the sensitivity of the visual receptors (value and susceptibility) and the magnitude of the change. Figure A6 below summarises the nature of the relationship but it is not formulaic and only indicates broad levels of effect. Judgements are made about each visual effect using this figure as a guide.

Major and Major/Moderate effects are regarded as important planning considerations in landscape and visual appraisals (or significant effects in landscape and visual impact assessments). Moderate effects are not generally considered to be important planning considerations/significant effects, although the assessor may conclude that some moderate effects could constitute significant effects in certain circumstances: for example, there may be a concentration of several moderate effects in one location, or a moderate effect may occur for a particularly sensitive receptor or be of a particularly high magnitude.



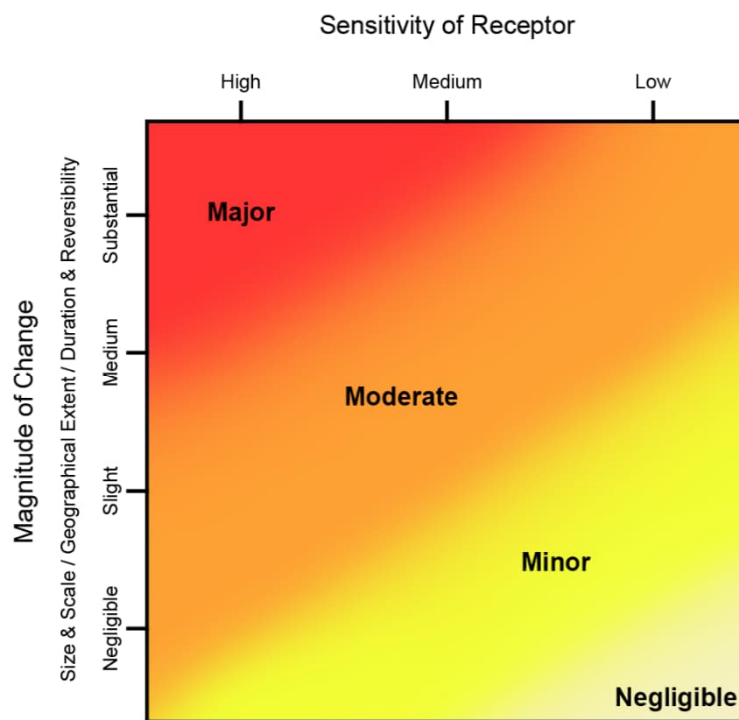
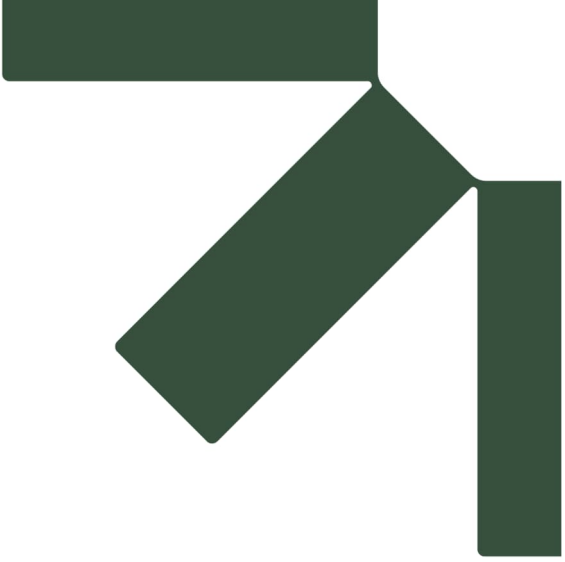


Figure A6: Assessment of Visual Effects





Appendix B Plans and Photosheets

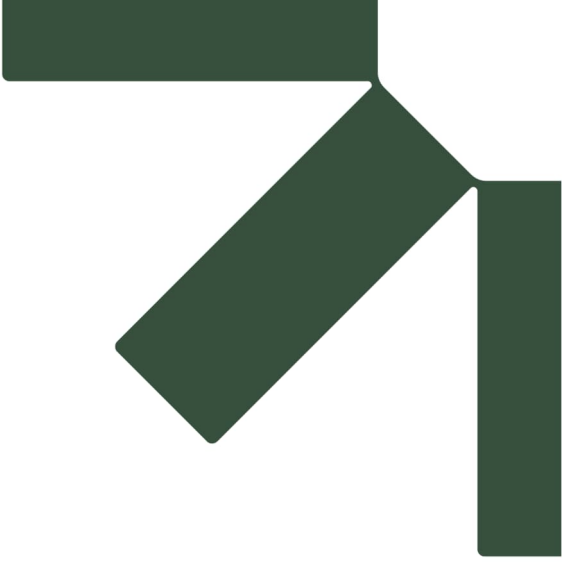
Landscape and Visual Appraisal

Land adjacent to Windhover Roundabout, Bursledon

Wates Developments Limited

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Appendix C Methodology for Preparing Zone of Theoretical Visibility (ZTV)

Landscape and Visual Appraisal

Land adjacent to Windhover Roundabout, Bursledon

Wates Developments Limited

SLR Project No.: 416.066094.00001

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C.1 Introduction

A Zone of Theoretical Visibility (ZTV) has been produced (refer to drawing MDS4) to provide an objective assessment of the potential theoretical visibility of the proposed development. The proposed design is taken from the Illustrative masterplan prepared by Tor&Co, Drawing 276504-TOR-XX-ZZ-DR-A-P102 Rev D.

The ZTV includes only the most significant areas of existing vegetation, such as larger hedgerows and trees, and does not include any proposed mitigation planting. The height of trees on the site is taken from the arboricultural survey and LiDAR data, but vegetation heights in the wider landscape are based upon site assessment and apply conservative height estimates (for example 15 metres for mature trees is approximately half of the height of many mature trees in this part of England). Therefore, the extent of visibility as defined on the ZTV is conservative.

C.2 Existing Features

Data for the landform is derived from topographic survey data for the site and its immediate context, and OS Terrain data for the wider context. Tree heights around the site are taken from arboricultural survey data. For barriers offsite, vegetation heights are derived from a combination of LiDAR data and conservative estimates.

