

Eastleigh Borough

Local Plan Review

Interim Settlement Gaps Background Paper

December 2024



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This interim background paper informs the interim Sustainability Appraisal on the Eastleigh Borough Local Plan Review. It provides an initial assessment of the impact of site options on settlement gaps.

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Settlement Gaps Study

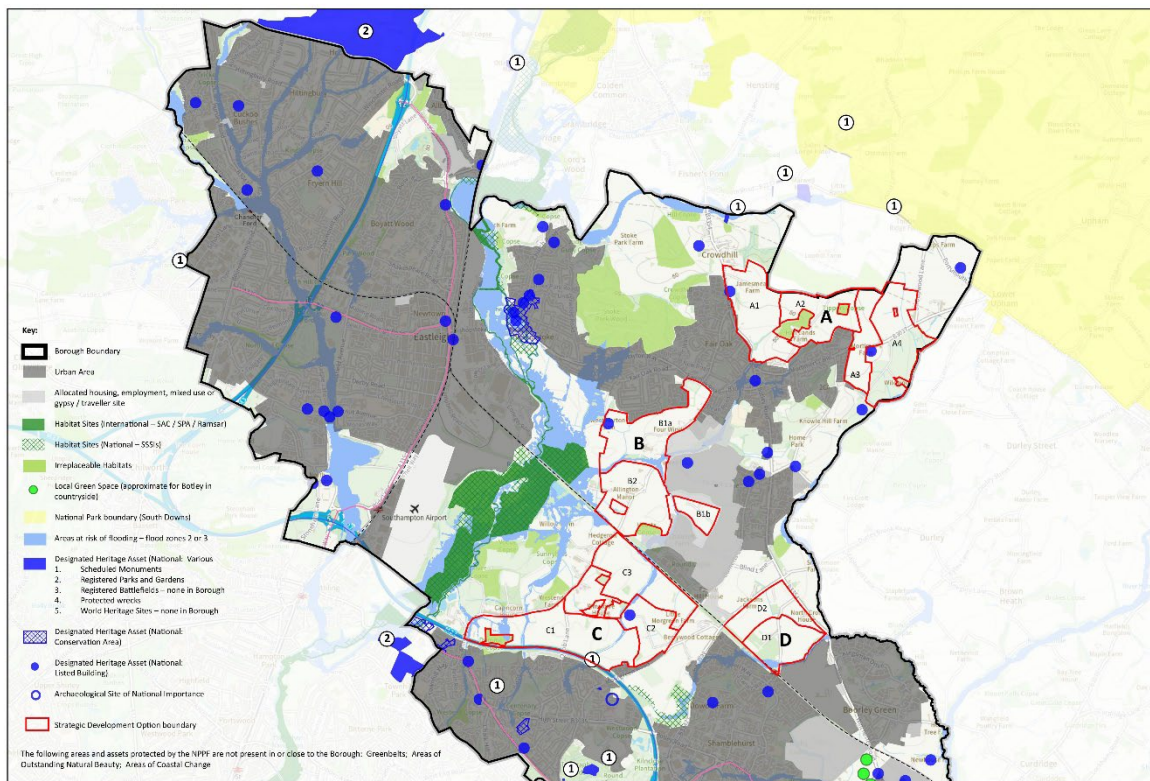
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This study assesses all the Strategic Development Options (SDOs), and the Small and Medium Site Options (SMSOs) which lie within the designated settlement gaps.

For ease of reference, the maps illustrating the reference numbers for the SDOs and SMSOs are reproduced below, followed by the contents pages.

Individual sites are assessed against all relevant gaps, and so in some cases appear in more than one section of this report.

SDOs:



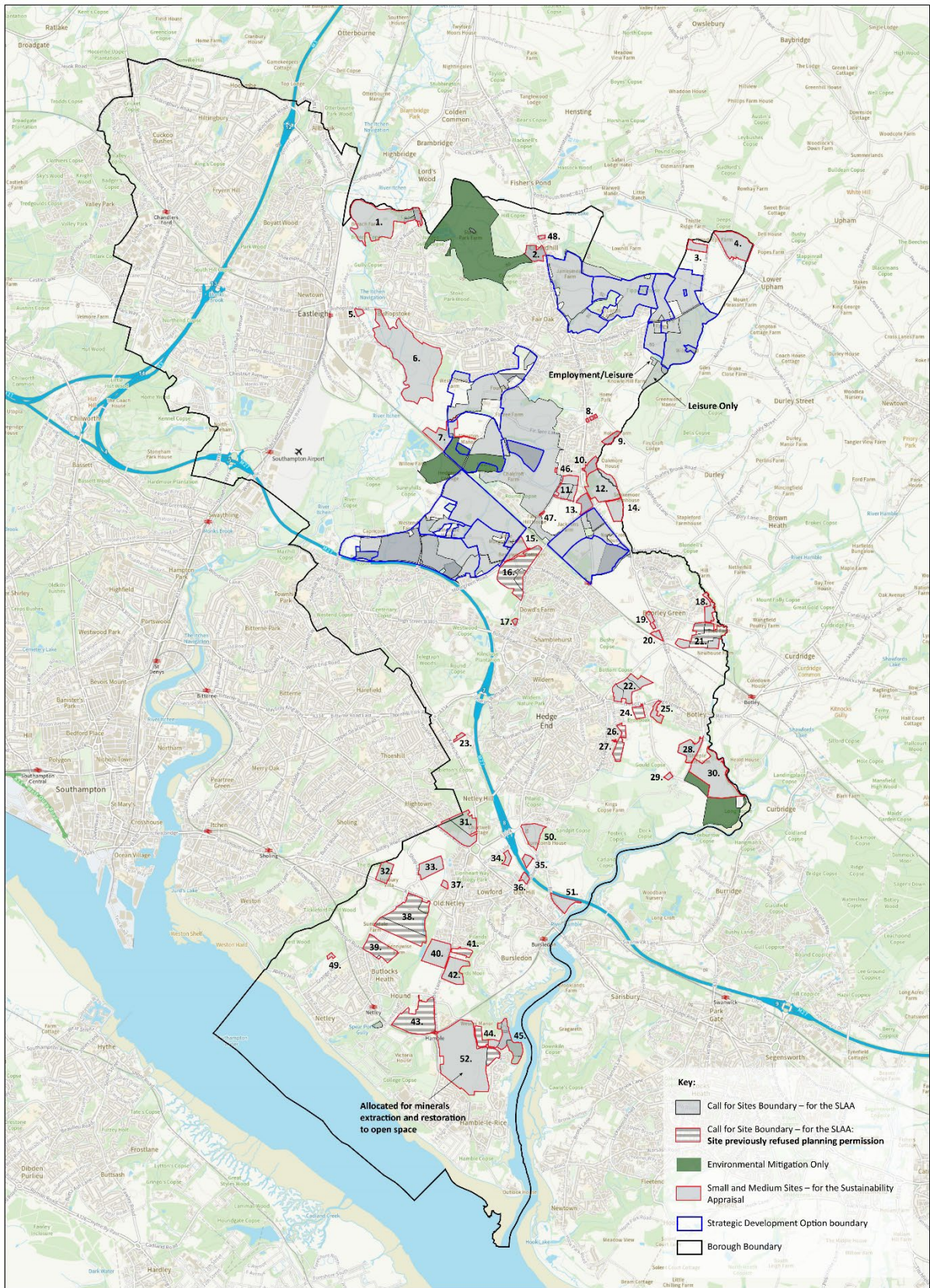
Areas and Assets Protected by the NPPF (Footnote 7 areas)

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Scale: A15J Date: Sept 2024 Desk: PP

SMOs:



Small and Medium Site Options

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1. Introduction

- 1.1 This settlement gaps background paper has been prepared jointly by Eastleigh Borough Council and LUC to inform the Eastleigh Borough Local Plan Review “Issues and Options” stage.
- 1.2 Landowners and sites have proposed sites across the Borough for consideration for development. At this stage the Council needs to assess all these options further, and has no view as to which should be selected for development and which should continue to be protected. For the purposes of assessment, the Council has grouped the sites proposed by landowners and developers into Strategic Development Options and Small and Medium Site Options.
- 1.3 The paper assesses:
 - All the Strategic Development Options (SDOs) (whether or not they are in a designated settlement gap) to identify whether or not they would risk the coalescence of settlements, and if so whether this could be managed through the designation of new gaps;
 - All the Small and Medium Site Options (SMSOs) within existing designated settlement gaps, to identify the extent to which developing the site would or would not impact on the underlying purpose of that gap.
- 1.4 For the “issues and options” stage the paper assesses the impact of sites prior to any mitigation.
- 1.5 After the “issues and options” stage, and prior to the selection of preferred sites, the assessment in this paper will be revised as needed in the light of consultation comments received. It will also be updated to assess the potential of mitigation measures to improve the scores of sites.
- 1.6 Comments are welcome through the issues and options consultation on the assessment within this paper, and on the potential of any measures to mitigate the impact of sites.

2. National Policy

2.1 The National Planning Policy Framework (NPPF) (2023) explains that:

- In-order to achieve sustainable development the planning system has three over-arching objectives which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective to ensure sufficient land is available in the right places to support growth; a social objective to support strong, vibrant and healthy communities, ensuring sufficient homes are provided, by fostering well designed and beautiful places and open spaces; and an environmental objective to protect our natural, built and historic environment (para. 8).
- Planning policies should guide sustainable solutions but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (para. 9).
- Plans should promote a sustainable pattern of development that seeks to meet development needs, align growth and infrastructure, improve the environment, and mitigate climate change. Policies should meet development needs unless specific national designations are affected, or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole (para. 11).
- Plans should provide a positive vision for the future of each area, meeting housing needs and addressing other economic, social and environmental priorities (para. 15).
- Strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for development / infrastructure and the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure (para. 20).
- Planning policies should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the intrinsic character and beauty of the countryside, allocate land with the least environmental or amenity value (where consistent with other parts of the NPPF), and take a strategic approach to maintaining and enhancing networks of green infrastructure (paras. 180, 181).

3. PfSH Spatial Position Statement

3.1 The Partnership for South Hampshire (PfSH) Spatial Position Statement (2023) is a non-statutory document which contributes to meeting the statutory duty to co-operate. The statement:

- Explains that the PfSH authorities recognise it is important to plan for the development needed whilst protecting and enhancing a coherent pattern of town and countryside, particularly given the range of cities, towns and villages in close proximity to each other. This will mean important countryside is protected to ensure the settings of settlements with distinct identities are protected by appropriate gaps (alongside protecting / enhancing the land with the greatest agricultural, landscape, recreational or ecological benefit). These are important additional sub-regional constraints (paras. 4.7 and 4.8).
- Sets strategic principles for sustainable growth, including addressing the climate and biodiversity emergencies, a fundamental shift to zero and low carbon travel, meeting housing needs where possible, and focussing growth in urban areas first. The need for nature recovery will be prioritised. Plans should consider the need for settlement gaps where they would be important to maintain the character of distinct/separate settlements or visual gaps between settlements. The PfSH authorities will work together to deliver new and enhanced multi-functional green and blue infrastructure (SPS1).
- Elaborates that the network of green and blue infrastructure should deliver multi-functional benefits for biodiversity, nature recovery, climate change resilience, public recreation and health and wellbeing. The integrity, quality, connectivity and multifunctionality of green infrastructure should be protected and enhanced (SPS11).
- States that strategic countryside gaps between settlements are important in maintaining the sense of place, settlement identity and countryside setting for the sub-region and local communities. Councils should identify strategic countryside gaps of sub-regional significance as appropriate, and may also identify local countryside gaps which are of fundamental local importance. Given the long-term need for development the number and extent of gaps should only be that needed to achieve their purpose (SPS12).
- Maintaining the character and separate identity of individual settlements is an integral part of the Statement. Settlement gaps should be defined in local plans where necessary to prevent coalescence and to protect the identity and landscape setting of distinct settlements. They still allow development to be positively planned for in sustainable locations, whilst maintaining room for complementary uses such as recreation and environmental mitigation. Depending on where new growth is located there may be a case for new gaps to ensure growth does not coalesce with existing settlements (paras. 6.100 – 6.103).

4. Characteristics of the Borough as a place

- 4.1 Eastleigh Borough lies adjacent to Southampton city. This is a major urban area which generally extends to the Borough boundary. The Borough itself covers a relatively small area (80 sq km) but incorporates 12 towns and villages, meaning a significant proportion of this area is already urbanised. These settlements generally range from large and medium sized towns (i.e. Eastleigh / Chandlers Ford, the combined urban area with a population of 53,372 and Hedge End with a population of 22,467), to a number of expanded villages, with populations typically ranging from 4,600 to 12,000 each¹. Consequently the Borough consists of a range of significant settlements separated from each other, and from the city of Southampton, in a number of areas by a network of countryside gaps (designated in the adopted local plan as settlement gaps). Given the urban nature of the Borough, these gaps are relatively narrow, ranging from a very minimum of around 100 metres to a very maximum of around 1,700 metres, but with most having a width of generally around 300 metres to no more than 800 metres. Therefore, it only takes a short period of time to traverse any of these settlement gaps by car or public transport before entering the next significant settlement. Furthermore, people using the countryside within these gaps for recreation are often aware of the presence of nearby urban areas. This contributes to the experience of the Borough as being relatively urbanised, with often relatively small areas of countryside separating individual settlements. The Borough has grown considerably in the last few decades, and so these gaps have often already become significantly narrower.
- 4.2 Therefore, the settlement gaps play an important role in maintaining the separation of individual settlements, which in turn maintains their individual and distinct identities. They also, in a densely populated area, ensure that a network of countryside and green infrastructure is available relatively close to each settlement for the benefit of residents, and an ecology network maintained for biodiversity. In short, settlement gaps form an important part of the pattern of town and countryside in the Borough as a place.
- 4.3 Settlement gaps have been a long established element of the planning policy framework in both the Borough and the wider South Hampshire area. Settlement gap policies / designations have been included in previous strategic and Local Plans.

5. Adopted Local Plan

- 5.1 The important role settlement gaps play needs to be considered alongside the need for housing and other development through each review of the local plan, ensuring that only the land necessary to maintain the distinct identity of individual settlements and to prevent their coalescence remains designated as a gap.
- 5.2 As part of the preparation of the current adopted Local Plan, the Council prepared a “Countryside Gaps Background Paper” (June 2018). This paper provided a ‘broad brush’ landscape and visual appraisal of overall gaps, and a ‘broad brush’

¹ All population figures from 2021 Census. Eastleigh, Chandlers Ford, Boyatt Wood and Allbrook and North Boyatt Parishes combined.

commentary of strategic growth options. It did not assess the individual sub areas of each gap or individual sites. It instead drew conclusions on the appropriate extent of the gaps based on the 'broad brush' appraisal. This paper recommended taking 34 areas out of the designated gap, either because they were not necessary for the function of the gap or because planning permission had been granted for development. It also proposed adding two small areas to the gap.

- 5.3 These changes were incorporated into the submission version of the local plan. In overall terms, they resulted in a net 27% reduction in the total area designated as a gap across the Borough.
- 5.4 (The previous local plan had designated strategic and local gaps. The June 2018 paper recommended instead a single tier of settlement gap distinction, on the basis that little distinction was drawn between the different types of gap in terms of policy or practice. This was followed through to the adopted local plan).
- 5.5 The Local Plan Inspector's post hearing letter (1 April 2020) considered the plan's approach to settlement gaps (paragraphs 26 – 37). The Inspector stated that the general principle of designating settlement gaps to prevent the coalescence of settlement is broadly supported by national policy. She explained that the criteria used in the evidence (based on PfSH criteria) would in principle be appropriate: gaps should not include more land than is necessary to prevent the coalescence of settlements; and the land to be included should perform an important role in defining settlement character and separating settlements at risk of coalescence. However, she expressed significant concerns regarding the specific approach taken to settlement gaps. She felt that the extent of gap designations proposed in the submission plan was neither logical nor supported by a robust evidence base. In some cases more land than was necessary had been included, in other cases it was not clear how the gap provided an important role in defining settlement character. This was a significant problem in relation to the selection of the SGOs (Strategic Growth Options) and the proposed settlement gaps in the submitted plan (2018). She recommended that this could be addressed by preparing a clear and robust paper to revisit each settlement gap designation.
- 5.6 As a result, the Council commissioned the "Eastleigh Borough Settlement Gap Study" (October 2020). The report was prepared jointly with Deacon Design.
- 5.7 This study carefully appraised each of the settlement gaps proposed in the submission local plan. It assessed each overall gap (e.g. in terms of settlement character, settlement edge character, sense of arrival / leaving, gap description / characterisation). However, unlike the June 2018 study, it also assessed each sub area of each gap, identifying which gap objectives these areas contributed to (preserving the open nature of the gap, maintaining the sense of separation between settlements, whether the land was necessary to prevent coalescence and to define settlement character). This provided a consistent assessment of each part of each gap. On this basis the study concluded which areas should be removed from the settlement gap designation. 21 different areas (of varying sizes) were recommended for removal from the gap designation (and 1 area reinstated following the lapse of a planning permission). These areas are illustrated on Figure 2, page 139 of that study.