C.3 Proposed Development

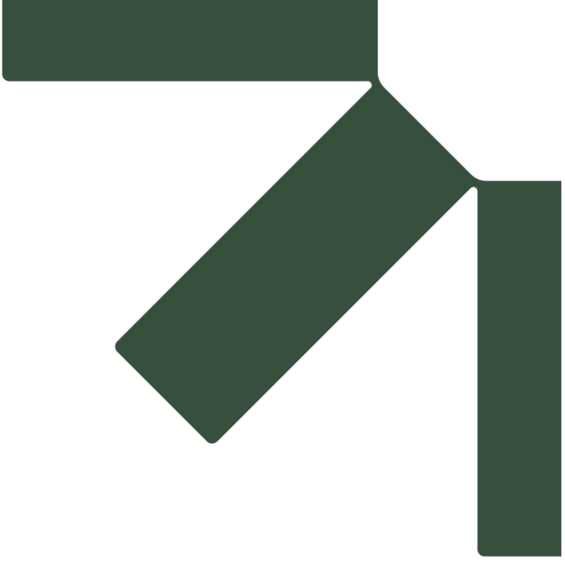
The ZTV has been based on the layouts provided on the Illustrative Layout, which was provided in 3D computer model for by the architects. **Building heights of 15m to ridge were used in the model for the proposed units in order to provide a worst-case assessment of visibility.**

To generate the ZTV the receptor point grid interval was set to a 25m grid with an eye height of 1.5m. This means that LSS was able to calculate, for every point at 25 metre intervals in the surrounding landscape, whether the proposed development would be visible. In addition to the grid intervals representative target points were selected across the target area.

The ZTV output file from LSS calculates, for every receptor point, not just whether the development can be seen, but also what vertical angle of the development can be seen. This provides a useful guide as to what the likely magnitude of visual impact will be at any point around the site. For comparison, a two-storey house, at an average height of 8m, would subtend a vertical angle of 4.58° at 100m, 2.29° at 200m, 0.92° at 500m and 0.46° at 1km.

This ZTV assessment includes all visible angles over 0.25 degrees, since field survey identified that vertical angles of less than 0.25 degrees would be screened by intervening vegetation and/or buildings.





Appendix D Assessment of Potential Landscape Effects

Landscape and Visual Appraisal

Land adjacent to Windhover roundabout, Bursledon

Wates Developments Limited

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The following tables set out the sensitivity of the landscape receptors to the proposed development, and the magnitude of landscape effects that those receptors would experience as a result of the proposed development. A commentary on the significance of landscape effects is also included in this section.

These tables should be read in conjunction with section 4.0 of the report, which provides a full explanation of the potential landscape effects of the development.

Table D-1: Landscape Value - Evaluation of the Value of the Site and its Immediate Context in accordance with Table 1 of “Assessing Landscape Value – a Technical Guidance Note” (TGN 02/21, Landscape Institute).

Factor	Assessment	Notes
Natural Heritage	Local Authority/ Community	The site comprises a pastoral field. It is bounded by a woodland along the western boundary, hedgerow with occasional mature trees to the north and north-east, and a combination of gappy hedgerows with occasional trees and post and wire fencing to the south and east. The woodland along the western and south-western boundary and some of the hedgerow trees along the north-eastern boundary are protected by a Tree Preservation Order (TPO). (Refer to Tree Survey produced by SJA Trees). There are no ecological designations within the site. Vegetation immediately north and west of the site, is designated as SINCS²⁸.
Cultural Heritage	Low	There are no known heritage features present within the site. The closest heritage features are Bursledon Windmill Conservation Area, containing a Grade II* listed building and a Grade II listed building, located approximately 340m southwest of the site.
Landscape condition	Community/ Low	The pastoral fields within the site appear in good landscape condition. The open space area – Kestrel Park is a key amenity space to the south. The vegetation around the site varies in condition; the woodland to the west and some of the hedgerow trees along the north-eastern boundary are protected by a TPO. Hedgerows along the site boundaries are low, gappy in some places along the southern and eastern boundaries, with mature trees within it. The site is influenced by the built development that forms the settlement edge within Bursledon immediately south and east of the site, and noise, movement and lighting from the road corridors on three sides - A27/ West End Road to the north, A3024/ Bursledon Road to the south, Windhover Roundabout infrastructure to the east, along with the influence of noise from the M27, that is perceptible around the site.
Associations	Low	No associations in literature, art or other media.
Distinctiveness	Community	The site and its immediate context generally align with the characteristics of landscape character area LCA11: M27 Corridor ²⁹ , described as being influenced by the “ <i>presence of the</i>

²⁸ Site of Importance for Nature Conservation - Policy DM11: Nature Conservation, Eastleigh Borough Local Plan 2016-2036, April 2022.

²⁹ Landscape Character Assessment for Eastleigh Borough, December 2011.



Factor	Assessment	Notes
		<i>motorway</i> , “proximity of urban edge and large areas of significant woodlands” and comprises “small pasture fields often with unmanaged hedges”. The rising landform -level difference of 10m north to south, is clearly perceptible in views across the site, and allows open views across the wider landscape from the northern edge along A27.
Recreational	Low	There is no public access into the site – no PRoWs crossing the site. There is an area of Public Open Space – Kestrel Park located south-west of the site. There is a limited network of PRoWs around the site. PRoW.043/715/1 runs north south through Kestrel Park. PRoW 043/701/2 runs east west, providing connections between Old Netley and Bursledon.
Perceptual (Scenic)	Community/ Low	The site comprises an open field in pastoral uses bounded by a block of dense woodland to the west and north-west. The site is perceptually influenced by the noise, movement, views and lighting associated with the adjoining roads and motorway, and the settlement edge defined by the residential development to the south and north, which considerably reduces this scenic quality. As outlined earlier, the perceptible level difference of across the site allows open views across to the wider open landscape in the south from the northern edge of the site along A27.
Perceptual (Wilderness and tranquillity)	Low	The open field in pastoral uses and mature woodland vegetation along the western and north-western boundary lends rural characteristics to the site. However, due to adjacency to roads on three sides, influence of the existing settlement edge of Bursledon and distant noise associated with the motorway also experienced on site, the overall perception of wilderness and tranquillity within the site is substantially reduced.
Functional	Community	The landscape within the site does not contribute to the healthy functioning of the landscape or have a strong physical or functional link to a national landscape designation. However, the vegetation along the site's boundaries does contribute to local green infrastructure network.

There are no landscape related designations or known heritage or ecology features within the site. The vegetation that bounds the site varies in condition, and the site is notably influenced by the adjacent road network and associated sound, movement and lighting that bounds the site on three sides, by distant sounds of the motorway corridor and the proximity of the settlement edge of Bursledon. However, the site itself comprises an open field in pastoral uses and in good landscape condition, bounded by well-established vegetation along the northern and north-western edge. The perceptible level difference across the site and the available long-distance views from the northern edge of the site across to the open landscape to the south (within the settlement gap) are key attributes of the site. The site is located within an area identified as part of the Settlement Gap⁹ between Bursledon, Hedge End and Southampton. TGN 02/21³⁰ states that “*Landscape function can influence value, but the presence of a spatial designation (e.g. Green Belt or Green Gap) is not in itself an indicator of high landscape value.*” Therefore, the overall value of the site is assessed as **Community/ Low**.

³⁰ Technical Guidance Note 02/21, Assessing landscape value outside national designations, paragraph 2.4.5, page 12



Table D-2: Assessment of Sensitivity of Landscape Receptors

Landscape Receptors	Value	Susceptibility	Sensitivity	Notes
Individual Elements and Features				
Open pastoral field on the settlement edge of Bursledon	Community	Medium	Medium	The site is an open field in pastoral uses and has been assessed to be Community value. The presence of agricultural buildings within the site and the influence of the man-made features within the landscape context - adjacent road network and settlement edge of Bursledon, reduces susceptibility.
Low unmanaged hedgerows with isolated mature trees	Community/ Low	Medium/ Low	Medium/ Low	The existing vegetation within the site comprises gappy hedgerows along the site boundaries, with some mature trees. Majority of the existing vegetation would be retained, with only short gaps being necessary to incorporate the vehicular accesses, therefore with a resultant Medium/ Low susceptibility. The mature trees would be retained as far as possible.
Presence of woodland and mature vegetation along the site boundaries	Local Authority	Medium/Low	Medium	The woodland/mature vegetation along the northern, north-western and western boundaries is protected by Tree Protection Order (TPO) and therefore assessed to be Local Authority value. The susceptibility has been assessed to be medium low, as the vegetation is being retained and protected by maintaining appropriate buffers and offsetting development edge.
Open long-distance views from the northern edge across the open gap to the south-west	Community	High/Medium	Medium	There are open long-distance views available from along the northern edge of the site across to the open landscape within the 'gap' to the south-west and therefore assessed to be Local Authority value. The introduction of new built form and structural planting would limit long views and assessed to be High/Medium susceptibility to the proposals.
Aesthetic and Perceptual Aspects				
Semi-enclosed character as result of landform, presence of mature vegetation and settlement	Community	Medium	Medium	The site is bounded by mature woodland vegetation protected by a TPO along the western and north-western edges. It is bounded by presence of settlement to the north and south and road infrastructure and mature vegetation to the east associated with the Windhover roundabout. However, owing to the sloping landform and gappy



Landscape Receptors	Value	Susceptibility	Sensitivity	Notes
				vegetation along the eastern southern and northern boundaries, the sense of enclosure is reduced due to available local views along these edges, into the site. The introduction of new built form and structural planting would increase the degree of enclosure, perceptible in local views and therefore, assessed to be of medium susceptibility.
Medium scale field	Low	Medium/Low	Medium/Low	The balance and proportion within the surrounding landscape context is defined and dominated by the presence of urban features – built form and road infrastructure on three sides. The site is bounded by mature tall vegetation within the roundabout to the east and mature woodland to the west, defining the sense of enclosure, and allowing for perception of scale to be limited to localised views into the site. All these features – balance, proportion and enclosure together affect the perception of sense of scale, which has been assessed to of Medium/Low susceptibility.
Simplicity of site contrasts with diversity from nearby urban edge and road network.	Community/ Low	Medium	Medium	The site is a pastoral field, simple in form. However, it forms part of a discontinuous/fragmented landscape pattern, dominated and contrasted by the presence of the infrastructure associated with the busy road network and roundabout on three sides, and the settlement edge of Bursledon, which introduces a complex degree of diversity within the baseline landscape context. Therefore, it is assessed to be Community/Low value with a Medium susceptibility to the proposed development.
Stillness on site contrasts with influence of noise and movement from adjacent roads	Community/ Low	Medium/ Low	Medium/ Low	The site, in pastoral uses, and mature woodland vegetation along the western and north-western boundary lend calm and still characteristics to the site. This is in contrast to the busy visual and auditory context of the traffic and vehicular activity on three sides, and within the settlement edge of Bursledon. Therefore, it is assessed to be Community/Low value with a Medium/Low susceptibility to the proposed development.
Overall Character				
Area 11: M27 Corridor (Area being assessed is located west of the M27	Community	Medium	Medium	This LCA's key characteristics have been identified as busy road networks and urban features. These are dominant features within the baseline landscape context and therefore of key relevance in the



Landscape Receptors	Value	Susceptibility	Sensitivity	Notes
motorway corridor and south of Botley Road)				vicinity of the site. The site's characteristics also align with the features identified as ' <i>small pasture fields often with unmanaged hedges</i> '. The Landscape Character Sensitivity identifies this area to be " <i>a mix of rural and peri-urban character, significant because of the patchwork distribution.</i> " The Visual Sensitivity section recognises that " <i>it forms a narrow corridor between settlements and could easily be compromised by further development.</i> " However, as outlined in paragraph 4.3.3, a combination of mature vegetation and road related infrastructure, which dominate the character of the gap in the area around the site and perceptually extend and merge urban areas with noise and movement, they also help to enhance the perceptual sense of separation, as experienced along these transport routes. Therefore, susceptibility has been assessed to be Medium.
Area 13: Hound Plain (Area being assessed extends from Bursledon Road to development edge within Netley)	Community	Medium/ Low	Medium/ Low	This LCA lies along the southern edge of the site along Bursledon Road. The key characteristics of the area within this LCA are identified as " <i>shallow valleys that mark the boundaries with Bursledon to the east and Southampton to the west...and the dominant characteristic is the landscape's openness</i> ". The landform along with the open character are of key relevance to the site, as there are open views from within the northern edge of the site across this landscape. However, the LCA is also influenced by the " <i>Prominent urban edges and ribbon development</i> ". Therefore, the susceptibility to the proposed development would be reduced. Though proposed development would not directly affect this area, the intervisibility with this LCA is recognised, and assessed.