In a number of cases these areas were protected by other designations. These led to a further 18% reduction in the designated gap area. The study is published here:

[DD422R02 Settlement Gap Study Report.indd](#)

- 5.8 The Local Plan Inspector’s Final Report (March 2022) (paras. 184 – 193) recognised that maintaining an element of physical separation between settlements can play an important role in terms of maintaining their visual identity. She explained that the Borough includes lower order settlements which in some instances are bordered by higher order centres and so it has become even more important to prevent the coalescence of settlements (without designating any more land than is necessary). She considered the principle of designating settlement gaps across the Borough to prevent the coalescence of settlements to be generally consistent with the Framework (NPPF) and in particular the protection of the natural environment. She stated that the Council’s latest settlement gaps study (Deacons, October 2020) provides a clear justification for the approach adopted, informed by both a desktop study, fieldwork evaluation and detailed analysis. The evaluation included both an objective and subjective analysis supported by annotated plans as necessary. In particular, the updated work focused specifically on a detailed assessment of the proposed gaps and where appropriate recommended changes, applying the PfSH criteria to provide a comprehensive evidence base. In the light of the representations received on the changes, she was satisfied that the evidence base provides a clear justification, using a proportionate and robust approach.
- 5.9 On this basis, the changes to the designated gaps recommended by the Deacons study were incorporated into the adopted Local Plan policies map. This included the removal of 21 areas from the designated gap, which were in addition to the 27% reduction in the area of the gap as a result of the earlier study. The overall reduction in the area designated as settlement gap was in the region of 40%.
- 5.10 Policy S6 of the adopted plan states that:
- “Development within a Settlement Gap as set out in the policies map will be permitted provided that:
- a. it would not undermine the physical extent and/or visual separation of settlements; and
 - b. it would not have an urbanising effect detrimental to:
 - i. The character of the countryside; or
 - ii. The separate identity of the adjoining settlements...[the remainder of the policy lists the individual gaps]”.

6. Approach for the Local Plan Review

- 6.1 The NPPF supports sustainable development. This means planning for sufficient development to meet needs in the right places, creating strong and vibrant communities, mitigating climate change, and protecting the natural environment. Plans should provide a positive vision for the area, meeting housing needs and addressing other economic, social and environmental priorities. They should set out the pattern, scale and design quality of places, to support beauty and placemaking. Plans should contribute to and enhance the natural and local environment, recognising the intrinsic character of the countryside, allocating land with the least environmental and amenity value, and taking a strategic approach to maintaining and enhancing networks of green infrastructure. Plans should guide sustainable solutions taking local circumstances into account to reflect the character, needs and opportunities of each area.
- 6.2 The PFSH Spatial Position Statement recognises the importance of planning for development, and given the densely populated nature of the area, the importance of protecting a coherent pattern of town and countryside. Settlement gaps are important to protect the sense of place, countryside setting and distinct identity of settlements, avoiding coalescence. Their extent should only be that required to achieve this purpose. Settlement gaps support positive planning for development and complementary recreational / environmental benefits.
- 6.3 The Borough is located within the wider urban South Hampshire area between the cities of Southampton and Portsmouth. A key characteristic of the Borough, and of this wider area, is that it contains a large number of significant settlements located in a relatively small area, often separated by relatively small areas of countryside.
- 6.4 These countryside gaps between settlements are therefore intrinsic to the character of the countryside, hold higher amenity value by providing local access to the countryside for residents, and help to maintain ecological networks. They maintain a pattern of places (town and countryside) which support strong and distinctive communities, each with their own identity, and strategic networks of green infrastructure. Therefore, settlement gaps accord with and support the NPPF's policy framework. Their importance is supported by all the authorities across PFSH through the statutory 'duty to co-operate', as reflected in the Spatial Position Statement.
- 6.5 The Local Plan Inspector who examined the adopted Local Plan supported the principle of designating settlement gaps as being generally consistent with the NPPF, and recognised their increasing importance given the characteristics of the Borough.
- 6.6 On the basis of the policies in the NPPF, the PFSH Spatial Position Statement, and the characteristics of the Borough and wider sub region, the ability to retain clear overall settlement gaps is an important consideration in planning for the Borough. The underlying purpose of settlement gaps are to protect the distinct and separate identity of individual settlements, and to prevent their coalescence. This forms an important part of a positive plan for the Borough's evolution as a place, to accommodate major new development within a coherent pattern of town and countryside.

- 6.7 The Council has already reviewed and reduced the extent of settlement gap designations through the local plan adopted in 2022, working with the Inspector. The gap designations in that plan are based on a recent review (in October 2022) which the Local Plan Inspector considered provided a clear and robust justification and a comprehensive evidence base informed by a detailed analysis. Therefore the Council considers that the designated settlement gaps in the adopted local plan provide a robust starting point for the local plan review.
- 6.8 However, the local plan review needs to consider housing and other development needs into the longer term. In accordance with the NPPF, it is important to plan to meet these needs wherever possible. The NPPF explains, in accordance with the presumption in favour of sustainable development, that these needs should be met unless the adverse effects of doing so would significantly and demonstrably outweigh the benefits.
- 6.9 Given the scale of the need for housing and other development to consider in the Borough, and the importance of locating this development in the right places based on a consideration of all planning objectives, it is important to carefully consider the approach to settlement gaps. The principle of maintaining settlement gaps in the Borough remains an important consideration. The extent of gaps which are needed to achieve their underlying purpose should be reassessed.
- 6.10 Therefore, it is important to carefully consider through the local plan process:
1. The impact that developing sites would have on the ability to create and retain clear settlement gaps, focussing on the underlying purpose of gaps to retain the distinct and separate identity of individual settlements and prevent their coalescence; and then
 2. Through the Sustainability Appraisal, how any effect on the underlying purpose of settlement gap compares to the effect of developing the site on other planning objectives.
- 6.11 This will enable an assessment of whether or not developing a site or location would have an adverse effect on a settlement gap which would significantly and demonstrably outweigh any other planning benefits of the site and the need for development. In other words, it will enable an assessment of the relative merits of all sites taking account of all planning considerations.
- 6.12 This background paper focuses on the first part of this assessment, to identify a rating for how sites affect settlement gap objectives, to input into the wider Sustainability Appraisal.
- 6.13 Sites have been proposed by landowners and developers through the 'call for sites'. At this stage the Council has no overall view on which sites should be selected.
- 6.14 The paper assesses the sites which are proposed within existing designated settlement gaps.
- 6.15 The Strategic Development Options (SDOs) are sometimes within but in many cases lie outside of the currently designated gaps. However, given the geographical scale

of the potential development areas represented by the SDOs, there is nevertheless a potential risk of coalescence with adjoining settlements. The PfSH Spatial Position Statement recognises there may be a case for new gaps to ensure new growth does not coalesce with existing settlements. Therefore this paper also assesses all of the SDOs, whether or not they are currently in a designated gap, to identify whether or not they will have an impact on the coalescence of settlements, and if so whether a new settlement gap needs to be designated and the strength of gap which could be created.

6.16 Where sites have a clear relationship to each other in settlement gap terms they are generally assessed separately and in combination.

6.17 The review of gaps is being undertaken in two stages:

1. For the “issues and options” stage – an assessment of sites prior to incorporating mitigation measures.
2. To inform the “preferred sites” stage – a reassessment of sites incorporating mitigation.

6.18 At this point, only stage 1. has been completed. Following the “issues and options” consultation, the assessment in stage 1 will be reviewed as needed in the light of the comments received, and stage 2 will be undertaken. Where stage 1. identifies that sites will have a ‘poor’ or ‘very poor’ effect on the settlement gap, stage 2. will consider whether or not mitigation measures could be put in place which would improve the site’s score.

6.19 These scores will feed directly into the Sustainability Framework SA Objective 12: To protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities:

- 12.1: Will development adversely affect the separation of neighbouring settlements?
- 12.1b: Will development adversely affect the separation of neighbouring settlements after mitigation?

7. Methodology

- 7.1 The purpose of the Settlement Gaps Study (October 2020) was to assess the overall gap designations across the Borough, in-order to understand the areas of each gap which could be removed from the gap designation. By this stage in the local plan process (proposed modifications following the examination's main hearings) the focus was on the extent of the gaps, not on allocating any further development sites. This led to the extent of settlement gaps designated in the adopted local plan, as supported by the Inspector. The overall extent of these gaps therefore provide a robust basis for this review.
- 7.2 Starting from this point, this review has a slightly different geographical focus. Rather than reassess the overall extent of each gap, it assesses the individual development sites which have been put forward by developers or landowners through the 'call for sites' at the start of the local plan review. It rates each individual site according to the impact its development would have on the underlying purposes of the gap. The methodology for this study reflects this focus on individual sites, but otherwise is similar in scope and detail to the Settlement Gaps Study (October 2020) which was supported by the Inspector.
- 7.3 This study undertakes an overall assessment of the strength of each gap, and the overall development impact of each site. This enables the study to better understand the significance of the development impact of each site, recognising that a stronger gap may be able to accommodate a greater impact without loss to its underlying purpose, whereas a weaker gap may be able to accommodate less impact.

Overall Strength of Gap Assessment

- 7.4 The adopted Eastleigh Local Plan policy S6 and policies map designates the following gaps:
- a. Eastleigh and Southampton;
 - b. Eastleigh and Bishopstoke;
 - c. Bishopstoke and Fair Oak;
 - d. Fair Oak and Horton Heath;
 - e. Hedge End, Botley and Boorley Green;
 - f. Hedge End, West End and Southampton;
 - g. Hedge End, Horton Heath and Boorley Green;
 - h. Hedge End and Bursledon;
 - i. Bursledon, Netley and Southampton;
 - j. Hamble, Netley and Bursledon.
- 7.5 The strength of each gap is assessed against each settlement. Therefore, if a gap separates 3 settlements, the assessment considers each element of the gap. For example, in the Bursledon, Netley and Southampton gap, the strength of the gap is assessed between Bursledon and Netley, Bursledon and Southampton and Netley and Southampton.
- 7.6 The strength of the following gaps is also assessed:

- a. Eastleigh and Horton Heath;
 - b. Bishopstoke and Horton Heath;
 - c. Fair Oak and Colden Common;
 - d. Fair Oak and Lower Upham;
 - e. Horton Heath and West End.
- 7.7 These are not designated gaps in the adopted Local Plan but do contain Strategic Development Options and so need to be assessed.
- 7.8 The following factors are taken into account in order to reach an assessment of the overall strength of a gap. These draw on the same factors considered in the Deacons settlement gaps study (October 2020).

A Description of the Settlement

- 7.9 This identifies the size of the settlement (city, town or village) and whether or not the settlement has a historic identity (e.g. a conservation area or other significant grouping of heritage assets).

Settlement Boundaries

- 7.10 A strong boundary would include a consistent and not easily crossed physical feature, or strong, year-round visual barrier, for example a major road or railway facing the next settlement*, a river, woodland or mature consistent tree belt.
- 7.11 A moderate boundary would include for example well-established hedgerows (e.g. with several mature hedgerow trees), an intermittent tree belt, or minor roads; a strong feature which has been crossed by development to some extent; or a boundary formed of a combination of weak and strong features.
- 7.12 A weak boundary would include for example a low clipped or 'gappy' hedgerow, back garden boundaries, minor estate roads; or a moderate feature that has been crossed by development.

*A major road or railway forms a strong boundary where it faces the next settlement, as it acts to contain the development from the intervening settlement gap. However, where a road or railway traverses a gap between the two settlements, and so forms a flanking boundary to the site, this does not in itself create a strong boundary. Indeed without any other boundary features the road or railway will ensure any development on the site will be clearly visible to people traversing between the two settlements, potentially reducing the strength of the gap.

Size / Distance of Gap Relative to Settlement

- 7.13 A strong gap would have a wide separation between settlements.
- 7.14 A moderate gap would have either a relatively wide or a relatively narrow separation between settlements.

- 7.15 A weak gap would have a narrow or very narrow separation between settlements.
- 7.16 In some cases the width of gap varies along the gap. In these cases a judgement is applied, based on an average width (where this reflects the characteristics of the majority of the gap), or different widths (where this better reflects significantly different circumstances in different parts of the gap).
- 7.17 People perceive settlement gaps as part of their overall experience of the pattern of town and countryside, and their overall movement across the Borough and sub region. In other words, settlement gaps are perceived and appreciated in relation to the settlements they separate and not in isolation. As such, to achieve a strong settlement gap, the gap between larger settlements needs to be wider than that between two smaller settlements. Where people are moving through a larger urban area, the gap with adjoining settlements needs to be wider in order to maintain the sense of a separate identity between settlements.

Landform and Cover

- 7.18 A strong gap would include for example intervening higher ground preventing intervisibility across much of the gap, or a distinct valley landform that has sense of separation from urban areas, or substantial woodland.
- 7.19 A moderate gap would include for example relatively flat land but with substantial mature hedgerows or other distinct landscape features (e.g. watercourses) to create subdivisions; or a more distinct landform but an open landscape lacking visual screening to create subdivisions.
- 7.20 A weak gap would include for example relatively flat and relatively open landscape, without substantial mature hedgerow to create subdivisions.

Connecting Features

- 7.21 A strong gap would have no direct road or railway line across the gap linking settlements; or roads, railways or rivers forming barriers within gap rather than links across it.
- 7.22 A moderate gap would have a rail link, or minor road with a rural character (e.g. without pavements, lighting, etc) linking settlements; or indirect main road link(s) with pavements.
- 7.23 A weak gap would have a direct main road link(s) between settlements with an urban character (e.g. with pavements, lighting etc).

Urbanising Influences

- 7.24 A strong gap would contain little development of an urban character, and land use which is rural (e.g. farmland).

- 7.25 A moderate gap would have some development of an urban character, or infrastructure / land use associated with urban areas (e.g. major roads / formal recreation).
- 7.26 A weak gap would have development or land use in the gap of an urban character, limiting the sense of passing through a rural landscape.

Conclusion on Gap Strength

- 7.27 A conclusion on the overall strength of the gap is formed by using a judgement taking into account all of these individual factors.

Assessment of Development Impact

- 7.28 This assesses the impact of individual development sites on the strength of the designated settlement gap. The assessment takes into account those factors contributing to the overall strength of the gap which could change as a result of development.

Settlement Type

- 7.29 This factor reflects those gaps which have an additional importance in protecting the identity of settlements due to their historic characteristics. This is not considered a defining character in itself. If the development of a site would not have a significant impact on a gap in any other respect, it would not have a significant impact simply because the relevant settlements had a historic identity. Nevertheless it is considered that if the development of a site had some impact on a gap in other respects, the historic identity of settlements should also be taken into account.
- 7.30 Therefore, a development site's impact on the settlement gap would be:
- Moderate where at least one settlement has an historic identity (i.e. conservation area and/or large concentration of historic assets) and other major or moderate impacts on the gap are identified.
 - Negligible or have no impact where none of the settlements has an historic identity, or where any other impacts on the gap are minor or less.

Loss of Contribution to Separation

- 7.31 A development site's impact on the settlement gap would be:
- Major where:
 - A strong boundary will be reduced to a moderate or weak boundary;
 - or

- there is a reduction in the gap size or separating features, or increase in urbanising influence over the wider gap, such that strong separation becomes moderate or weak; or
- there is any significant further reduction in these factors in a gap where the separation is already weak.
- Moderate where:
 - A strong boundary will be replaced by a less consistent strong boundary; or a moderate boundary will be reduced to a weak boundary; or
 - there is a reduction in the gap size or separating features, or increase in urbanising influence over the wider gap, such that moderate separation becomes weak.
- Minor where:
 - Where the boundary will only be slightly weakened; or
 - there is a reduction in the gap size or separating features, or minor increase in urbanising influence over the wider gap, such that the separation is slightly reduced.
- Negligible / no impact where:
 - Where the boundary will not be weakened, or a weak boundary would be replaced by a stronger boundary; and
 - the reduction in the gap size or separating features is negligible, and the increase in the urbanising influence over the wider gap is negligible, such that there is no reduction in separation.

Overall Development Impact

- 7.32 A conclusion on the overall impact of the development on the settlement gap is formed by using judgement taking account of these individual factors. Each of the features which make up the strength of the gap are usually important to maintaining the distinct identity of individual settlements. Therefore a major impact on any of these features is usually given significant weight in reaching a conclusion of a major overall impact. However consideration is also given to any specific circumstances which may indicate that the impact on the feature is less important or can more easily be sustained given the local context.

SA Rating: Overall Impact on Gap Strength

- 7.33 Where a site is not in a designated settlement gap, the SA rating is 'good'. Where a site is in a gap, the SA rating is divided into 'neutral', 'poor' and 'very poor'. (Where an SDO is outside a designated gap its SA rating is 'good' where it creates no risk of coalescence, and 'poor' or 'very poor' where it creates a risk of coalescence).

- 7.34 The SA rating takes account of both the strength of the gap and the overall impact of the development. The weaker the gap to start with, and the greater the impact of development, the lower the SA rating.
- 7.35 Where the impact of the development is 'major' this crosses the threshold to achieve a 'very poor' SA rating in all cases. Therefore, a 'major' impact on a strong gap is still classed as 'very poor'. Clearly a 'major' impact on a moderate or weak gap breaches this 'very poor' threshold still further.
- 7.36 Where the impact of the development is 'moderate' or 'minor', the SA rating is affected by the strength of the gap. For example, a minor impact on a strong gap generates a 'neutral' rating but on an already weak gap generates a 'very poor' rating.
- 7.37 Where the impact of the development is 'negligible / no loss' this always generates a 'neutral' SA rating, even where the gap is already weak.
- 7.38 Therefore a major impact will always lead to a 'very poor' rating and a negligible / no loss impact will always lead to a 'neutral' rating. However moderate and minor impacts will lead to different ratings depending on the strength of the gap. Clearly a moderate or minor effect can be better sustained in a strong gap, whereas a minor effect on an already weak gap is a cause for concern.
- 7.39 This ensures a balanced and structured approach. It recognises the importance of settlement gaps, the fact that they have already been reduced significantly, and recently been assessed as robust by an independent Inspector. Therefore, a major impact, even on a strong gap, should be assessed as 'Very Poor'. However, the assessment recognises that the stronger gaps are more able to accommodate more moderate or minor impacts whereas gaps which are weaker to start with are less able to withstand these levels of impact.
- 7.40 Where a development site lies within a settlement gap separating three settlements, the SA uses the lowest rating. This ensures that where a development site has a poor or very poor effect in relation to two settlements, this is reflected. The impact on the gap between two settlements is not lessened because the impact on a third settlement is less. This also ensures a consistent approach for sites in gaps between three settlements and sites in gaps between only two settlements.