Table D-3: Assessment of Magnitude of Landscape Change

Landscape Receptors	Size and Scale	Geographical Extent	Duration/ Reversibility	Magnitude	Notes
Individual Elements and Features					
Open pastoral field on the settlement edge of Bursledon	Large/Medium	Large/Medium	Permanent	Substantial/ Medium	The proposed development would introduce buildings into an area that is currently an open pastoral field. The site is influenced by development within the baseline context. Therefore, it has been assessed to result in a Large/Medium size and scale of change. The geographical extent is assessed to be Large/Medium, as the proposed large-scale units are located centrally within the site with landscape buffer maintained along the periphery. The development would be Permanent in duration.
Low unmanaged hedgerows with isolated mature trees	Medium/ Small	Small	Permanent	Medium/ Slight	The proposed development would result in loss of some section of hedgerows and potentially some trees to accommodate the proposed vehicular accesses. However, the loss has been minimised, as far as possible, by retaining good quality trees/vegetation (See Tree Constraints Plan produced by SJA Trees). Existing retained vegetation would be reinforced. Landscape buffers along the site edges would provide opportunity for additional tree and scrub planting, with a minimum 10m planting strip along the southern and eastern boundaries, and appropriate buffers maintained along the edges with the SINC. (see Drawing BR-005-Landscape Strategy for details). Together, this would result in a Medium/ Small size and scale of change, affecting a small proportion of the landscape receptor, resulting in a Small geographical extent. The development would be Permanent in duration.
Presence of woodland and mature vegetation along the site boundaries	Small/ Negligible	Small/ Negligible	Permanent	Slight/ Negligible	The woodland and mature vegetation, protected by a TPO, would be retained and protected during construction, by maintaining buffers, based on arb and ecological advice, with development setback from the edge of the woodland, and protected during construction and in the longer term, subject to appropriate management (see report produced by SJA Trees and Drawing BR-005 Landscape Strategy). The buffer to be planted with species rich meadow and wildflower



Landscape Receptors	Size and Scale	Geographical Extent	Duration/ Reversibility	Magnitude	Notes
					grass mix, and native tree/understorey planting. In addition to this, an area of proposed off-site planting, to the west, with appropriate tree and scrub species would reinforce the woodland vegetation. Therefore, the size and scale of change would be Small/Negligible, affecting a very small proportion of the landscape receptor, resulting in a Small/Negligible geographical extent.
Open long-distance views from the northern edge across the open gap to the south-west	Large	Medium	Permanent	Substantial/ Medium	Owing to the sloping nature of the site, the development has been designed to be set within the sloping landform with an element of cut and fill, with retaining walls to limit the height (no higher than 15.0m-See Site Sections 276504 -TOR-XX-ZZ-DR-A-P103). It is, however, recognised that the introduction of development blocks would limit the long-distance views across the site to the wider landscape to the south-west. Therefore, the size and scale of change has been assessed to be Large, with Medium geographical extent of change as the extent of landscape change would be experienced beyond the site boundaries. The development would be Permanent in duration.
Aesthetic and Perceptual Aspects					
Semi-enclosed character as result of landform, presence of mature vegetation and settlement	Medium	Medium	Permanent	Medium	The proposed development would introduce new aspects of enclosure (large-scale industrial units, structural planting and infrastructure features such as lighting columns) which would increase the site's sense of enclosure and introduce a change to the local views into the site. Owing to the baseline context associated with the surrounding woodland vegetation and built form, the size and scale of this change has been assessed to be Medium and a Medium geographical extent of change. The change would be Permanent.
Medium-scale field	Large/Medium	Small	Permanent	Medium	The proposed massing of the industrial units, areas of hardstanding associated with car parking and access, and landscaping would reduce the site's sense of scale. Therefore, there would be a Large/Medium size and scale of change, as it would change the overall balance or composition of the landscape, owing to the



Landscape Receptors	Size and Scale	Geographical Extent	Duration/ Reversibility	Magnitude	Notes
					baseline context - balance, proportion and enclosure, however, the landscape effects would be localised, resulting in a Small geographical extent. The development would be Permanent in duration.
Simplicity of site contrasts with diversity from nearby urban edge and road network.	Medium	Small	Permanent	Medium/ Slight	The proposed development would introduce more diversity within the site, which would be a perceivable change from the baseline simple form. However, owing to the lack of uniformity in the surrounding baseline landscape context, the size and scale of change has been assessed to be Medium, as it would not change the overall balance or composition of the landscape. The effects would be localised, and would result in a Small geographical extent. The proposed changes would be Permanent.
Stillness on site contrasts with influence of noise and movement from adjacent roads	Medium	Small	Permanent	Medium/ Slight	The proposed development would introduce movement, noise and lighting within the site. which would be a perceivable change from the baseline still, calm landscape. However, the busy baseline context, due to the surrounding road network, auditory influence of the M27 corridor, settlement edge of Bursledon and baseline lighting levels (see CPRE Dark Skies Map), exerts a strong influence on the site. Therefore, the size and scale of change has been assessed to be Medium, as though the change would be prominent within the site, it would not change the overall balance or composition of the landscape. Landscape effects would be localised and would be experienced in a Small geographical extent. The proposed changes would be Permanent.
Overall Character					
Area 11: M27 Corridor (Area being assessed is located west of the M27 motorway corridor)	Medium/Small	Small	Permanent	Slight	It is noted that the character of the site is an open field in pastoral uses. However, the overall balance within the landscape is influenced by busy road network and urban manmade features. The identified " <i>mix of rural and peri-urban character, significant because of the patchwork distribution</i> " highlights the presence of contrasting elements, creating a complex diversity within the baseline landscape.