Potential Changes to Gap Designation

- 7.41 Where a site is currently within a designated gap and is selected for development, the gap designation would be removed.
- 7.42 However, in some cases where a site is selected for development, there may be a need for additional changes to the designated gap in the wider area. These would be cases where:
- An SDO were selected and the scale of growth were such that a risk of coalescence with nearby settlements were generated – in these cases a new settlement gap may need to be designated. This would not negate the assessed impact on the gap from the development, it would simply aim to reduce the risk of any further impact in the future.

- An SMSO were selected and the gap may need to be extended in the local area. Again, this would not negate the assessed impact on the gap from the development, it would simply aim to reduce the risk of any further impact in the future.
- An SMSO were selected and its removal from the gap would leave adjoining residual and isolated parcels of gap designation which no longer served a purpose – in these cases these parcels may also need to be removed from the gap.

8. Summary of Results

- 8.1 The remainder of this report sets out the assessment of gaps and of individual development sites. The report is structured by settlement gap. Therefore, each section sets out the assessment of that gap's strength, followed by the assessments of the impact of each site within that gap.
- 8.2 The sites assessed are those proposed by landowners and developers through the 'call for sites'. At this stage the Council has no overall view on which sites should be selected.

Overall Impact on Gap Strength from Development Options

- 8.3 There are 4 Strategic Development Options (SDOs) with a total of 12 sub areas. Two of these sub areas are assessed as 'good', one as 'poor' and 8 as 'very poor'.
- 8.4 There are 52 Small and Medium Site Options (SMSOs), 32 of which lie within a settlement gap. Of these 32, 4 score as 'neutral', 4 as 'poor' and 20 as 'very poor'. (Of the remaining sites, 3 score as 'mixed' as the score varies across the site, and 1 as 'uncertain' as it has only recently been proposed and so is yet to be assessed).
- 8.5 At this stage, most of the SDO phases and most of the SMSOs score as 'very poor'. There are two overarching reasons for this.
- 8.6 First, at this stage, the scores do not consider the potential for mitigation measures. This will be considered at the next stage for the sites which currently score as 'poor' or 'very poor', to establish whether or not this changes the score.
- 8.7 Second, as set out in this report, settlement gaps are an important aspect of the Borough. The gaps designated in the adopted plan have recently been tested by evidence supported by the independent Local Plan Inspector. Over time, the Borough's settlement gaps have increasingly narrowed, meaning that further development is more likely to have more of an impact on the purpose of the gap which is remaining.
- 8.8 The site assessments will be revised if needed taking account of the comments received at the 'issues and options' consultation stage. They will also be reassessed considering mitigation measures. This will produce final settlement gap scores which will be considered against all the other planning issues assessed through the Sustainability Appraisal to inform the decision on which sites to select for development.

Potential Changes to Gap Designation

- 8.9 The SDO sub area assessed as 'poor' may need a new gap to be designated. The SDO sub areas assessed as 'very poor' are likely or very likely to need a new gap designated, although in some cases there is no ability to create a gap to maintain meaningful separation, or the remaining area is already designated as a gap.

8.10 In a few cases, if SMSOs were selected, it is likely there would be a need to make local adjustments to the gap (either by removing residual areas or by extending the gap). However, in most cases this is not applicable.

9. Maps

9.1 The report below includes maps for each settlement gap which illustrate the currently designated boundaries of the gaps and urban edges, and the sites which are assessed. To ensure a consistent presentation, each of these maps are reproduced at the same scale (1:12,500). The maps for the overall SDOs A, B and C need to cover a larger area, so are reproduced at a smaller scale (1:25,000).

10. Eastleigh – Southampton Gap

- 10.1 This gap has not been assessed because no sites have been proposed or identified in this gap.

11. Assessment of the Eastleigh – Bishopstoke Gap

Settlement Description

- 11.1 The gap separates the town of Eastleigh from the historic village of Bishopstoke.
- 11.2 Eastleigh developed primarily in the 19th and 20th centuries. This was driven by the location of the railway works to the area in the late 19th century. The works are located towards the east of Eastleigh. The River Itchen Valley and flood plain constrained the eastward expansion of the town, which has developed instead to the west.
- 11.3 Bishopstoke historically had a distinct setting on the edge of the valley of the River Itchen and the Itchen Navigation. It has a Conservation Area which in relationship with the canal and river valley, and associated valley-edge tree cover, are important elements to the setting of the village. Stoke Park Woods on high ground to the east of the historic core is also a key feature in Bishopstoke's setting. 20th century development extended the settlement a long way eastwards to the south of the woods, such that it has now merged with Fair Oak.

Settlement Separation

Settlement boundaries

- 11.4 The eastern edge of Eastleigh is characterised by both historic industrial development associated with the railway works and more modern industrial development. The settlement edge in the north is characterised by woodland and mature treelines, and to the south single tree lines. Beyond the settlement edge, there are international and national designations in the Itchen valley.
- 11.5 The western edge of Bishopstoke is defined by the River Itchen and Itchen Navigation with mature woodland alongside the river, particularly north of Bishopstoke Road. On the borough boundary to the north of Bishopstoke, the gap is a wide rural gap with open grassland rising up from the river valley and a woodland backdrop. To the south of Bishopstoke Road, the river crosses floodplains and open grassland with hedgerows and mature trees.

Distance

- 11.6 The gap between eastern Eastleigh and western Bishopstoke is a town to village gap, although Bishopstoke combines with Fair Oak to form a larger overall urban area. The gap is narrow along Bishopstoke Road, at approximately 320 metres; and broadens out to be relatively narrow in the northern and southern ends of the gap, at approximately 870 metres.

Landform and landcover

- 11.7 In the Itchen valley, the landscape is flat open grassland, river floodplain with some tree cover and hedgerows. To the south of Bishopstoke Road, there is a large floodplain, screened from Eastleigh and Bishopstoke by mature vegetation along its edges. Along and immediately to the north of Bishopstoke Road the gap consists of sports pitches. To the north of Bishopstoke Road, there is a wooded backdrop east of the river as land rises from the valley.

Connectivity of settlements

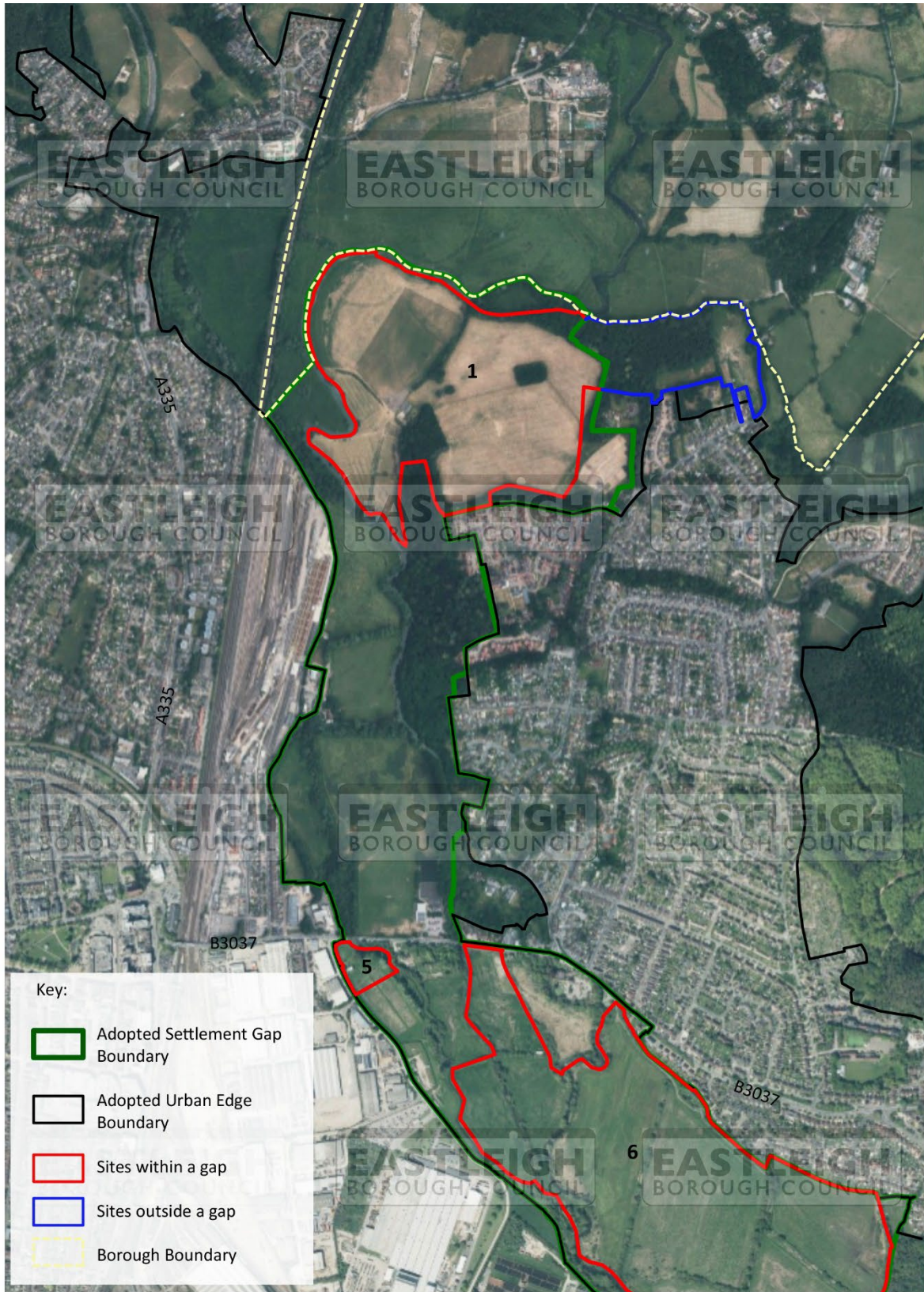
- 11.8 The Bishopstoke Road, B3037, connects Eastleigh and Bishopstoke. This is a linear route of approximately 320 metres which has an urban character with footpath / cycle path and street lighting. The Itchen Navigation runs through the gap and there is a footpath along the extent of the navigation.

Urbanising influences

- 11.9 Much of the gap is open grassland and watercourses with a woodland edge to the north. The Itchen valley includes designated habitats and much of the gap has a rural character.
- 11.10 The gap includes the Hub sports centre, playing fields and car parking along the Bishopstoke Road.

Gap Strength

- 11.11 The overall gap strength is strong, but it is weak along the Bishopstoke Road, the connecting road corridor between the two settlements.
- 11.12 The gap separates Eastleigh town from the historic village of Bishopstoke.
- 11.13 Across the overall gap, the watercourses and tree lines contribute to the separation, and there is no intervisibility between the settlements. The gap broadens out considerably to the north and south.
- 11.14 However, the main road connecting the two settlements has an urban character, and traverses the gap at its narrowest point. This road corridor includes urbanising influences such as the Hub sports facility.

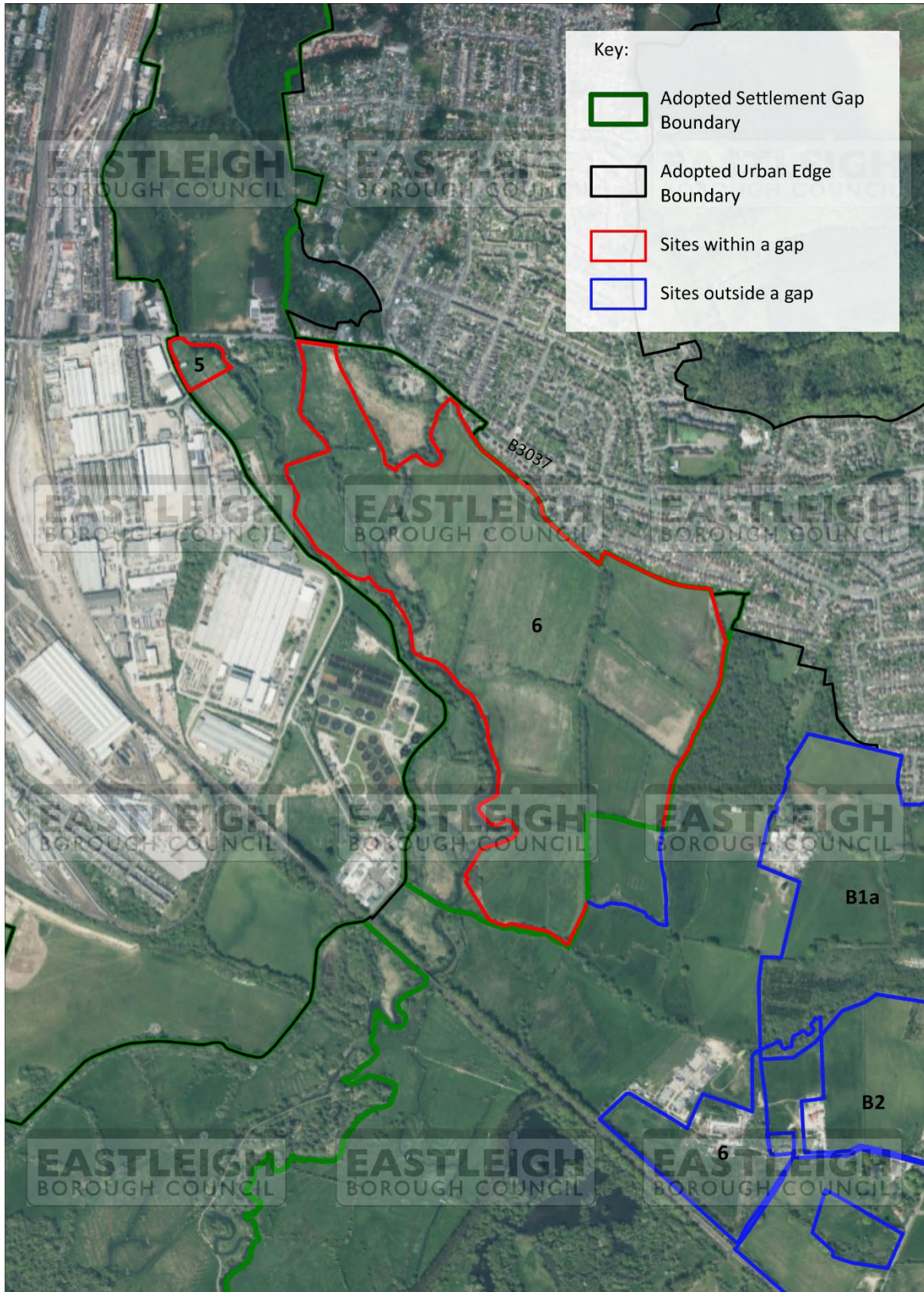


Eastleigh and Bishopstoke - North Settlement Gap

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Eastleigh and Bishopstoke - South Settlement Gap

© Bluesky International Limited [2024]

Scale: 1:12,500 | Date: Oct 2024 | Dept: PP



Impact of Site 1 on the Eastleigh and Bishopstoke gap

Location of Development Options

- 11.15 Site 1 is located to the north of Bishopstoke and to the west of Church Road. It is a large site, over one kilometre in length (from east to west) and 700 metre (north to south). It is a mix of open grassland close to the river and its tributaries, and woodland. The site boundary follows the River Itchen and tributaries to the north and north east with countryside beyond and partly follows the borough boundary. The railway line runs within 100 metres of the site to the west. To the south of the site is Church Road and the Bishopstoke urban area, including Victorian/Edwardian properties and recent residential and retirement village developments, and woodland.
- 11.16 The majority of the site is within the Eastleigh and Bishopstoke settlement gap. The exception is the eastern part of the site including and beyond Breach Sling Copse. Part of the gap extends beyond the site to the north and there is also gap designated between the edge of site 1 and the urban edge.

Assessment of Development Impact

Settlement type

- 11.17 Bishopstoke is a historic village

Loss of contribution to separation

- 11.18 The existing edge to Bishopstoke is generally defined by mature woodland belts. If the whole site were developed it would be bounded by a woodland belt or river to the north and east. The river would be a clear but more open boundary. The railway embankment to the west would screen the lower development, although the higher part of the site to the east may be visible.
- 11.19 The gap is currently narrow or relatively narrow. Development would extend to the west significantly beyond the current western extent of Bishopstoke, resulting in a very narrow gap. This would be a major reduction in the northern extent of the Eastleigh-Bishopstoke gap. The site currently consists of open grassland rising up from the river to the wooded backdrop, with a strong rural character. This would be lost with development.

11.20 Whilst not a view across the gap, it can be noted that much of this rural character can be seen in a wide open view down to the river valley from the elevated position of Brick Kiln Road. This provides an important contribution to the character of Bishopstoke.

Overall development impact

11.21 Development would significantly narrow a rural gap. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

11.22 Prior to development the overall gap strength in this location is strong. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor.

Potential Changes to Gap Designation

11.23 If the site were removed from the gap, two isolated areas of gap would remain: one on the Borough boundary and one between the site and the current urban edge. If the site were selected, these two isolated areas should also be removed from the gap.