Landscape Receptors	Size and Scale	Geographical Extent	Duration/ Reversibility	Magnitude	Notes
and south of Botley Road)					Therefore, the proposed development would not significantly alter the overall balance or composition of this baseline landscape and would result in a Medium/Small size and scale of change. Landscape effects would be localised, defined by enclosure provided by woodland/vegetation and existing urban features, therefore, resulting in a Small geographical extent. The proposed changes would be Permanent.
Area 13: Hound Plain (Area being assessed extends from Bursledon Road south-west to development edge of Netley)	Small	Small/ Negligible	Permanent	Slight/ Negligible	The identified key characteristic of this landscape is openness. It also recognises the presence of “<i>Prominent urban edges and ribbon development</i>”. Though the site lies along the north-eastern edge of this LCA, and the ZTVs (Drawing BR-005A and BR-005B) identify intervisibility with this LCA, the proposed development within the site would not directly affect the key characterises of the LCA within this area. Development within edges along Southampton and Bursledon already form part of the visual context in views towards the site. Therefore, there would be no introduction of new elements into the landscape and the proposed development would not significantly change the composition/balance of the landscape and has been assessed to be Small. The proposed changes would be Permanent.

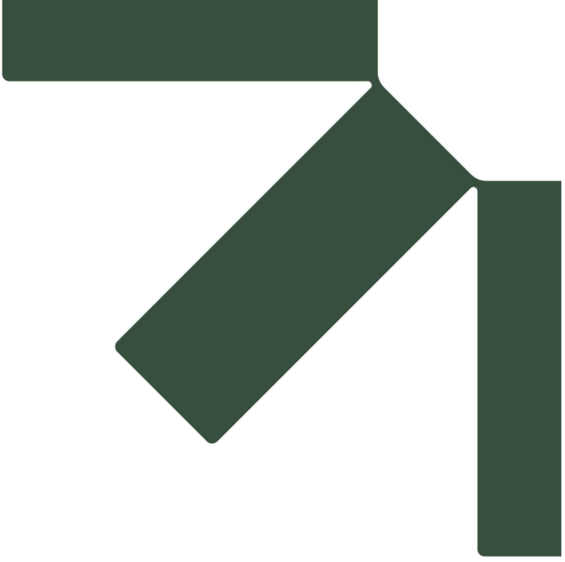


Table D-4: Assessment of Landscape Effects

Important Planning Considerations are in **bold font**.

Landscape Receptors	Sensitivity	Magnitude	Landscape Effects (Bold type = Important consideration in planning)	Nature of Effect (Positive, Neutral or Negative)
Individual Elements and Features				
Open pastoral field on the settlement edge of Bursledon	Medium	Substantial/ Medium	Major/Moderate	Negative
Low unmanaged hedgerows with isolated mature trees	Medium/ Low	Medium/ Slight	Moderate/ Minor	Positive
Presence of woodland and mature vegetation along the site boundaries	Medium	Slight/ Negligible	Moderate/Minor	Neutral
Open long-distance views from the northern edge across the open gap to the south-west	Medium	Substantial/Medium	Major/Moderate	Negative
Aesthetic and Perceptual Aspects				
Semi-enclosed character as result of landform, presence of mature vegetation and settlement	Medium	Medium	Moderate	Negative
Medium scale field	Medium/Low	Medium	Moderate	Negative
Simplicity of site contrasts with diversity from nearby urban edge and road network	Medium	Medium/ Slight	Moderate	Negative
Stillness on site contrasts with influence of noise and movement from adjacent road	Medium/ Low	Medium/ Slight	Moderate/ Minor	Negative
Overall Character				
Area 11: M27 Corridor	Medium	Slight	Moderate/Minor	Negative
Area 13: Hound Plain	Medium/ Low	Slight/ Negligible	Minor	Negative





Appendix E Assessment of Potential Visual Effects

Landscape and Visual Appraisal

Land adjacent to Windhover roundabout, Bursledon

Wates Developments Limited

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The following tables assess the sensitivity of visual receptors to the proposed development and the magnitude of visual effects that those receptors would experience as a result of the proposed development, for each of the representative viewpoints.

In assessing the magnitude, the effects immediately following completion of construction have been assessed, as well as the effects approximately 15 years after construction once the proposed new mitigation planting has established and is semi-mature.

These tables should be read in conjunction with section 5.0 of this report, which provides a full explanation of the potential visual effects of the development for each of the visual receptor groups (for example residents, walkers, vehicle users, etc.).



Table E1: Analysis of Sensitivity of Viewpoints/Visual Receptors at Representative Viewpoints

Viewpoint	Value Attached to View	Potential Receptors	Susceptibility of Receptors	Overall Sensitivity	Notes
1. View from the recreational footpath within Public Open Space - Kestrel Park, looking north-east towards the site.	Medium (Local Authority)	Walkers	High	High/Medium	Walkers are likely to be focused on views.
2. View from intersection of PRoW 043/715/1 and A3024/ Bursledon Road, looking east towards the site.	Medium (Local Authority)	Walkers	High	High/ Medium	Walkers are likely to be focused on views.
		Cyclists	High/Medium	High/ Medium	Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views might be reduced.
		Vehicle Users	Medium/Low	Medium/Low	Vehicle users would be more focused on the journey ahead.
3. View from PRoW 043/715/1/, looking north-east towards the site.	Medium (Local Authority)	Walkers	High	High/ Medium	Walkers are likely to be focused on views.
4. View from PRoW 043/701/1 along Hamble Lane leading to Windhover roundabout, looking north-towards the site.	Medium (Local Authority)	Walkers	High	High/Medium	Pedestrians are likely to be focused on views.
5. View from pavement along southern end of Windhover Roundabout, adjacent to the A3025/ Hamble Lane,	Low	Pedestrians	High	Medium	Pedestrians are likely to be focused on views.
		Cyclists	High/Medium	Medium	