Impact of Site 5 on the Eastleigh and Bishopstoke gap

Location of Development Option

11.24 Site 5 is located south of Bishopstoke Road, to the east of Chickenhall Lane. It is part of an area of open land including small storage buildings. It is located between the edge of the Barton Farm industrial estate and petrol station and the Barton River, a tributary of the River Itchen. To the north beyond Bishopstoke Road are playing fields and there is an office building to the north west. It is adjacent to the Eastleigh urban edge.

11.25 The site is within the Eastleigh and Bishopstoke settlement gap, adjacent to Eastleigh.

Assessment of Development Impact

Settlement type

11.26 Bishopstoke is a historic village.

Loss of contribution to separation

11.27 Development would extend the Eastleigh urban edge to the east. The current boundary in this location is a well-established low hedgerow along the extent of Chickenhall Lane and Bishopstoke Road. There is a change in character up to and beyond the Bishopstoke Road and Chickenhall Lane roundabout as the number of mature trees increases. The revised gap boundary would include a strong boundary edge of mature trees facing Bishopstoke following the river boundary. The site boundary to the south however does not follow a specific feature.

11.28 At this point the current gap is narrow, separating a town from a village. Development would result in a significant reduction in the width of the gap so that it would be very narrow. Development would be visible along Bishopstoke Road, traversing the gap.

Overall development impact

11.29 Development of the site would represent a significant reduction in the width of the gap at its narrowest point, adjacent to the key connecting Bishopstoke Road across the gap. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

11.30 Prior to development, the gap strength at this point along Bishopstoke Road is weak. The impact of development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor.

Potential Changes to Gap Designations

NA

Impact of Site 6 on the Eastleigh and Bishopstoke gap

Location of Development Option

- 11.31 Site 6 is a large area of land south of Bishopstoke, approximately 65 hectares in size. It is flood plain towards the river and predominantly open. It includes grazing land, fields, well established hedgerows, mature trees and ditches. The site includes parts of the Itchen Navigation and River Itchen and its tributaries. The public footpath reference 262/780/1 goes along the boundary and through part of the site.
- 11.32 The site extends to the Bishopstoke Road at two places on the northern boundary. For the remainder, the northern boundary is the built up area of Bishopstoke, to the south of Bishopstoke Road, Chalkhill Meadow, Oakgrove Gardens and Oakgrove Road. There are residential properties, the Toby Carvery and the Youth Options centre to the north. The remaining boundaries consist of watercourses - the Barton River to the west and the River Itchen and its tributaries.
- 11.33 The site is within the Eastleigh and Bishopstoke settlement gap.

Assessment of Development Impact

Settlement type

- 11.34 Bishopstoke is a historic village.

Loss of contribution to separation

- 11.35 The existing gap boundary in Bishopstoke generally consists of a mature tree line, although with a few breaks. The new gap boundary facing Eastleigh would consist of the Itchen watercourses which are generally open with individual trees. For a considerable stretch the boundary would adjoin or come very close to the Eastleigh urban area (the Chickenhall Lane industrial areas and waste water treatment works).
- 11.36 The site is currently open grassland with a rural character. While the river would continue to provide some separation between the two settlements, development would result in a very narrow gap in places, and the two settlements would almost merge. Development would be visible from the main road connecting the two settlements and from the railway line and footpaths close to or within the area.

Overall development impact

- 11.37 The development would result in the loss of rural character and a major reduction in the gap. In places it would be very narrow with the settlements almost joining. Therefore, the impact of the development would be major.

Overall Impact on Gap Strength

- 11.38 Prior to development the overall gap strength is strong, although it is weak along the Bishopstoke Road corridor. The impact of development on the gap would be major. Therefore, the SA rating for the impact on gap strength would be Very Poor.

Potential Changes to Gap Designation

- 11.39 If the whole site were removed from the gap, two isolated areas of gap would remain: one including and around the Toby Carvery site, and one small area to the south east of Oakgrove Road and the west of West Horton Way. If the whole site were selected, depending on the format and layout of development, these two isolated areas may need to be removed from the gap.

12. Assessment of the Eastleigh – Horton Heath Gap

Settlement Description

- 12.1 This area is not currently designated as a gap, but is assessed in relation to SDO B. The area separates the relatively modern village of Horton Heath from the town of Eastleigh.
- 12.2 Horton Heath has expanded significantly in the second half of the 20th century, with infilling of what was formerly a dispersed collection of dwellings mostly along Botley Road and Burnetts Lane. Proposed new development (One Horton Heath) will now extend the village outwards a significant distance to the west and south-west, linking it to existing commercial development at Chalcroft Business Park.
- 12.3 Eastleigh developed primarily in the 19th and 20th centuries. This was driven by the location of the railway works to the area in the late 19th century. The works are located towards the east of Eastleigh. The River Itchen Valley and flood plain constrained the eastward expansion of the town, which has developed instead to the west.

Settlement Separation

Settlement boundaries

- 12.4 The western edge of Horton Heath will, with the proposed One Horton Heath development, be defined by the relatively shallow valley of a tributary of the River Itchen. Mature trees alongside the watercourse strengthen its boundary role. To the south-west the railway line and an adjacent tree belt form a strong boundary to the urban edge at Chalcroft Distribution Park.
- 12.5 The Itchen valley floor to the east of Southampton Airport and the rail works is protected by a number of national and international designations. The core floodplain area includes SAC, SSSI and Flood Zone 3. The edge of Eastleigh is generally bounded by the river, often with mature trees, and with the associated flood plain landscape, forms a strong boundary. To the south of the Eastleigh to Fareham railway line, much of the area lies within the Itchen Valley Country Park, and to the east of this there are a number of blocks of ancient woodland.

Distance

- 12.6 The area between Horton Heath and Eastleigh is a village to town gap. The planned western expansion of Horton Heath will leave a gap of around 1.7km to the edge of Eastleigh, which is still relatively wide.

Landform and landcover

- 12.7 The river floodplain and tree cover which form an eastern boundary to Eastleigh is a distinctive landscape. Further to the east, pasture fields lie mostly on gently undulating ground which has a fairly strong sense of containment from hedgerow field boundaries and, particularly, the tree cover alongside watercourses. A woodland block to the north-west of West Horton Farm is a distinctive landscape element on sloping ground above the river floodplain.

Connectivity of settlements

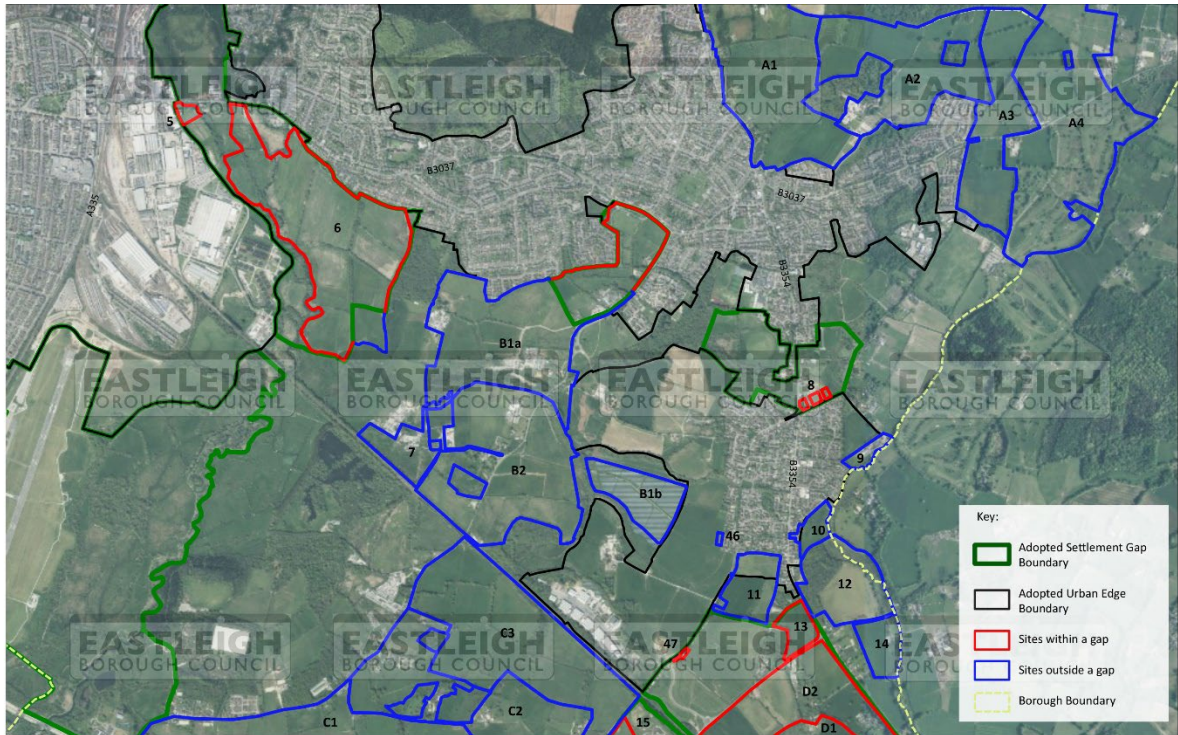
- 12.8 There are no direct connecting roads across the Itchen floodplain between Eastleigh and Horton Heath; road connections are either via the M27 to the south or through Bishopstoke and Fair Oak. The railway line runs through the gap but adjacent linear tree cover limits perception of the landscape.

Urbanising influences

- 12.9 There is commercial built development off Allington Lane and there are commercial/storage uses, such as vehicle repairs, at some farmsteads, but there is sufficient open grassland and tree cover to limit the overall urbanising influence of these developments. There is some visibility above/through the tree line of commercial development on the edge of Eastleigh but the river floodplain area forms a strong boundary to this.

Gap Strength

- 12.10 The overall gap strength is strong. The valley of the River Itchen, with associated tree cover forms a strong boundary to Eastleigh. The lack of crossing points and largely undeveloped slopes to the east of the river strengthen the gap.



SDO B - Horton Heath, Fair Oak, Bishopstoke and Eastleigh Settlement Gap

Scale: 1:25,000 | Date: Oct 2024 | Dept: PP



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Impact of SDO B1a and B2 on the Eastleigh – Horton Heath Gap

Location of Development Option

- 12.11 SDO B1a would extend the merged Bishopstoke and Fair Oak west as far as West Horton Farm, and south down to the tributary of the River Itchen that originates east of Quobleigh Pond. The southern edge of B1a is shown as being to the south of the watercourse and its wooded corridor but it is assumed that these boundary features would remain undeveloped. In isolation this would be perceived as an expansion of Bishopstoke but development of B2, either alone or with B1a, would represent an expansion of Horton Heath. B2 would not extend the urban edge any closer to Eastleigh than B1a, so the two scenarios are assessed in combination.

Assessment of Development Impact

Settlement type

- 12.12 Bishopstoke has a historic character, although Fair Oak, Horton Heath and Eastleigh do not have a distinctive historic character.

Loss of contribution to separation

- 12.13 The SDO's western edge is in part woodland, in part hedgerows and in part open. This would be a weaker boundary than the planned urban edge of One Horton Heath, defined by a shallow tributary valley with mature trees.
- 12.14 The current gap is relatively wide. The gap would be reduced by almost half to just under 1km. This is a relatively narrow gap in the context of separation between a town and a village. However, if the urban areas of Bishopstoke, Fair Oak and Horton Heath combined were considered to equate to a town in terms of size then the gap could be considered narrow. Horton Heath has no relationship with Eastleigh at present but development to the edge of higher ground on the east side of the Itchen Valley would potentially be visible from the valley, introducing a sense of urbanising containment that would weaken the perception of the valley as a rural edge. The core Itchen Valley area, as an open and distinctive valley landscape would remain open, but a currently strong gap would be reduced to a more moderate gap.

Overall development impact

- 12.15 There would be a significant loss of contribution to gap strength as a result of reduction in gap size in the context of the size of settlement that would result from

the development of B1a and B2. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 12.16 Prior to development the overall gap strength is strong. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 12.17 Whilst there is currently no specific Eastleigh – Horton Heath gap designated, if SDO B1a and B2 were selected for development, a significant part of the remaining area between the SDO and Eastleigh is currently designated as part of the Eastleigh – Bishopstoke gap. However, there is an area between this designated gap and the SDO boundary, lying east and south of the current gap (running down to the Eastleigh – Fareham railway), which is not currently designated as a gap. If SDO B1a, or SDO B1a and B2 were selected for development, some or all of this land may need to be designated as a gap. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap's strength from this development.

Impact of SDO B1a, B2 and Site 7 on the Eastleigh – Horton Heath Gap

Location of Development Option

12.18 Site 7 extends B2 slightly further west towards Eastleigh.

Assessment of Development Impact

Settlement type

12.19 Bishopstoke has a historic character, although Fair Oak, Horton Heath and Eastleigh do not have a distinctive historic character.

Loss of contribution to separation

12.20 The western edge of SDO B1a, B2 and Site 7 is in part woodland, in part hedgerows and in part open. This would be a weaker boundary than the planned urban edge of One Horton Heath, defined by a shallow tributary valley with mature trees. The development of Site 7 would bring the urban edge down onto lower ground on the edge of the valley floor, increasing the perception of intrusion onto land forming part of Eastleigh's setting.

12.21 In addition to the effects of SDO B1a and B2, development in the western half of Site 7 would potentially be perceived as encroaching more on the valley more than the development confined to higher ground.

Overall development impact

12.22 There would be a significant loss of contribution to gap strength as a result of reduction in gap size in the context of the size of settlement that would result from the development of B1a, B2 and Site 7. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

12.23 Prior to development the overall gap strength is strong. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 12.24 Whilst there is currently no specific Eastleigh – Horton Heath gap designated, if SDO B1a and B2 were selected for development, a significant part of the remaining area between the SDO and Eastleigh is currently designated as part of the Eastleigh – Bishopstoke gap. However, there is an area between this designated gap and the SDO boundary, lying east and south of the current gap (running down to the Eastleigh – Fareham railway), which is not currently designated as a gap. If SDO B1a, B2 and site 7 were selected for development, some or all of this land may need to be designated as a gap. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap's strength from this development.

13. Assessment of the Bishopstoke - Horton Heath Gap

Settlement Description

- 13.1 This area is not currently designated as a gap, but is assessed in relation to SDO B. The area separates the relatively modern villages of Bishopstoke and Horton Heath.
- 13.2 The western end of Bishopstoke, close to the Itchen river valley, includes a conservation area. However, the eastern end of Bishopstoke, closer to Horton Heath, consists of more modern 20th Century development which has merged with Fair Oak.
- 13.3 Horton Heath has also expanded significantly in the second half of the 20th century, with infilling of what was formerly a dispersed collection of dwellings mostly along Botley Road and Burnetts Lane. New development planned (at One Horton Heath) will now extend the village outwards a significant distance to the west towards Bishopstoke, including across the shallow valley side to the south and west of Quobleigh Pond. Land on the north side of the valley also lies within the red line boundary of One Horton Heath but is to remain as open space. Elevation creates some distinction between Horton Heath and land to the west, although this is weakened by the forthcoming expansion which will bring the settlement downslope toward tributaries of the River Itchen.

Settlement separation

Settlement boundaries

- 13.4 The southern edge of Bishopstoke consists of residential development bounded by a mature tree line.
- 13.5 The western edge of Horton Heath will, with the proposed One Horton Heath development, be defined by the relatively shallow valley of a tributary of the River Itchen. Mature trees alongside the watercourse strengthen its boundary role.

Distance

- 13.6 The gap between Bishopstoke and Horton Heath is a village to village gap, although Fair Oak combines with Bishopstoke to form a larger urban area. The gap between Bishopstoke and Horton Heath is currently approximately 1,300 metres, but with the proposed One Horton Heath development this narrows to just over 500 metres. This is a relatively narrow gap in the context of separating Horton Heath from a larger urban area.

Landform and landcover

- 13.7 The area between Bishopstoke and the proposed One Horton Heath development includes grassland, mature tree lines and belts, Allington Lane (including a new roundabout associated with One Horton Heath) and some urban fringe uses. There is a gentle rise in land south of Bishopstoke.

Connectivity of settlements

- 13.8 There is no direct connecting road across the gap between Bishopstoke and Horton Heath.

Urbanising influences

- 13.9 The Gap is predominately open countryside, although also includes Allington Lane / new roundabout and urban fringe uses.

Gap strength

- 13.10 The overall gap strength is strong. Whilst the gap is relatively narrow and contains some urban influences, the gap boundaries are strong, the area predominately retains a rural character, and there are no direct connecting roads across the gap.

(The map for this gap is covered by Section 12 above).

Assessment of the Fair Oak - Horton Heath Gap

Settlement Description

- 13.11 The gap separates the relatively modern villages of Fair Oak and Horton Heath.
- 13.12 Fair Oak consists mostly of post-war expansion out from what was a small stream-side hamlet to the west of three low hills. As a largely modern settlement it lacks historic character. The woodland in this area and woodland on Knowle Hill to the east of the B3354 Botley Road provide visual containment for much of the urban edge. Development off Botley Road in the vicinity of Lapstone Playing Fields has breached the line of well-treed ground that would otherwise have formed a consistent southern edge to Fair Oak running downhill east from Knowle Hill.
- 13.13 Horton Heath has also expanded significantly in the second half of the 20th century, with infilling of what was formerly a dispersed collection of dwellings mostly along Botley Road and Burnetts Lane. New development planned (at One Horton Heath) will now extend the village outwards a significant distance to the west, including across the shallow valley side to the south and west of Quobleigh Pond. Land on the north side of the valley also lies within the red line boundary of One Horton Heath but is to remain as open space. Elevation creates some distinction between Horton Heath and land to the west, although this is weakened by the forthcoming expansion which will bring the settlement downslope toward tributaries of the River Itchen.

Settlement Separation

Settlement boundaries

- 13.14 As noted above, tree cover helps to define the southern edge of Fair Oak. Development on the flatter land around Botley Road is to a degree bordered by mature hedgerows and trees but presents an inconsistent settlement-edge frontage with some of the parkland and playing field areas exposed to more open views of urban development. The Quobleigh Pond woodland provides a strong visual and physical barrier.
- 13.15 Well-treed hedgerows similarly characterise the edge of Horton Heath along Hammerley Lane and around Hammerley Farm. There are more open views over lower hedgerows along Knowle Lane, and several houses are located on the north side of the road, weakening its integrity as a boundary.

Distance

- 13.16 The gap between Fair Oak and Horton Heath is a village to village gap, although Fair Oak combines with Bishopstoke to form a larger urban area. The gap along Botley Road is only 100 metres, so is very narrow, in the context of separating Horton Heath from a larger urban area. The gap across the Quobleigh Pond woods to One Horton Heath will only be slightly wider

Landform and landcover

- 13.17 To the east of Allington Lane the Quobleigh Pond woodland covers the whole of the gap between Fair Oak and the planned One Horton Heath development.
- 13.18 Along Botley Road a valley landform and associated stream and tree cover, the latter most evident to the west of the road, help to create some sense of separation between settlements. Some mature tree lines and hedgerows across the playing fields and parkland contribute to separation where the gap is wider.

Connectivity of settlements

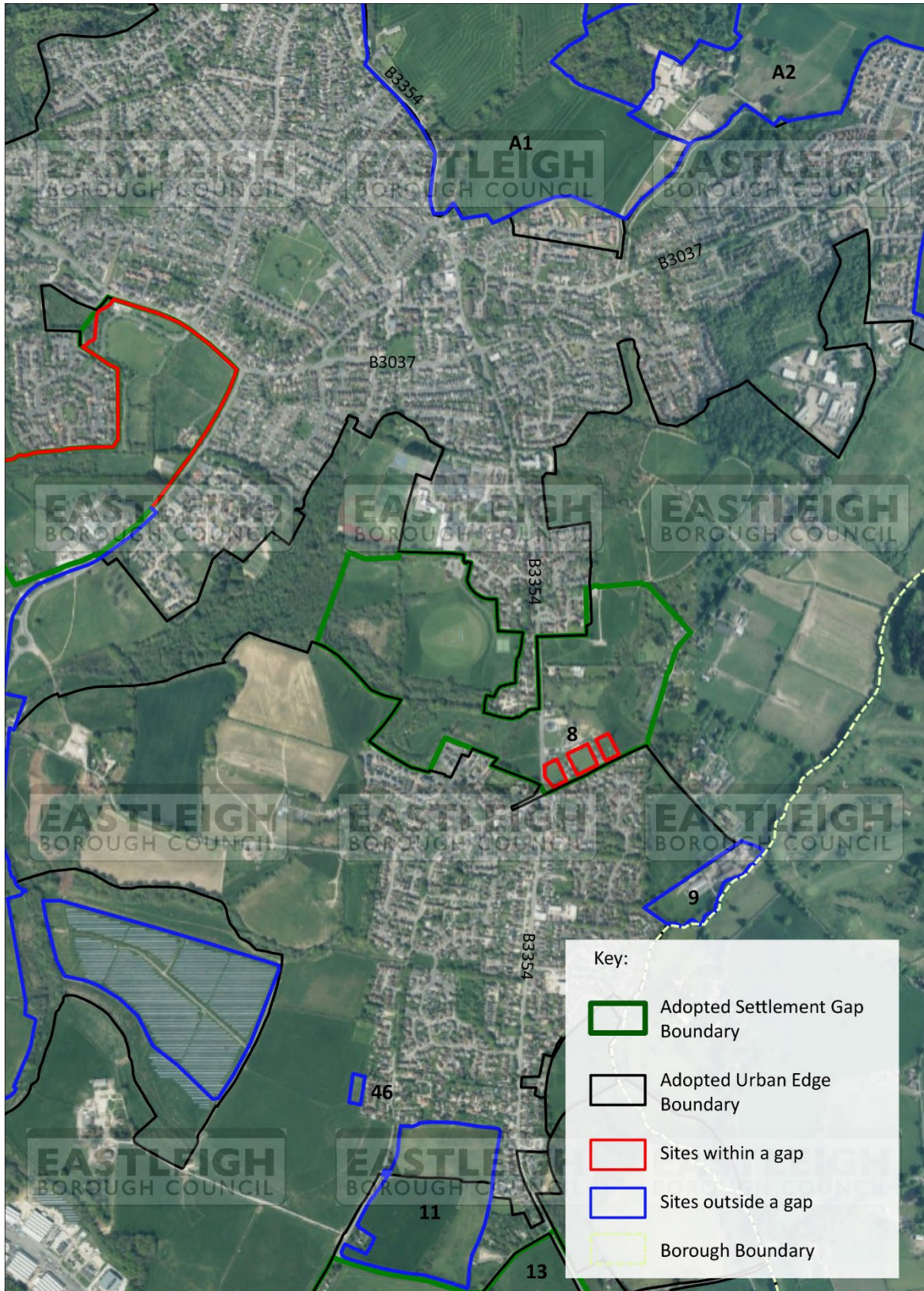
- 13.19 Botley Road forms a direct link, so the transit time between settlements by vehicle is very brief. Botley Road includes pavements and street lighting. Further west where the planned One Horton Heath development is to take place, Allington Lane and Fir Tree Lane also provide a direct connection on the western side of the settlements.

Urbanising influences

- 13.20 The narrow gap between the settlements along Botley Road contains several residential dwellings and a public house, reducing the sense of passing through countryside. There are also a number of dwellings along Knowle Lane, reducing the perceived settlement separation experienced along this slightly longer route between the eastern edges of Horton Heath and Fair Oak. Where the gap is wider the amenity uses of the land, including playing fields and parkland, also reduce the sense of passing through countryside between settlements.

Gap Strength

- 13.21 The overall gap strength is weak. Tree cover and valley landforms create some sense of distinction between Horton Heath and Fair Oak, but the physical gaps are small, and influenced by urban development.



**Fair Oak and Horton Heath
Settlement Gap**

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Scale: 1:12,500 | Date: Oct 2024 | Dept: PP



Impact of SDO B1a on the Bishopstoke / Fair Oak - Horton Heath Gap

Location of Development Option

- 13.22 SDO B1a would extend Bishopstoke south down to the tributary of the River Itchen that originates east of Quobleigh Pond. A wooded corridor follows this watercourse and it is assumed that this boundary feature would remain undeveloped. SDO B1a would extend west as far as West Horton Farm and east to Allington Lane. In the south east, SDO B1a would join with the boundary of the proposed One Horton Heath development, although the illustrative masterplan for this development indicates that the immediate area adjoining would be open space.
- 13.23 The development has a relationship with the Fair Oak – Horton Heath gap (designated) and the gap between Bishopstoke and Horton Heath (undesignated).

Assessment of Development Impact

Settlement type

- 13.24 Bishopstoke has a historic character.

Loss of contribution to separation

- 13.25 The existing urban edge by the south of Bishopstoke consists of a mature tree line. Development would extend south to the wooded corridor along the water course or east to Allington Lane.
- 13.26 Land in this area is not currently perceived as lying between Horton Heath and Fair Oak but to the west of both settlements. Whilst the gap between Horton Heath and Fair Oak is narrow elsewhere, at this point the gap is over 500 metres and is separated by a woodland belt. The proposed One Horton Heath development will narrow this gap significantly to under 200 metres, although separation will be retained by the woodland belt.
- 13.27 SDO B1a, west of this gap, and extending south from Bishopstoke will have no further direct effect on this designated gap. However by extending Bishopstoke south to Allington Lane, it will effectively merge with the proposed One Horton Heath development extending west to Allington Lane. This will fully enclose the designated gap from the west.

13.28 The current undesignated gap between Horton Heath and Bishopstoke is approximately 1,300 metres. The proposed One Horton Heath development would reduce this gap to approximately 500 metres. SDO B1a would effectively close this gap. Based on the One Horton Heath illustrative masterplan, green spaces would retain only a very narrow gap of between approximately 100 – 300 metres. In this area, Horton Heath, Bishopstoke and Fair Oak would come very close to merging.

Overall development impact

13.29 SDO B1a would come very close to closing the gap between Bishopstoke and an expanded Horton Heath. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

13.30 Prior to development the overall gap strength (between Bishopstoke and the proposed expansion of Horton Heath) is strong. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

13.31 SDO B1a would come very close to closing the gap between Bishopstoke and an expanded Horton Heath. The remaining open land is identified on the One Horton Heath master plan as green space or is part of an existing woodland belt. If SDO B1a were selected this land may need to be designated as a settlement gap. However, this gap would be very narrow and weak. In places (particularly south of the new Allington Lane roundabout) the gap would be extremely narrow and weak such that it would not maintain effective separation.

Impact of SDO B1a and B2 on the Bishopstoke / Fair Oak - Horton Heath Gap

Location of Development Option

- 13.32 SDO B1a would extend Bishopstoke south down to the tributary of the River Itchen that originates east of Quobleigh Pond. In the south east, SDO B1a would join with the boundary of the proposed One Horton Heath development. SDO B2 would extend further south from the tributary, extending further the joint boundary with One Horton Heath. SDO B2 would extend south to the railway line, and west to close to the Allington Manor Business Centre.
- 13.33 The development has a relationship with the Fair Oak – Horton Heath gap (designated) and the gap between Bishopstoke and Horton Heath (undesignated).

Assessment of Development Impact

Settlement type

- 13.34 Bishopstoke has a historic character.

Loss of contribution to separation

- 13.35 The existing urban edge by the south of Bishopstoke consists of a mature tree line. Development would extend south. Facing Horton Heath the development would join with the boundary of the proposed One Horton Heath development. In the north this consists of Allington Lane. Further south it consists of a mature tree line or belt. (The southern boundary of the SDO would run along the railway line with associated tree lines).
- 13.36 Land in this area is not currently perceived as lying between Horton Heath and Fair Oak but to the west of both settlements. Whilst the gap between Horton Heath and Fair Oak is narrow elsewhere, in the north of this area (SDO B1a) the gap is over 500 metres and is separated by a woodland belt. The proposed One Horton Heath development will narrow this gap significantly to under 200 metres, although separation will be retained by the woodland belt. The south of the area (B2) has no direct relationship to the designated Fair Oak – Horton Heath gap.
- 13.37 SDO B1 and B2, west of this gap, and extending south from Bishopstoke, will have no further direct effect on this designated gap. However by extending Bishopstoke south, it will effectively merge with the proposed One Horton Heath development extending west. This will fully enclose the designated gap from the west. The

current undesignated gap between Horton Heath and Bishopstoke is approximately 1,300 metres. The proposed One Horton Heath development would reduce this gap to approximately 500 metres in the north. SDO B1 and B2 would effectively close this gap. Based on the One Horton Heath illustrative masterplan, green spaces would retain only a very narrow gap of between approximately 100 – 300 metres in the north. In the south only the existing tree belt would separate the developments. SDO B1 and B2, combined with the proposed One Horton Heath development, would create a large area of new development which would effectively cause Horton Heath, Bishopstoke and Fair Oak to merge.

Overall development impact

- 13.38 SDO B1 and B2 would effectively close the gap between Bishopstoke and an expanded Horton Heath. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 13.39 Prior to development the overall gap strength (between Bishopstoke and the proposed expansion of Horton Heath) is strong. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 13.40 SDO B1a would come very close to closing the gap between Bishopstoke and an expanded Horton Heath. The remaining open land is identified on the One Horton Heath master plan as green space or is part of an existing woodland belt. If SDO B1a were selected this land may need to be designated as a settlement gap. However, this gap would be very narrow and weak. In places (particularly south of the new Allington Lane roundabout) the gap would be extremely narrow and weak such that it would not maintain effective separation. SDO B2 would effectively join with the One Horton Heath development, with only an existing tree belt and a narrow open space corridor indicated on the One Horton Heath masterplan separating the developments. If this corridor were designated as a gap it would also be extremely narrow and weak such that it would not maintain effective separation.

Impact of Site 8 on the Fair Oak - Horton Heath Gap

Location of Development Options

- 13.41 Site 8 comprises three separate units of land on the edge of Horton Heath. Together they cover all the undeveloped land on the north side of Knowle Lane for c.200m east from Botley Road, up to a field boundary defined by two large Lombardy poplars. There is existing residential development between the parcels of land, and north of the western land parcel. There is further grazing land and workshops to the north of the site.
- 13.42 The site is within the Horton Heath, Fair Oak and Bishopstoke settlement gap. It is within the part of the gap separating Fair Oak and Horton Heath.

Assessment of Development Impact

Settlement type

- 13.43 Neither Horton Heath nor Fair Oak have a distinctive historic character.

Loss of contribution to separation

- 13.44 South of Fair Oak, there is ribbon development including residential properties and the Lapstone Public House along Botley Road on the approach to Horton Heath and residential properties on the north side of Knowle Lane. These buildings are within the existing gap. The site itself is three parcels of land between existing buildings on Knowle Lane. Development of this site would have limited impact on the gap boundary.
- 13.45 There is a narrow gap north to south between Fair Oak and Horton Heath, particularly to the west of Botley Road. This development would reduce the width of the gap slightly to under 250 metres at the narrowest point. This narrowing would be adjacent to the connecting B3354 road, where separation is already compromised by the presence of existing development (including houses and a public house). Development would lead to a perceptible change.

Overall development impact

- 13.46 There would be a perceptible narrowing of the gap along the main connecting road. Therefore, the impact of the development on the gap would be moderate.

Overall Impact on Gap Strength

- 13.47 Prior to development the overall gap strength is weak. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designations

NA

14. Assessment of the Bishopstoke - Fair Oak Gap

Settlement Description

- 14.1 The gap separates the relatively modern village of Fair Oak from the historic village of Bishopstoke.
- 14.2 Fair Oak consists mostly of post-war expansion out from what was a small stream-side hamlet to the west of three low hills. As a largely modern settlement it lacks historic character. Wooded high ground is a significant feature in its setting but post-WW2 development has extended it to the south of Stoke Park Wood.
- 14.3 Bishopstoke historically had a distinct setting on the edge of the valley of the River Itchen and the Itchen Navigation. It has a Conservation Area, which in relationship with the canal and river valley, and associated valley-edge tree cover, are important elements in the setting of the village. Stoke Park Woods on high ground to the east of the historic core is also a key feature in Bishopstoke's setting. 20th century development extended the settlement a long way eastwards to the south of the woods, such that it is now merged with Fair Oak.
- 14.4 The defined settlement gap preserves some separation between parts of Bishopstoke and Fair Oak to the south of the B3037 Alan Drayton Way but to the north of this road the two settlements have entirely merged, with no feature to mark any clear boundary between them.

Settlement separation

Settlement boundaries

- 14.5 Allington Lane forms a consistent although not particularly strong boundary on the Fair Oak side of the gap, and hedgerows with several areas of denser vegetation define the Bishopstoke urban edge to the west, but the merging of settlements to the north of the B3037 limits the extent to which these features are perceived as settlement boundaries.

Distance

- 14.6 The gap between western Fair Oak and eastern Bishopstoke is a village – village gap. The width of the gap is relatively narrow or narrow, no more than 300m in places but

less than 200m across the centre. North of the B3037 the settlements have already fully merged.

Landform and landcover

- 14.7 The landform is relatively flat, but fairly well-hedged, small fields create a degree of visual containment, preventing any significant intervisibility of settlement area across the gap and limiting views of development from within it.

Connectivity of settlements

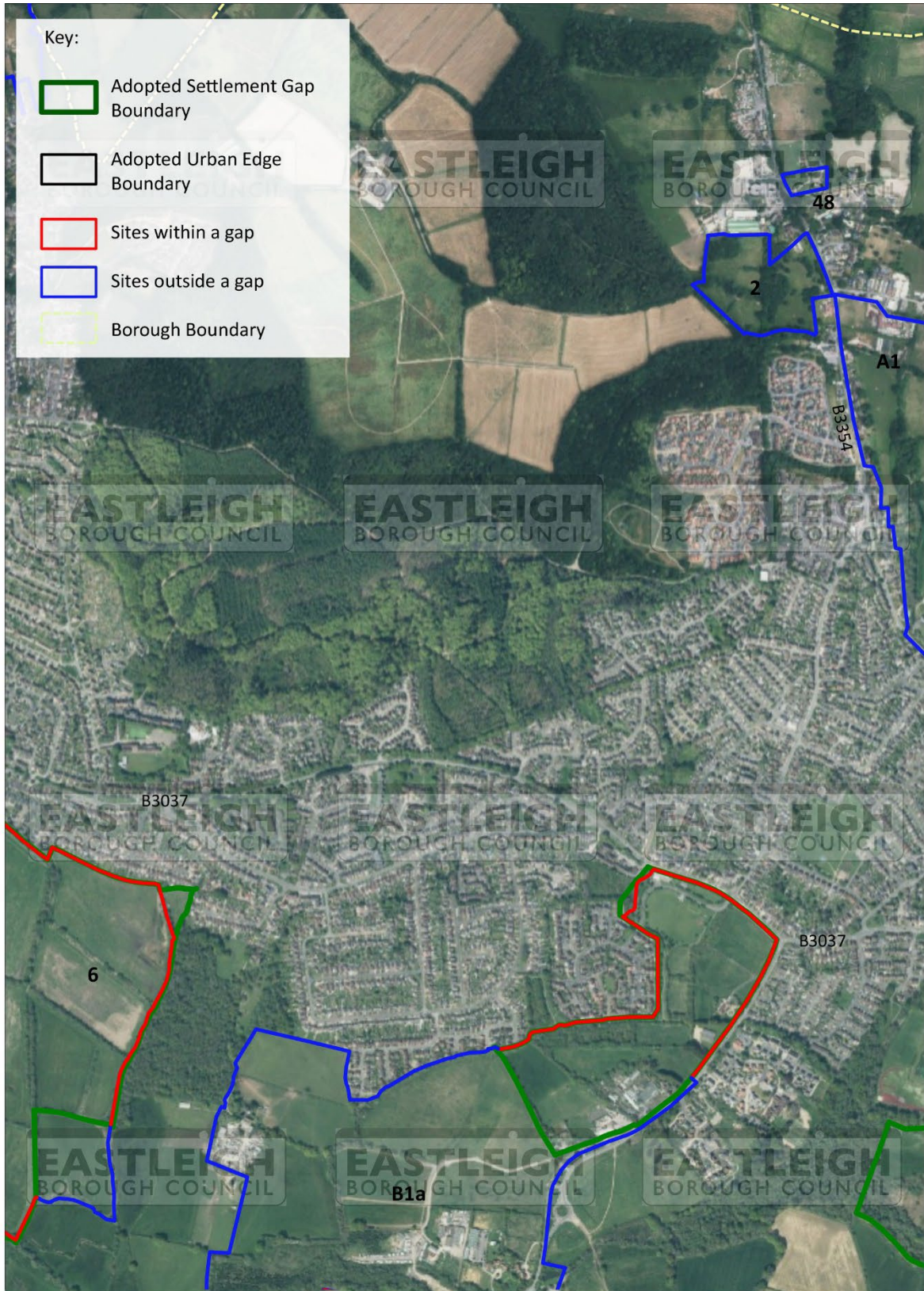
- 14.8 Fair Oak Road connects the two settlements. It incorporates pavements and street lighting so has an urban character. As noted, the settlements have already merged to the north of this road, forming a continuous urban area. Blackberry Drive passes through the northern part of the gap and a public right of way runs across its centre.