Viewpoint	Value Attached to View	Potential Receptors	Susceptibility of Receptors	Overall Sensitivity	Notes
looking north towards the site.		Vehicle Users	Medium/Low	Medium/ Low	Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views might be reduced. Vehicle users would be more focused on the journey ahead.
6. View from PRow 043/701/2, looking north-east towards the site.	Medium (Local Authority)	Walkers	High	High/ Medium	Walkers are likely to be focused on views.
7. View from A3025/ Portsmouth Road, looking north-west towards the site.	Low	Pedestrians	High	Medium	Pedestrians are likely to be focused on views. Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views might be reduced. Vehicle users would be more focused on the journey ahead.
		Cyclists	High/Medium	Medium	
		Vehicle Users	Medium/Low	Medium/ Low	
8. View from A27/ West End Road, looking south-west towards the site.	Low	Residents	High	Medium	Residents would value the open views available from this location across to the open countryside to the south. Whilst the view will hold value to local people it has no formal planning status and is not across a designated or high-quality landscape. Pedestrians are likely to be focused on views. Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views might be reduced. Vehicle users would be more focused on the journey ahead.
		Pedestrians	High	Medium	
		Cyclists	High/Medium	Medium	
		Vehicle Users	Medium/Low	Medium/ Low	
9. View from cyclepath/footpath along Bursledon Road (A3024)	Medium (Local Authority)	Pedestrians	High	High/ Medium	The view has no formal planning status and is not across a designated or high-quality landscape. Pedestrians are likely to be focused on views.



Viewpoint	Value Attached to View	Potential Receptors	Susceptibility of Receptors	Overall Sensitivity	Notes
near Le Marechal Avenue, looking north across the site.		Cyclists Vehicle Users	High/Medium Medium/Low	High/ Medium Medium/Low	Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views would be reduced. Vehicle users would be more focused on the journey ahead.
10. View from roundabout at junction with Dodwell Lane and Barnfield Way, looking south-west towards the site.	Low	Pedestrians Cyclists Vehicle Users	High High/Medium Medium/Low	Medium Medium/ Low Medium/ Low	Pedestrians are likely to be focused on views. Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views might be reduced. Vehicle users would be more focused on the journey ahead.
11. View from Bursledon Road near junction with Botley Road, looking east towards the site	Low	Pedestrians Cyclists Vehicle Users	High High/Medium Medium/Low	Medium Medium/ Low Medium/ Low	Pedestrians are likely to be focused on views. Cyclists are likely to be focused on views but are transitional viewers. On this busy road, however, their focus on the views might be reduced. Vehicle users would be more focused on the journey ahead.



Table E2: Analysis of Magnitude of Visual Change at Representative Viewpoints

Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
1. View from the recreational footpath within Public Open Space - Kestrel Park, looking north-east towards the site.	Large	Medium	Small	Permanent	Substantial/ Medium	Medium/ Slight	Clear views of the proposed development would be available at Year 1. Though existing vegetation would be retained as far as possible, there would be some loss of vegetation within the boundary hedgerow, as result of the access related proposals. The proposed development would form a considerable element within the view seen beyond the A3024/ Bursledon Road. Therefore, the proposed development would introduce new built forms, massing, colours and lighting within the site. Though the view is influenced by the presence of development - residential development and infrastructure associated with the junction (lighting and traffic light poles), also seen in view, it would alter the composition of the view, resulting in a Large/ Medium size and scale of change. In the longer term, the proposed tree planting along the southern boundary would progressively filter views of the proposed development and reduce visual effects. However, the vehicular access and associated infrastructure would remain visible. At year 15, it is anticipated that the proposed planting would largely screen the lower extent of the industrial units, however the upper-extent and roofline would remain



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
							visible. Therefore, it would result in a moderate degree of change in view, resulting in a Medium size and scale of change. Moving west through the open space and moving east into the development, the receptors would have varying degree of visibility with views largely filtered/screened by existing vegetation immediately south of the A3024/ Bursledon Road, thereby resulting in a Small geographical extent. The change as a result of the introduction of proposed development within the site would be permanent.
2. View from intersection of PRow 043/715/1 and A3024/ Bursledon Road, looking east towards the site.	Small/ Negligible	Negligible	Small	Permanent	Slight	Slight	The existing woodland vegetation, west of the site, would filter views of the proposed development. The roofline may be visible during winter months, seen through the existing vegetation and young proposed vegetation in the foreground, however, when vegetation is in leaf these views would be entirely screened. Whilst the proposed development may be perceptible during winter months, it would barely alter the composition of the view, resulting in a Small/ Negligible Size and Scale of Change at Year 1. The proposals would also introduce supplementary woodland and scrub planting for visual screening and biodiversity



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
							enhancement, in the off-site area in the foreground, seen in view. In the longer term, the proposed planting within this off-site area would completely screen views of the proposed development. The introduction of planting would in keeping with the visual character of the view in the foreground and barely alter the composition of the view, resulting in a Negligible Size and Scale of Change at Year 15. The proposed development would only occasionally be seen from very limited section of the linear route – both along the PRow 043/715/1 and A3024/ Bursledon Road, therefore, resulting in a Small geographical extent. The change, as a result of the introduction of proposed development within the site would be permanent.
3. View from PRow 043/715/1, looking north-east towards the site.	Small	Small	Small	Permanent	Slight	Slight	The vegetation south of A3024-Bursledon Road and combined with woodland vegetation west of the site would filter views of the proposed development in the winter months, which would be restricted to the roofline, owing to the intervening landform profile. The view is influenced by the presence of development - residential development and infrastructure associated with the junction (lighting and traffic light poles), though it is noted that the profile of the