Urbanising influences

- 14.9 There are several houses and business premises within the gap, off Allington Lane, and a youth centre is located in the northern part of the gap adjacent to Blackberry Drive. The northernmost field is a recreational area with playground facilities whilst other fields, although grassland with some horse grazing, are too contained by urban edges to feel rural in character. There is no significant relationship between land in the gap and the wider countryside. To the north of Fair Oak Road, Fair Oak and Bishopstoke have already merged into one urban area.

Gap strength

- 14.10 Although providing some separation between parts of Bishopstoke and Fair Oak, this area does not form a continuous gap between distinct and separate settlements. Its character is more a mixture of urban amenity space and urban fringe than rural gap.
- 14.11 The overall gap strength is weak and it serves only a limited purpose in separating settlements, given that they have already merged to the north of the B3037. Its amenity value could be protected as a local green space.



Fair Oak and Bishopstoke Settlement Gap

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Impact of SDO B1a on the Bishopstoke – Fair Oak Gap

Location of Development Option

- 14.12 Option B1a encompasses all of the remaining open land between Fair Oak and Bishopstoke south of the B3037 Fair Oak Road. The two settlements have already merged to the north of this road, and development would extend the merged Bishopstoke and Fair Oak south down to the tributary of the River Itchen that originates east of Quobleigh Pond. B1a would extend west as far as West Horton Farm and east to Allington Lane.

Assessment of Development Impact

Settlement type

- 14.13 Bishopstoke has a historic character.

Loss of contribution to separation

- 14.14 Development would remove the edge boundaries and fully merge the two settlements.

Overall development impact

- 14.15 Development would fully merge the settlements to the south of the B3037. Therefore, in this sense, the impact of the development on the gap would be major. (However the settlements have already merged to the north of this road. This limits the extent to which development would be perceived as the loss of a settlement gap rather than the loss of open space).

Overall Impact on Gap Strength

- 14.16 Prior to development the overall gap strength is assessed to be weak and serving only a limited purpose in separating settlements. The impact of the development on the gap is, in theory, major. However, in reality, given that the two settlements have already merged to the north, this limits the extent to which the impact would be perceived as a loss of settlement gap. Therefore, on balance, the SA rating for the impact on gap strength is Neutral ('0').

Potential Changes to Gap Designations

N/A

15. **Assessment of the Fair Oak – Colden Common Gap**

Settlement Description

- 15.1 This area is not currently designated as a gap, but is assessed in relation to SDO A. The area separates the relatively modern villages of Fair Oak and Colden Common.
- 15.2 Fair Oak consists mostly of post-war expansion out from what was a small stream-side hamlet to the west of three low hills. As a largely modern settlement it lacks historic character. Linear development runs north to Crowdhill along the B3354 Winchester Road. Fair Oak lies within a broader setting that is dominated by wooded high ground: to the east on Knowle Hill and at Hall Lands Copse, to the west at Stoke Park Wood and to the north at Crowdhill Copse, Chestnut Gully Wood and Park Hills Wood.
- 15.3 Colden Common (in Winchester district) similarly was a small settlement which developed significantly in the latter half of the 20th century. It lies on a platform of relatively even ground above the floodplain of the River Itchen (to the west), and a shallow tributary valley to the south, and beneath higher, wooded slopes to the east and further to the south.

Settlement Separation

Settlement boundaries

- 15.4 The northern edge of Fair Oak along the B3354 is blurred by a transition into the more linear northern outskirts of Crowdhill, but the main urban area is contained to the north by Crowdhill Copse and several small fields with strong, mature tree cover on their boundaries. Crowdhill slopes downhill from the main urban area but is also largely contained by woodland, with Upperbarn Copse to the west, Hill Copse to the north-west and a smaller belt of trees to the north-east. A shallow valley to the north of Crow Hill, along which the Bow Lake stream runs, also strengthens the settlement edge here.
- 15.5 Land slopes gently downhill south from the edge of Colden Common but there are no significant boundary features along most of the village's southern frontage on Church Lane. Lower density development extending further south along the B3354 down to Fisher's Pond is largely contained by woodland, and so isn't perceived as part of the core settlement.

Distance

- 15.6 The area between Fair Oak and Colden Common is a village to village gap, although Fair Oak combines with Bishopstoke to form a larger overall urban area. There is a gap of about 1.8km between the edge of Colden Common along Church Lane and the edge of Fair Oak adjacent to Crowdhill Copse. The northern edge of Bishopstoke is 1.3km from the south-western edge of Colden Common. These are relatively wide gaps.

Landform and landcover

- 15.7 Landform and tree cover play a significant role in separating the main urban areas, with the wooded high ground of Stoke Park Wood and Upperbarn Copse prominent in the settings of both Fair Oak and Colden Common.

Connectivity of settlements

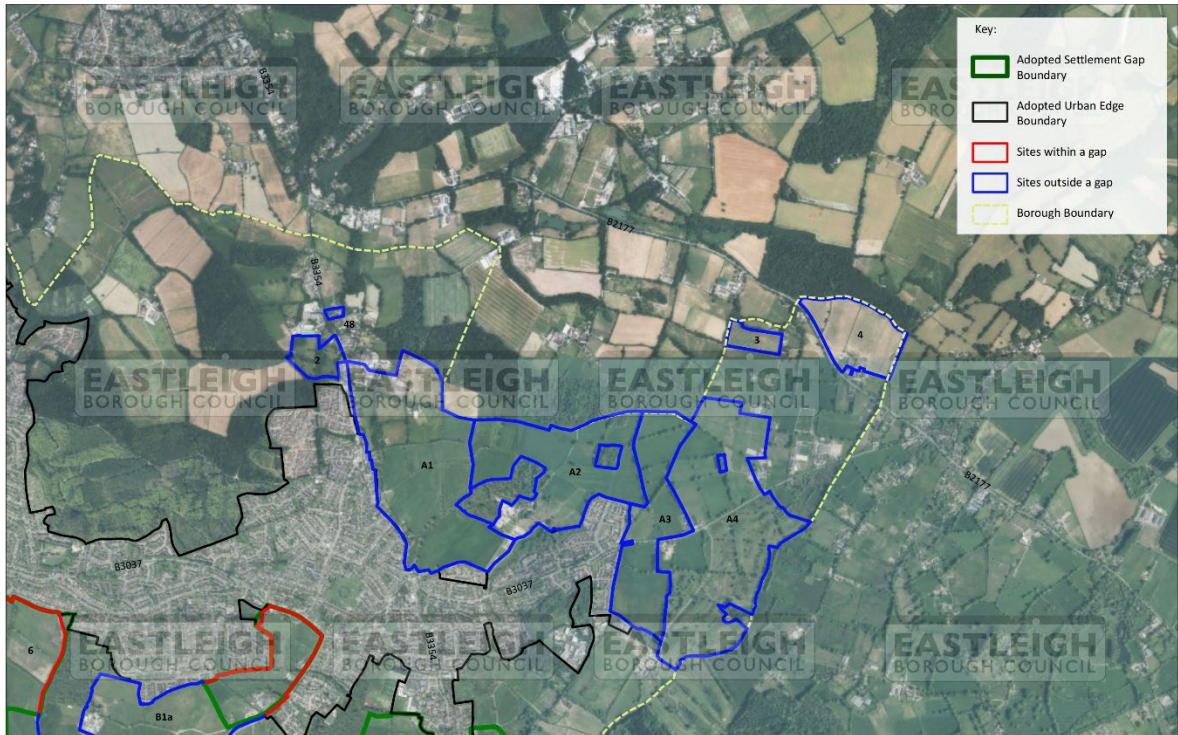
- 15.8 The B3354 provides a direct link between Colden Common and Fair Oak. This includes a pavement and has a semi-urban character. To the west Bishopstoke Lane links Colden Common to Bishopstoke, and this lane has a more rural character.

Urbanising influences

- 15.9 The extent of development along the B3354 has some impact on settlement separation as perceived from the road, but the variations in landform and the extent of woodland help to maintain the perceived distinction between settlements. Where the gap opens out, when crossing the Bow Lake stream, there are longer, rural views across the gap. Within the core of the gap there are numerous public rights of way, largely associated with the extensive areas of open-access woodland but also linking the settlements, from which there is a clear perception of settlement separation. The valley landform provides some strong views across the open countryside of the gap.

Gap Strength

- 15.10 The overall gap strength is strong. Despite the extent of development along the B3354 there is still a strong sense of separation between the main urban areas of Fair Oak and Colden Common, the result principally of landform and woodland forming a strong boundary to Fair Oak, and the availability of rural views across the central part of the gap.



SDO A - Fair Oak, Colden Common and Lower Upham Settlement Gap

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Impact of SDO A1 on Fair Oak – Colden Common Gap

Location of Development Option

- 15.11 SDO A1 would expand the northern part of Fair Oak east of the B3354, up to the edge of Chestnut Gully Wood and existing development at Crowdhill.

Assessment of Development Impact

Settlement type

- 15.12 Neither settlement has a strong historic identity.

Loss of contribution to separation

- 15.13 Development extending Fair Oak would not weaken the boundaries identified as significant in terms of separation from Colden Common. In the immediate local area, Crowdhill Copse and the small, well-treed fields to the west of the B3354 would still play a role in separating the main urban area of Fair Oak from the Crowdhill outskirts. There would be stronger connectivity between central Fair Oak and Crowdhill to the east of the B3354. However, in terms of the overall gap, the woodlands around Crowdhill would still separate the Fair Oak / Crowdhill area from the core of the settlement gap. The overall impact on perceived boundary strength would be limited.
- 15.14 There would be negligible impact on the size of the settlement gap. Development would potentially extend about 100m north of the main existing urban edge which is to the west of the B3354, but into an area which already has some lower density development and so is not perceived as being in the core of the settlement gap.

Overall development impact

- 15.15 There would be very limited effect on the gap. Therefore, the impact of the development on the gap would be negligible.

Overall Impact on Gap Strength

- 15.16 Prior to development the overall gap strength is strong. The impact of the development on the gap would be negligible. The site is not within a currently designated gap. Therefore the SA rating for the impact on gap strength is Good ('+').

Potential Changes to Gap Designation

- 15.17 The gap between Fair Oak and Colden Common is currently undesignated. If SDO A1 were selected for development, its impact on the gap's strength would be neutral. Therefore, it is unlikely that a new gap would need to be designated between Fair Oak and Colden Common.

16. Assessment of the Fair Oak – Lower Upham Gap

Settlement Description

- 16.1 This area is not currently designated as a gap, but is assessed in relation to SDO A. The area separates the relatively modern village of Fair Oak from the historic village of Lower Upham.
- 16.2 Fair Oak consists mostly of post-war expansion out from what was a small stream-side hamlet to the west of three low hills. As a largely modern settlement it lacks historic character. It lies within a broader setting that is dominated by wooded high ground. Modern development along the B3037 Mortimers Lane has extended the settlement further east beyond woodlands that formerly provided containment in this direction but there is still a distinct fall in slope down to the east and south of the urban edge, towards the upper reaches of a tributary of the River Hamble.
- 16.3 Lower Upham is a small, largely linear village, located largely within the South Downs National Park (in Winchester district). The main part of the village lies on land sloping gently down from the hilltop settlement of Upham. It also extends in a more dispersed form along the B2177, B3037 towards Fair Oak, and other minor roads. Land within Eastleigh Borough doesn't play a particularly distinctive role in the setting of the settlement. However there is some distinction between the slightly higher ground where the settlement is located and the lower valley area.

Settlement Separation

Settlement boundaries

- 16.4 Hedgerows do not in themselves form very strong boundary features on the edge of Fair Oak, but in combination with the sloping landform they form a clear edge.
- 16.5 The dispersed settlement extending along the B2177 weakens the distinction between settlement and countryside on the edge of Lower Upham.

Distance

- 16.6 The area between Fair Oak and Lower Upham is a village to village gap, although Fair Oak combines with Bishopstoke to form a larger overall urban area. There is a relatively wide gap of around 1.8km between Fair Oak and Lower Upham.

Landform and landcover

- 16.7 Away from the edge of Fair Oak, landform in the gap is fairly gently sloping and there are some well-treed hedgerows around relatively small fields to contribute to visual screening.

Connectivity of settlements

- 16.8 The B3037 provides a direct connection but is a rural road without pavements or lighting.

Urbanising influences

- 16.9 There are only isolated dwellings, businesses and farmsteads in the gap. The character of the gap is rural.

Gap Strength

- 16.10 The overall gap strength is strong. The gap is relatively wide and rural in character, with Fair Oak's elevated position adding to distinction from lower ground in the gap.

(The map for this gap is set out beneath paragraph 15.10 above).

Impact of SDO A1 and A2 on the Fair Oak – Lower Upham Gap

Location of Development Option

- 16.11 SDO A1 and A2 would expand the eastern part of Fair Oak northwards to the edge of Park Hills Wood.

Assessment of Development Impact

Settlement type

- 16.12 Neither settlement has a distinctive historic character.

Loss of contribution to separation

- 16.13 The eastern edge of A2 is on land falling eastwards below the current ridge-crest settlement edge, so development here would constitute some impact on boundary strength, but as only a small area is affected, with mature trees providing some containment, the effect is limited.
- 16.14 SDO A1 and A2 would extend east from the B3354 and would introduce more development to the north of Fair Oak. However, development would only extend very marginally beyond the existing eastern extent of Fair Oak. There would be negligible impact on the size of the settlement gap, which would still be relatively wide.

Overall development impact

- 16.15 There is only limited impact on boundary strength and negligible impact on gap width. Therefore, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

- 16.16 Prior to development, the overall gap strength is strong. The impact of the development on the gap would be minor. The site is not within a currently designated gap. Therefore the SA rating for the impact on gap strength is Good ('+').

Potential Changes to Gap Designation

- 16.17 The gap between Fair Oak and Lower Upham is currently undesignated. If SDO A1 and A2 were selected for development, its impact on the gap's strength would be neutral. However, the eastern boundary of A2 would just start to encroach on lower ground, and so there might be a case for a new gap to be designated between Fair Oak and Colden Common, although this would need to be considered further.

Impact of SDO A1, A2 and A3 on the Fair Oak – Lower Upham Gap

Location of Development Option

- 16.18 SDO A1, A2 and A3 combined would expand the eastern part of Fair Oak eastwards towards Lower Upham.

Assessment of Development Impact

Settlement type

- 16.19 Neither settlement has a distinctive historic character.

Loss of contribution to separation

- 16.20 The trees and hedgerows that would form the boundary features would not be weaker than the current hedgerow boundaries, but the descent downslope would be a more significant impact on Fair Oak's high-ground setting than the expansion into A2 only, weakening the definition of the urban edge.
- 16.21 Development would extend the existing Fair Oak urban edge eastwards by approximately 400m but at over 1km the remaining gap would still be relatively wide. The remainder of the gap would still provide rural separation.

Overall development impact

- 16.22 There would only be a minor loss to the width / rural separation of the gap, but a moderate loss to boundary strength. Therefore, the overall impact of the development on the gap would be moderate.

Overall Impact on Gap Strength

- 16.23 Prior to development the overall gap strength is strong. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Poor ('-').

Potential Changes to Gap Designation

- 16.24 The gap between Fair Oak and Lower Upham is currently undesignated. If SDO A1, A2 and A3 were selected for development, its impact on the gap's strength would be Poor. Therefore, there may be a need for a new gap to be designated between Fair Oak and Colden Common.

Impact of SDO A1, A2, A3 and A4 on the Fair Oak – Lower Upham Gap

Location of Development Option

- 16.25 SDO A1, A2, A3 and A4 combined would expand the eastern part of Fair Oak eastwards towards Lower Upham.

Assessment of Development Impact

Settlement type

- 16.26 Neither settlement has a distinctive historic character.