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
							roofline and colours would be distinctive of commercial development. When vegetation is in leaf, these views would be almost entirely screened from year 1. Overall, during winter months, the filtered views would cause a perceptible change in view and partially alter the composition of the view. Resulting a Small Size and Scale of Change at Year 1. In the longer term, the proposed tree planting along the southern boundary would progressively filter views during winter months. However, owing to the height of the proposed development, the roofline would remain perceptible, resulting in a continuing Small Size and Scale of Change at Year 15. The proposed development would only occasionally be seen through gaps in the tall hedgerow vegetation along the length of the PRow 043/701/1, resulting in a Small geographical extent. The proposed development would be permanent.
4. View from PRow 043/701/1 along Hamble Lane leading to Windhover	Medium	Small	Small	Permanent	Medium/Slight	Slight	Mature vegetation along A3025 wraps around the edge of the roundabout, extending along the A3024 Bursledon Road, and forms a dominant feature in this view. This vegetation, in the foreground, would filter views of the proposed development in the



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
roundabout, looking north-towards the site.							winter months. The view is also influenced by the presence of development - residential development and infrastructure associated with the roundabout (lighting and traffic light poles), though it is noted that the profile of the roofline and colours are distinctive of commercial development. When vegetation is in leaf, these views would be almost entirely screened from year 1. Therefore, whilst the proposed development may be perceptible during winter months, it would barely alter the composition of the view, thereby, resulting in a Small/ Negligible Size and Scale of Change at Year 1. In the longer term, owing to the height of the proposed development, the profile of the roofline would be perceptible, though largely filtered by the proposed tree planting along the site's southern and eastern boundaries, resulting in a Negligible Size and Scale of Change at Year 15. The proposed development would be seen from limited sections along this linear route and the effect on these views would be small, resulting in a small geographical extent. The proposed development would be permanent.
5. View from pavement	Medium	Small	Small	Permanent	Medium/ Slight	Slight	There would be open framed views of the proposed development seen in the distance,



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
along southern end of Windhover Roundabout, looking north towards the site.							beyond the roundabout and framed by the mature vegetation along A3025 and within the roundabout. The proposed development would be seen in the context of the busy road network, and associated infrastructure such as lighting columns and signage at the roundabout junctions. Though, the proposed development would introduce few new elements – form, massing and colours, representative of commercial development, into the view, it would only partially alter the composition of the view, resulting in a Medium/Small size and scale of change. In the longer term, the proposed tree planting along the southern and eastern boundaries would progressively filter views of the proposed development. However, by year 15, views would be largely filtered with the upper extent of the eastern unit and the roofline seen in view, resulting in a Small size and scale of change. This view is representative of the view available around the Windhover Roundabout. The views are largely filtered and framed by the existing mature vegetation around the roundabout, thereby limiting the geographical extent to Small. The proposed development would be permanent.



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
6. View from PRow 043/701/2, looking north-east towards the site.	Negligible	Negligible	Small	Permanent	Negligible	Negligible	Mature vegetation within the landscape forms the backdrop in this view. Some filtered views of the rooflines of residential development south of Bursledon Road are available, in the winter months. Therefore, it is anticipated that there may be some filtered views of the roofline of the proposed development available in the distance in the winter months. However, these would be screened in the summer months, when the vegetation is in leaf. This will barely alter the composition of the view and the visual amenity it offers and assessed to be a Negligible Size and Scale of change, at Year 1 and Year 15. This view would be available from a limited section of this linear route, PRow 043/701/2, across the field, and therefore would be experienced across a Small geographical extent.
7. View from A3025/ Portsmouth Road, looking north-west towards the site.	No effect	No effect	No effect	No effect	No effect	No effect	There would be no views of the proposed development from this location due to the screening effects of the intervening, well-established vegetation.
8. View from A27/ West End Road, looking south-	Large	Medium	Medium	Permanent	Substantial/ Medium	Medium	Clear views of the proposed development would be available at Year 1. Existing vegetation would be retained as far as possible, however there would be some loss



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
west towards the site.							of vegetation within the boundary hedgerow, as result of the access related proposals. Proposed development would introduce new built forms, massing, colours and lighting within the site. The view is influenced by the presence of development – existing farm buildings within the site, residential development seen in the distance, south of Bursledon Road and infrastructure associated with the roundabout (lighting and traffic light poles), also seen in view. In terms of embedded mitigation, the development has been designed to be setback from the boundary and set within the sloping landform with an element of cut and fill, with retaining walls to limit the height of the units (no higher than 15.0m- See Site Sections 276504 -TOR-XX-ZZ-DR-A-P103). It would, however, limit the long-distance views across the site to the wider landscape to the south-west as seen in the baseline view, with potential for framed views available through the gap between the two units. It is, however, noted that the proposed development would form a considerable element within the view seen beyond the A27. Therefore, it would alter the composition of the view, resulting in a Large/Medium size and scale of change. In the longer term, the proposed tree planting along the northern and north-eastern boundary would progressively filter views of



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
							the proposed development and reduce visual effects. However, the vehicular access, car parks and the upper extent of the built form would remain visible, and the change experienced in long-distance views across the site to the wider landscape to the south-west, at year 1, would still be experienced at year 15. The proposed development would form a considerable element within the view seen beyond the A27. Therefore, at year 15, it would result in a moderate degree of change in view, resulting in a Medium size and scale of change. This change, though experienced along a limited section of A27, will impact the long distance views to the south-west at Year 1 and Year 15, and therefore, has been assessed to be Medium geographical extent. The change as a result of the introduction of proposed development within the site would be permanent.
9. View from cyclepath/ footpath along Bursledon Road (A3024) near Le Marechal Avenue, looking north	Large	Medium	Medium	Permanent	Substantial/ Medium	Medium	Clear views of the proposed development would be available at Year 1. Existing vegetation would be retained as far as possible, however there would be some loss of vegetation within the boundary hedgerow, as result of the access related proposals. Mature trees seen to the left in view would be retained and protected. Proposed development would introduce new built