Loss of contribution to separation

- 16.27 The trees and hedgerows that would form the boundary features would not be weaker than the current hedgerow boundaries, but the descent downslope would be a significant impact on Fair Oak's high-ground setting, weakening the definition of the urban edge.
- 16.28 At present the gap is relatively wide. Development would extend eastwards beyond the extent of the existing Fair Oak urban edge by up to 900m. The remaining gap would be slightly less than 1km, and so would be relatively narrow. The remainder of the gap would provide only moderate separation, with a number of dwellings on the outskirts of Lower Upham affecting rural character.

Overall development impact

- 16.29 The settlement gap would be weakened through loss of landform distinction, affecting settlement setting and boundary strength. The remaining gap would be relatively narrow. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 16.30 Prior to development the overall gap strength is strong. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

16.31 The gap between Fair Oak and Lower Upham is currently undesignated. If SDO A1 – A4 were selected for development, its impact on the gap’s strength would be Very Poor. Therefore, it is very likely that a new gap would need to be designated between Fair Oak and Colden Common. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap’s strength from this development.

17. Assessment of the Hedge End/Boorley Green – Horton Heath Gap

Settlement Description

- 17.1 The gap separates three relatively modern settlements: the town of Hedge End which at this point will become merged with the village of Boorley Green by development currently under construction, and the village of Horton Heath.
- 17.2 Hedge End expanded from a village with around 1,000 residents in the 1950's into a town of around 18,000 people by the beginning of the 21st century, with the construction of the M27 triggering significant commercial and residential development. The town lies on land sloping generally eastwards down towards the River Hamble and its tributaries. Substantial modern development lies between the town's original core and the gap to Horton Heath.
- 17.3 Boorley Green was a small village until the start of the 21st century. Since then its size has more than doubled with the development of housing on the former Botley Park golf course, and development under construction between the railway line and the B3354 which will effectively merge Boorley Green with Hedge End.
- 17.4 Horton Heath has expanded significantly in the second half of the 20th century, with infilling of what was formerly a dispersed collection of dwellings mostly along Botley Road and Burnetts Lane. New planned development (One Horton Heath) will now extend the village outwards a significant distance to the west and south-west, linking it to existing commercial development at Chalcroft Business Park. The railway line, along with the railway bridge on Burnetts Lane, will mark the new southern-western edge of Horton Heath.

Settlement Separation

Settlement boundaries

- 17.5 The railway line with associated treebelt forms the northern boundary of Hedge End. The development under construction linking Hedge End to Boorley Green is bounded by a tree-lined tributary of the Hamble that becomes a more pronounced settlement boundary feature, with a broader tree belt, to the east of the B3354, where it also forms the district boundary.
- 17.6 The existing urban edge of Horton Heath, at the junction of the B3354 with Blind Lane, is less strongly defined. Scorey's Copse, to the east of the B3354, forms a relatively strong boundary feature, but would be stronger if there were not roadside

dwellings further south along the road. The planned One Horton Heath development extends Horton Heath to the south west. The same railway line and associated tree belts form a clear edge to One Horton Heath in the vicinity of Chalcroft Business Park.

Distance

- 17.7 The gap between Hedge End / Boorley Green and Horton Heath is a town / village to village gap, noting that Hedge End and Boorley Green are combining to form a larger overall urban area.
- 17.8 The gap between Hedge End on the B3342 and the planned extension to Horton Heath (One Horton Heath) near the recently built roundabout next to Chalcroft Business Park is narrow at less than 500 metres. Along the B3354 between Boorley Green and Horton Heath the gap is relatively wide at a little over 1km.

Landform and landcover

- 17.9 To the north west of Hedge End, north of the railway line, a low hill between the B3342 and Burnetts Lane will limit intervisibility between the defined urban edges but it is likely that there will be some views from the B3342 of the taller buildings proposed in the vicinity of the roundabout marking the gateway to the One Horton Heath development.
- 17.10 Further east, there is a significant amount of tree cover to strengthen perceived separation between the existing southern edge of Horton Heath and development at Hedge End to the south of the railway line. East of Shamblehurst Lane, mature field boundary trees and trees within the fields around Croft House give the area something of a parkland character, which adds to the sense of separation between settlements in this area.

Connectivity of settlements

- 17.11 There are a number of connecting roads between Hedge End/Boorley Green and Horton Heath. The B3342 Bubb Lane connects to the B3354 Winchester Road, linking Hedge End to Horton Heath. These roads include a pavement, and with the connecting roundabout, have a semi urban character. The B3354 also connects Boorley Green to Horton Heath, and towards Boorley Green has a more rural character. The recently constructed Chalcroft Way links the B3342 close to the edge of Hedge End to One Horton Heath. It includes pavements, street lighting and a

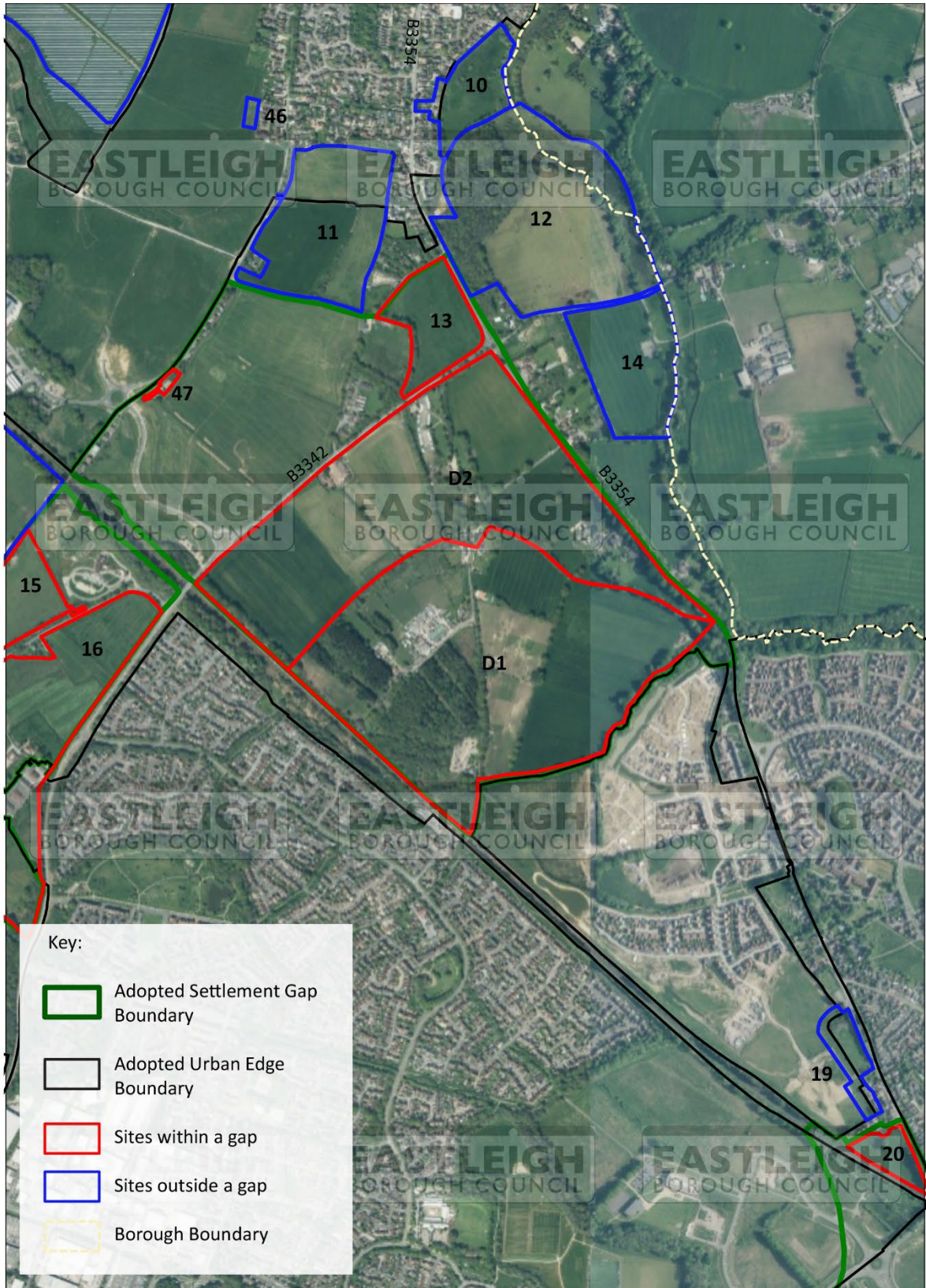
roundabout at each end, having an urban character. Shamblehurst Lane and Burnetts Lane provide additional links.

Urbanising influences

- 17.12 There are dwellings within the defined settlement gap on the eastern side of Burnetts Lane, and an electricity substation between the B3342 and Chalcroft Way.
- 17.13 The B3354 and Shamblehurst Lane also have residential dwellings and, in the latter case, commercial uses that prevent any strong feeling of rurality, but there is sufficient tree cover and open farmland and grazing pasture for there to still be a clear sense of being between settlements.

Gap Strength

- 17.14 The overall gap strength is moderate. There is a limited sense of travelling through countryside between Hedge End and the Chalcroft edge of Horton Heath, but the railway line and associated tree cover preserve a moderate degree of settlement separation. Further east, the settlement edge boundaries of Horton Heath are not as strong, and there are still some urbanising influences, but the gap is wider and well-treed, providing a stronger sense of passing through countryside.



Hedge End, Horton Heath and Boorley Green Settlement Gap

Scale: 1:12,500 | Date: Oct 2024 | Dept: PP



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Impact of SDO D1 on the Hedge End/Boorley Green – Horton Heath Gap

Location of Development Option

17.15 SDO D1 would extend Hedge End/Boorley Green northwards.

Assessment of Development Impact

Settlement type

17.16 None of the settlements have a distinctive historic character.

Loss of contribution to separation

17.17 The railway line and associated tree cover forms a strong boundary in relation to the gap between Hedge End and the planned One Horton Heath development, as it forms a boundary to both urban edges. Development which would weaken the perception of the railway line as a boundary would potentially weaken the narrow gap between the two settlements at that point. The planned growth between Hedge End and Boorley Green (Boorley Park) is bounded by a watercourse and mature tree line. Most of SDO D1's outer boundary is formed by a mature tree line, but this is still considered to represent some weakening in comparison to the existing boundary formed by the railway line and associated tree cover. To the south east the railway line boundary has been compromised by the Boorley Park development (which has removed the gap between Hedge End and Boorley Green) but it still forms a consistent boundary to much of the northern edge of the settlement.

17.18 Between the north-western edge of Hedge End and the southern edge of One Horton Heath the existing gap is narrow. However there would be no reduction in the size of the gap at this narrowest point. The landform would still to an extent limit the intervisibility of new development.

17.19 To the north the existing gap is generally relatively wide. The size of the gap along Shamblehurst Lane would be approximately halved, to a little over 600m, to become relatively narrow. The wooded area west of Shamblehurst Lane, if developed, would be lost. However the landform of the remaining gap would limit the intervisibility of new development and retain a rural character.

Overall development impact

- 17.20 The development of SDO D1 would represent a relatively significant impact on settlement separation, weakening the role of the railway line as a boundary feature and extending Hedge End/Boorley Green closer to the existing southern edge of Horton Heath, although the remaining gap would retain a rural character. Therefore, the impact of the development on the gap would be moderate.

Overall Impact of Gap Strength

- 17.21 Prior to development, the overall strength of the gap is moderate. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on the gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 17.22 The area to the north of SDO D1 is already designated as a gap.

Impact of SDO D1 and D2 on the Hedge End/Boorley Green – Horton Heath Gap

Location of Development Option

- 17.23 SDO D1 and D2 would extend Hedge End / Boorley Green northwards up to the B3354 and the B3342.

Assessment of Development Impact

Settlement type

- 17.24 None of the settlements have a distinctive historic character.

Loss of contribution to separation

- 17.25 The railway line and associated tree cover forms a strong boundary in relation to the gap between Hedge End and the planned One Horton Heath development, as it forms a boundary to both urban edges. Development which would weaken the perception of the railway line as a boundary would potentially weaken the narrow gap between the two settlements at that point. The planned growth between Hedge End and Boorley Green (Boorley Park) is bounded by a watercourse and mature tree line. To the south east the railway line boundary has been compromised by the Boorley Park development (which has removed the gap between Hedge End and Boorley Green) but it still forms a consistent boundary to much of the northern edge of the settlement. The outer boundary of D1 and D2 facing Horton Heath would be formed by the B3342 Bubb Lane. The B3342 is a consistent boundary feature with low hedgerows and mature tree lines in places but less of a visual barrier than the tree cover associated with the railway line.
- 17.26 Between the north-western edge of Hedge End and the southern edge of One Horton Heath the existing gap is narrow. However there would be no reduction in the size of the gap at this narrowest point. The landform would still to an extent limit the intervisibility of new development.
- 17.27 To the north the existing gap is generally relatively wide. However there would be a long frontage with the One Horton Heath development where the settlement gap would be less than 500m, becoming narrow, and the low rise which limits the extent of intervisibility towards the southern end of the gap does not extend into the northern part of the gap. In the northern section the width of the gap would be heavily reduced to less than 250m and the role that tree cover plays in strengthening separation would be largely negated.

Overall development impact

- 17.28 The development of SDO D1 and D2 would represent a major impact on settlement separation, negating the role of the railway line as a boundary feature and extending Hedge End/Boorley Green very close to the planned One Horton Heath development and the existing southern edge of Horton Heath. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 17.29 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 17.30 The area to the north of SDO D1 and D2 is already designated as a gap.

Impact of SDO D1 and Site 13 on the Hedge End/Boorley Green – Horton Heath Gap

Location of Development Option

- 17.31 SDO D1 would extend Hedge End/Boorley Green northwards whilst Site 13 would extend Horton Heath southwards.

Assessment of Development Impact

Settlement type

- 17.32 None of the settlements have a distinctive historic character.

Loss of contribution to separation

- 17.33 The railway line and associated tree cover forms a strong boundary in relation to the gap between Hedge End and the planned One Horton Heath development, as it forms a boundary to both urban edges. Development which would weaken the perception of the railway line as a boundary would potentially weaken the narrow gap between the two settlements at that point. The planned growth between Hedge End and Boorley Green (Boorley Park) is bounded by a watercourse and mature tree line. Most of SDO D1's outer boundary is formed by a mature tree line, but this is still considered to represent some weakening in comparison to the existing boundary formed by the railway line and associated tree cover. To the south east the railway line boundary has been compromised by the Boorley Park development (which has removed the gap between Hedge End and Boorley Green) but it still forms a consistent boundary to much of the northern edge of the settlement.
- 17.34 Development on Site 13 would negate the role of Scorey's Copse as a boundary to the south of Horton Heath as approached along the B3354, although existing development further south along the road does limit its boundary role to a degree. The existing boundary of Horton Heath consists of back gardens. The existing boundary to the settlement gap is defined by Blind Lane. Development of site 13 would take the boundary to the B3342 and would form a similar strength boundary to that currently formed by Blind Lane.
- 17.35 Between the north-western edge of Hedge End and the southern edge of One Horton Heath the existing gap is narrow. However there would be no reduction in the size of the gap at this narrowest point. The landform would still to an extent limit the intervisibility of new development.

17.36 To the north the existing gap is generally relatively wide. The size of the gap would be reduced significantly, to just over 300 metres, to become narrow. The wooded area west of Shamblehurst Lane, if developed, would be lost.

Overall development impact

17.37 The development of SDO D1 in combination with Site 13 would represent a significant impact on settlement separation, weakening the role of the railway line as a boundary feature and extending Hedge End/Boorley Green and Horton Heath to become much closer. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

17.38 Prior to development the overall gap strength is moderate. The impact of development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

17.39 The area to the north of SDO D1 and south of site 13 is already designated as a gap.

Impact of Site 13 on the Hedge End/Boorley Green – Horton Heath Gap

Location of Development Option

17.40 Development of Site 13 would extend Horton Heath southwards towards Hedge End.

Assessment of Development Impact

Settlement type

17.41 None of the settlements have a distinctive historic character.

Loss of contribution to separation

17.42 Development on Site 13 would negate the role of Scorey's Copse as a boundary to the south of Horton Heath as approached along the B3354, although existing development further south along the road does limit its boundary role to a degree. The existing boundary of Horton Heath consists of back gardens. The existing boundary to the settlement gap is defined by Blind Lane. Development of site 13 would take the boundary to the B3342 Bubb Lane and would form a similar strength boundary to that currently formed by Blind Lane.

17.43 The gap along Botley Road / Bubb Lane is currently relatively wide at approximately 1,150 metres. Development would reduce the gap along Bubb Lane to be relatively narrow for a town to village gap at under 700 metres. If these are both considered to fall within the bracket of a moderately wide gap the impact is nominally minor.

Overall development impact

17.44 There is a minor loss in boundary strength, and nominally a minor loss in separation, although this should be kept under review. Subject to this review, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

17.45 Prior to development the overall gap strength is moderate. The impact of the development on the gap is nominally minor. Therefore the SA rating for the impact on gap strength is Poor ('--') although this should be kept under review.

Potential Changes to Gap Designations

17.46 There is no scope to extend the existing settlement gap in this area.

Impact of Site 16 on the Hedge End/Boorley Green – Horton Heath Gap

Location of Development Option

- 17.47 Development of site 16 would extend Hedge End north-west across Tollbar Way towards the southern edge of Horton Heath at Chalcroft Business Park. Impact on the Hedge End – West End gap is assessed separately.

Assessment of Development Impact

Settlement type

- 17.48 None of the settlements have a distinctive historic character.