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
across the site.							forms, access roads, massing, colours and lighting within the site. The view is influenced by the presence of development – existing farm buildings within the site, residential development seen in the distance, north of A27 West End Road and infrastructure associated with the junction (lighting and traffic light poles), also seen in view. In terms of embedded mitigation, the development has been designed to be setback from the boundary and set within the sloping landform with an element of cut and fill, with retaining walls to limit the height of the units (no higher than 15.0m- See Site Sections 276504 -TOR-XX-ZZ-DR-A-P103). The proposed development would form a moderately extensive element within the view, and would be seen by a group of receptors from a small part of this linear route. Therefore, it would alter the composition of the view, resulting in a Medium size and scale of change. In the longer term, the proposed tree planting along the southern boundary would progressively filter views of the proposed development and reduce visual effects. However, the vehicular access, car parks and the upper extent of the built form would remain visible. Therefore, at year 15, it would result in a moderate degree of change in view, resulting in a Medium size and scale of change. This change would be experienced



Viewpoint	Size and Scale of Change (Yr 1)	Size and Scale of Change (Yr 15)	Geographical Extent	Duration and Reversibility	Magnitude (Yr 1)	Magnitude (Yr 15)	Notes
							along the length of cyclepath/footpath, which stops short of the Windhover roundabout, and road extending to the roundabout, and has been assessed to be Medium geographical extent. The change as a result of the introduction of proposed development within the site would be permanent.
10. View from roundabout at junction with Dodwell Lane and Barnfield Way, looking south-west towards the site.	No effect	No effect	No effect	No effect	No effect	No effect	There would be no views of the proposed development from this location due to the screening effects of the intervening, well-established vegetation.
11. View from Bursledon Road near junction with Botley Road, looking east towards the site	No effect	No effect	No effect	No effect	No effect	No effect	There would be no views of the proposed development from this location due to the screening effects of the intervening, well-established vegetation.



Table E3: Assessment of Visual Effects at Representative Viewpoints

Important Planning Considerations are in **bold font**.

Viewpoint	Potential Visual Receptors	Sensitivity	Magnitude (Year1)	Magnitude (after 15 years)	Visual Effects (Year 1)	Visual Effects (after 15 years)	Nature of Effect (Negative, Positive, Neutral)
1. View from the recreational footpath within Public Open Space - Kestrel Park, looking north-east towards the site.	Walkers	High/Medium	Substantial/Medium	Medium/ Slight	Major/Moderate	Moderate	Negative
2. View from intersection of PRoW 043/715/1 and A3024/ Bursledon Road, looking east towards the site.	Walkers	High/ Medium	Slight	Slight	Moderate	Moderate	Negative
	Cyclists	High/ Medium			Moderate	Moderate	Negative
	Vehicle Users	Medium/Low			Moderate/ Minor	Moderate/ Minor	Negative
3. View from PRoW 043/715/1/, looking north-east towards the site.	Walkers	High/ Medium	Slight	Slight	Moderate	Moderate	Negative
4. View from PRoW 043/701/1 along Hamble Lane leading to Windhover roundabout,	Walkers	High/Medium	Medium/Slight	Slight	Moderate	Moderate	Negative



Viewpoint	Potential Visual Receptors	Sensitivity	Magnitude (Year1)	Magnitude (after 15 years)	Visual Effects (Year 1)	Visual Effects (after 15 years)	Nature of Effect (Negative, Positive, Neutral)
looking north-towards the site.							
5. View from pavement along southern end of Windhover Roundabout, adjacent to the A3025/ Hamble Lane, looking north towards the site.	Pedestrians	Medium	Medium/Slight	Slight	Moderate	Moderate/ Minor	Negative
	Cyclists	Medium			Moderate	Moderate/ Minor	Negative
	Vehicle Users	Medium/ Low			Moderate/ Minor	Moderate/ Minor	Negative
6. View from PRow 043/701/2, looking north-east towards the site.	Walkers	High/ Medium	Negligible	Negligible	Minor	Minor	Neutral
7. View from A3025/ Portsmouth Road, looking north-west towards the site.	Pedestrians	Medium	No effect	No effect	No effect	No effect	-
	Cyclists	Medium					
	Vehicle Users	Medium/ Low					
8. View from A27/ West End Road, looking south-	Residents	Medium	Substantial	Medium	Major/Moderate	Moderate³¹	Negative

³¹ Though magnitude of change and resultant effects are reduced, this reflects the key planning consideration associated with the loss of long distance views in the sort and long term, as a result of the proposals.



Viewpoint	Potential Visual Receptors	Sensitivity	Magnitude (Year1)	Magnitude (after 15 years)	Visual Effects (Year 1)	Visual Effects (after 15 years)	Nature of Effect (Negative, Positive, Neutral)
west towards the site.	Pedestrians	Medium			Major/Moderate	Moderate ³²	Negative
	Cyclists	Medium			Major/Moderate	Moderate	Negative
	Vehicle Users	Medium/ Low			Moderate	Moderate	Negative
9. View from cyclepath/footpath along Bursledon Road (A3024) near Le Marechal Avenue, looking north across the site.	Pedestrians	High/ Medium	Substantial/ Medium	Medium	Major/Moderate	Moderate	Negative
	Cyclists	High/ Medium			Major/Moderate	Moderate	Negative
	Vehicle Users	Medium/Low			Moderate	Moderate	Negative
10. View from roundabout at junction with Dodwell Lane and Barnfield Way, looking south-west towards the site.	Pedestrians	Medium	No effect	No effect	No effect	No effect	-
	Cyclists	Medium/ Low					
	Vehicle Users	Medium/ Low					
11. View from Bursledon Road	Pedestrians	Medium	No effect	No effect	No effect	No effect	-

³² Though magnitude of change and resultant effects are reduced, this reflects the key planning consideration associated with the loss of long distance views in the sort and long term, as a result of the proposals.



Viewpoint	Potential Visual Receptors	Sensitivity	Magnitude (Year1)	Magnitude (after 15 years)	Visual Effects (Year 1)	Visual Effects (after 15 years)	Nature of Effect (Negative, Positive, Neutral)
near junction with Botley Road, looking east towards the site	Cyclists Vehicle Users	Medium/ Low Medium/ Low					





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