Loss of contribution to separation

- 17.49 The railway line which currently forms the northern boundary of Hedge End would still do so. Bubb Lane is not significantly weaker as a boundary feature to the west of Hedge End than Tollbar Way; the latter has stronger associated tree cover towards the southern end of the site but that area is further from the edge of Horton Heath than the existing settlement edge.
- 17.50 There would be a slight narrowing of what is already a very narrow gap.

Overall development impact

- 17.51 The railway line would still form the boundary to Hedge End but as the gap is very narrow the slight reduction in distance still constitutes an impact, albeit minor. Therefore, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

- 17.52 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore, the SA rating for the impact on gap strength is Poor ('-').

Potential Changes to Gap Designation

- 17.53 The area to the west of site 16, between Bubb Lane and Burnetts Lane, is already designated as a gap. If site 16 were selected for development, there may be a need to extend this gap to some extent to the west of Burnetts Lane, south of the proposed One Horton Heath development and the railway line.

Impact of Sites 16 and 15 on the Hedge End / Boorley Green – Horton Heath Gap

Location of Development Option

- 17.54 Development of site 15, in combination with site 16, would extend Hedge End north-west across Tollbar Way and Bubb Lane towards the southern edge of the proposed One Horton Heath development at Chalcroft Business Park. The impact on the Hedge End – West End gap is assessed separately.

Assessment of Development Impact

Settlement type

- 17.55 None of the settlements have a distinctive historic character.

Loss of contribution to separation

- 17.56 The railway line which currently forms the northern boundary of Hedge End would still do so. Burnetts Lane is a slightly weaker boundary to the west of Hedge End than Tollbar Way or Bubb Lane, having less associated tree cover.
- 17.57 Given the gap is separating a town from a village, the gap is already narrow. There would be a significant narrowing of what is already a narrow gap, from less than 500m to little more than 200m, although tree cover would still be likely to limit intervisibility to Chalcroft.

Overall development impact

- 17.58 The railway line would still form the boundary to Hedge End and there is some tree cover. However the gap is already narrow and will become significantly narrower. Therefore, on balance, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 17.59 Prior to development the overall gap strength is moderate. The impact of the development on the gap would, on balance, be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

17.60 If sites 15 and 16 were selected for development, it is likely there would be a need to establish a gap to the west of Burnetts Lane, south of the proposed One Horton Heath development and the railway line. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap's strength from this development.

18. Assessment of the Horton Heath – West End Gap

Settlement Description

- 18.1 This area is not currently designated as a gap, but is assessed in relation to SDOs B and C. The area separates the relatively modern villages of Horton Heath and West End.
- 18.2 Horton Heath has expanded significantly in the second half of the 20th century, with infilling of what was formerly a dispersed collection of dwellings mostly along Botley Road and Burnetts Lane. New planned development (One Horton Heath) will now extend the village outwards a significant distance to the west and south-west, linking it to existing commercial development at Chalcroft Business Park. The railway line, along with the railway bridge on Burnetts Lane, will mark the new southern-western edge of Horton Heath.
- 18.3 West End was a small hamlet which developed into a village in the 19th century, located on the northern slopes of an area of wooded high ground. Significant development over the second half of the 20th century means that West End is now contiguous with the main urban area of Southampton. High ground to the south-east at Telegraph Woods remains a boundary to the modern-day settlement, but West End has also expanded downslope onto flatter ground to the north and east.

Settlement Separation

Settlement boundaries

- 18.4 A railway line and associated tree belts form a clear edge to Horton Heath in the vicinity of Chalcroft Business Park.
- 18.5 The M27 and associated linear tree cover forms a strong boundary to West End and adjacent suburbs of Southampton, although there is some continuation of linear development across the motorway along Moorgreen Road.

Distance

- 18.6 The area between Horton Heath and West End is a village to village gap, although West End combines with the city of Southampton to form a much larger overall urban area.
- 18.7 The width of the gap at its narrowest point between West End and the planned Horton Heath expansion (One Horton Heath), at Chalcroft Business Park) is almost 1.5km. In the context of West End forming part of a contiguous urban area with the City of Southampton this is a narrow gap. Furthermore, the gap narrows to under 1 kilometre between the linear development along Moorgreen Road and One Horton Heath.

Landform and landcover

- 18.8 Landform in most the gap is only gently undulating, with a gradual slope downhill from West End towards Horton Heath, but there is some higher ground extending north-east to south-west across the gap a little to the east of Allington Lane. With some small copses on its flanks, and some tree cover on a high point around Winslowe House, this appears as quite a prominent hill in some views.
- 18.9 Further south in the settlement gap, the woodland and rough grassland of Moorgreen Meadows, designated a SSSI, lies in between West End and the northern end of Hedge End but also contributes to rural character within the West End – Horton Heath gap.

Connectivity of settlements

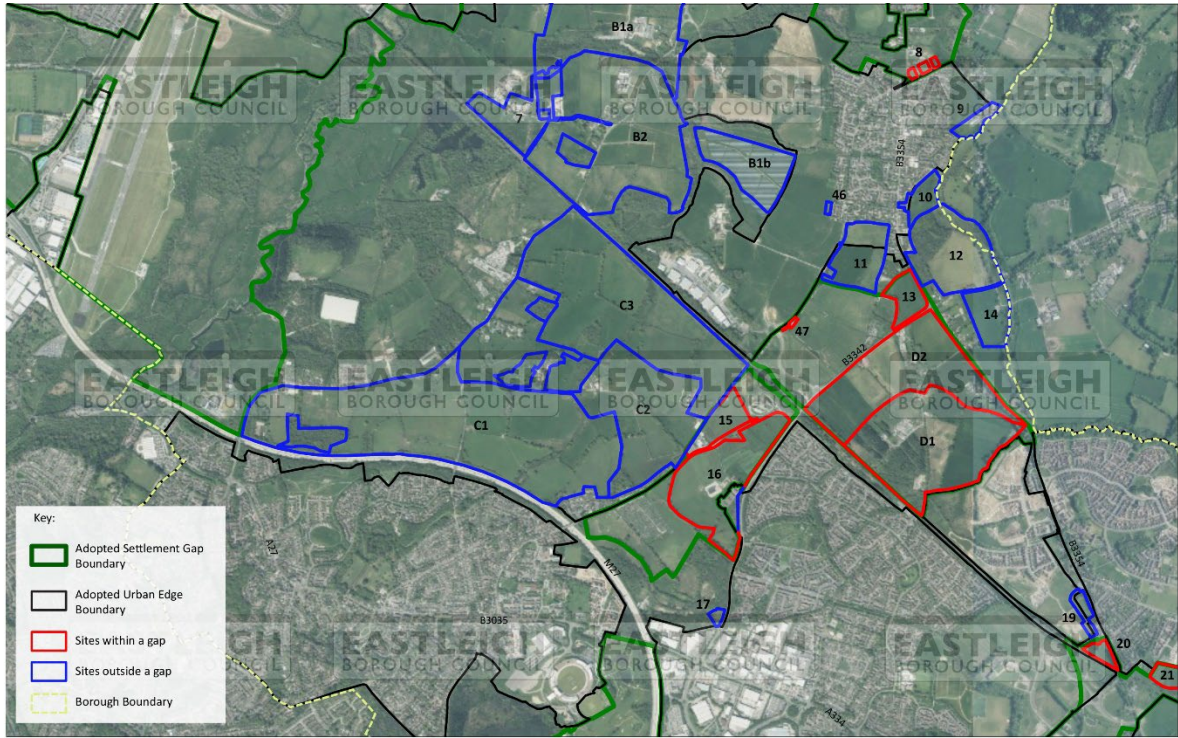
- 18.10 As part of highways works associated with the One Horton Heath development, the previous through-route from West End to Horton Heath, Burnetts Lane, has now been closed. This means that traffic from West End now traverses along Bubb Lane, past the edge of Hedge End, on route to Horton Heath. This route includes a pavement to the north of the railway line, and has a semi urban character.
- 18.11 Quob Lane and Allington Lane link West End to the western side of the One Horton Heath development area, but with no vehicular access into the southern half of the development. These lanes have a more rural character. There are no direct pedestrian routes between West End and Horton Heath.

Urbanising influences

- 18.12 To the west of Moorgreen Road and Burnetts Lane, but east of Allington Lane, the well-hedged smaller-scale field pattern and lack of development other than isolated properties creates an intimate, rural character.

Gap Strength

- 18.13 The overall gap strength is moderate. There are clear settlement boundaries defined by the M27 and the railway line, and an absence of direct connecting routes. However, in the context of separating a city from an expanding village the main gap is narrow, and there are also urbanising influences in the east. Separation is stronger further west, where there is less urbanising influence.



SDO C - West End, Hedge End and Horton Heath Settlement Gap

Scale: 1:25,000 | Date: Oct 2024 | Dept: PP

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Impact of SDO C1 on the Horton Heath – West End Gap

Location of Development Option

- 18.14 SDO C1 would extend West End north across the M27 towards the southern edge of Horton Heath at Chalcroft Business Park.

Assessment of Development Impact

Settlement type

- 18.15 Neither West End nor Horton Heath have a distinct historic character.

Loss of contribution to separation

- 18.16 The M27 forms a strong boundary to West End. The field boundary hedgerows which border C1 would be significantly weaker and less consistent.
- 18.17 The gap separates Horton Heath from the combined urban area of West End / City of Southampton. In this context the gap is narrow and it would reduce by almost half to 800m at its narrowest, and less than 1km along most of its frontage. This constitutes a very narrow gap in the context of West End forming part of a contiguous urban area with the City of Southampton. The rural character of the remaining gap, including higher ground, would remain undeveloped.

Overall development impact

- 18.18 There would still be a moderate degree of separation between West End and Horton Heath following development of C1, but there would be a significant loss of boundary strength and consistency associated with expanding across the M27. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 18.19 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore the SA rating for impact on gap strength is Very Poor.

Potential Changes to Gap Designation

18.20 The gap between Horton Heath and West End is currently undesignated. If SDO C1 were selected for development, its impact on the gap's strength would be Very Poor. Therefore, it is likely that a new gap would need to be designated between Horton Heath and West End. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap's strength from this development.

Impact of SDO C1 and C2 on the Horton Heath – West End Gap

Location of Development Option

- 18.21 SDO C1 and C2 would extend West End north across the M27 towards the southern edge of Horton Heath at Chalcroft Business Park.

Assessment of Development Impact

Settlement type

- 18.22 Neither West End nor Horton Heath have a distinct historic character.

Loss of contribution to separation

- 18.23 The M27 forms a strong boundary to West End. The field boundary hedgerows which border C2 would be significantly weaker and less consistent.
- 18.24 The gap separates Horton Heath from the combined urban area of West End / City of Southampton. In this context the gap is narrow and it would reduce very significantly to 300-500m along much of its frontage. This constitutes a very narrow gap in the context of West End forming part of a contiguous urban area with the City of Southampton. Higher ground at the centre of the gap would remain undeveloped, but its role in settlement separation would be diminished by development to the east and west, where the gap would be narrowest.

Overall development impact

- 18.25 There would be only weak separation between West End and Horton Heath following development of C2, and the significant loss of boundary strength and consistency associated with expanding across the M27 would constitute a major loss of separation even if development were not to extend as far north. Therefore the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 18.26 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 18.27 The gap between Horton Heath and West End is currently undesignated. If SDO C1 and C2 were selected for development, its impact on the gap's strength would be Very Poor. Therefore, it is very likely that a new gap would need to be designated between Horton Heath and West End. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap's strength from this development.

Impact of SDO C1, C2 and C3 on the Horton Heath – West End Gap

Location of Development Option

- 18.28 SDO C1, C2 and C3 would together extend West End up to the railway line which marks the southern edge of Horton Heath at Chalcroft Business Park.

Assessment of Development Impact

Settlement type

- 18.29 Neither West End nor Horton Heath have a distinctive historic character.

Loss of contribution to separation

- 18.30 The M27 forms a strong boundary with West End. The railway line would mark a transition from one urban area into another (Chalcroft Business park and the planned One Horton Heath development) but would not constitute a gap between settlements.
- 18.31 SDO C1, C2 and C3, the planned development at One Horton Heath together with Chalcroft Distribution Park would combine to form an overall urban area. The rural character of the area would be entirely changed. The railway line and adjacent trees would form a visual separator between otherwise connected urban areas. Whilst of value in itself this would not constitute an effective gap between settlements, with no sense of leaving one settlement and passing through countryside before arriving at the other.

Overall development impact

- 18.32 There would be no effective separation between West End and Horton Heath following development of C3. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

18.33 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

18.34 There would be no scope for defining a settlement gap between West End and Horton Heath were SDO C1, C2 and C3 to be developed.

19. Assessment of the Hedge End – West End / Southampton Gap

Settlement Description

- 19.1 The gap separates three relatively modern settlements: Hedge End (a town) from West End (a village), combined with Southampton (a city).
- 19.2 Hedge End expanded from a village with around 1,000 residents in the 1950's into a town of around 18,000 people by the beginning of the 21st century, with the construction of the M27 triggering significant commercial and residential development. The town lies on land sloping generally eastwards down towards the River Hamble and its tributaries. Substantial modern development lies between the town's original core and the gap to West End.
- 19.3 West End was a small hamlet which developed into a village in the 19th century, located on the northern slopes of an area of wooded high ground. Significant development over the second half of the 20th century means that West End is now contiguous with the main urban area of Southampton. High ground to the south-east at Telegraph Woods remains a boundary to the modern-day settlement, but West End has also expanded downslope onto flatter ground to the north and east of this, reducing the extent to which wooded high ground forms a consistent boundary.
- 19.4 Southampton has a historic core at the confluence of the Test and Itchen rivers. However this core lies some distance, approximately 3 kilometres, from the edge of the city. The intervening area consists of relatively modern post war development.

Hedge End – West End

Settlement Separation

Settlement boundaries

- 19.5 To the north, the edge of Hedge End in this area is defined by Tollbar Way, which has mature tree cover along much of its length, although less so towards the northern end, where the settlement gap is wider. To the south of the B3035 Botley Road the motorway instead forms the boundary to Hedge End.

- 19.6 To the north, the M27 and associated linear tree cover forms a strong boundary to West End and adjacent suburbs of Southampton, although there is some continuation of linear development across the motorway along Moorgreen Road.
- 19.7 Moving south, the Utilita Bowl cricket ground and Telegraph Woods form a strong boundary to West End.

Distance

- 19.8 The gap between Hedge End and West End is a town to village gap, although West End combines with the city of Southampton to form a much larger overall urban area.
- 19.9 Along Botley Road, the width of the gap between West End and Hedge End is less than 200 metres. To the south the gap varies in width from 300m to 1km. North of Botley Road, the gap between the edge of West End and Tollbar Way is over 600m at its narrowest. These are all very narrow gaps, in the context of the separation from the City of Southampton.

Landform and landcover

- 19.10 Tree cover within the gap as well as on the immediate settlement boundaries is a significant factor in maintaining settlement separation, preventing any significant intervisibility. This includes tree belt and woodland blocks on the Boundary Lakes Golf Course and woodland in the Moorgreen Fields SSSI between the M27 and the southern end of Tollbar Way. The landscape is more open between Tollbar Way and Bubb Lane, and to the north of Moorgreen Fields.

Connectivity of settlements

- 19.11 The B3035 Botley Road forms a direct link across the narrowest part of the gap. This includes pavements and street lighting and has an urban character. Further north, Moorgreen Road and Bubb Lane link West End to the northern edge of Hedge End.

Urbanising influences

- 19.12 Along the B3035 Botley Road there is only a very narrow gap, heavily influenced by the M27, with no sense of passing through countryside between settlements.

- 19.13 Further north, open land to the west of Hedge End still performs a role in separating settlements, as perceived from the connecting road through Moorgreen or from footpaths passing through the gap, but there are urbanising influences in the form of residential development at Moorgreen, a large area of adjacent allotments, and the Wessex Vale Crematorium and a plant nursery off Bubb Lane. These, in combination with the visible urban edge of Hedge End across the northern end of Tollbar Way, have an urbanising influence on the area currently defined as a settlement gap, although tree cover associated with the Moorgreen Fields SSSI and adjacent to part of Tollbar Way is important in helping to preserve some rural character.
- 19.14 South of Botley Road, the golf course can to an extent be considered an urbanising influence rather than a rural land use, but in combination with Telegraph Woods and the sloping landform it provides some sense of transition through countryside.

Gap Strength

- 19.15 The overall gap strength is moderate, but it is weak along Botley Road, the main connecting road corridor between the two settlements. The M27 marks a clear distinction between West End and Hedge End. In the vicinity of Botley Road the settlement gap is narrow, and lacking in any sense of leaving one urban area before arriving at the other. Further north and south the wider gaps provide more sense of separation between urban areas.

Hedge End - Southampton

Settlement Separation

Settlement boundaries

- 19.16 The edge of the gap by Hedge End is defined by mature tree belts or woodland and the B3036 or M27.
- 19.17 The edge of the gap by Southampton, running south from Telegraph Woods / the Utilita Bowl, is defined by the A27 Kanes Hill and a consistent mature tree line.

Distance

- 19.18 The gap between Hedge End and Southampton is a town to city gap. In the north, traversing the A334 and M27 junction 7 between the two settlements the gap is approximately 900 metres. In the centre this narrows in one section to approximately 350 metres. To the south, and traversing St Johns Road between the settlements the gap is approximately 600 metres wide. These are all very narrow gaps, in the context of the separation from the City of Southampton.

Landform and landcover

- 19.19 The open landform consists of a mixture of wooded belts, treelines, open rough grazing / grassland and allotments, interspersed by a range of urbanising influences.

Connectivity of settlements

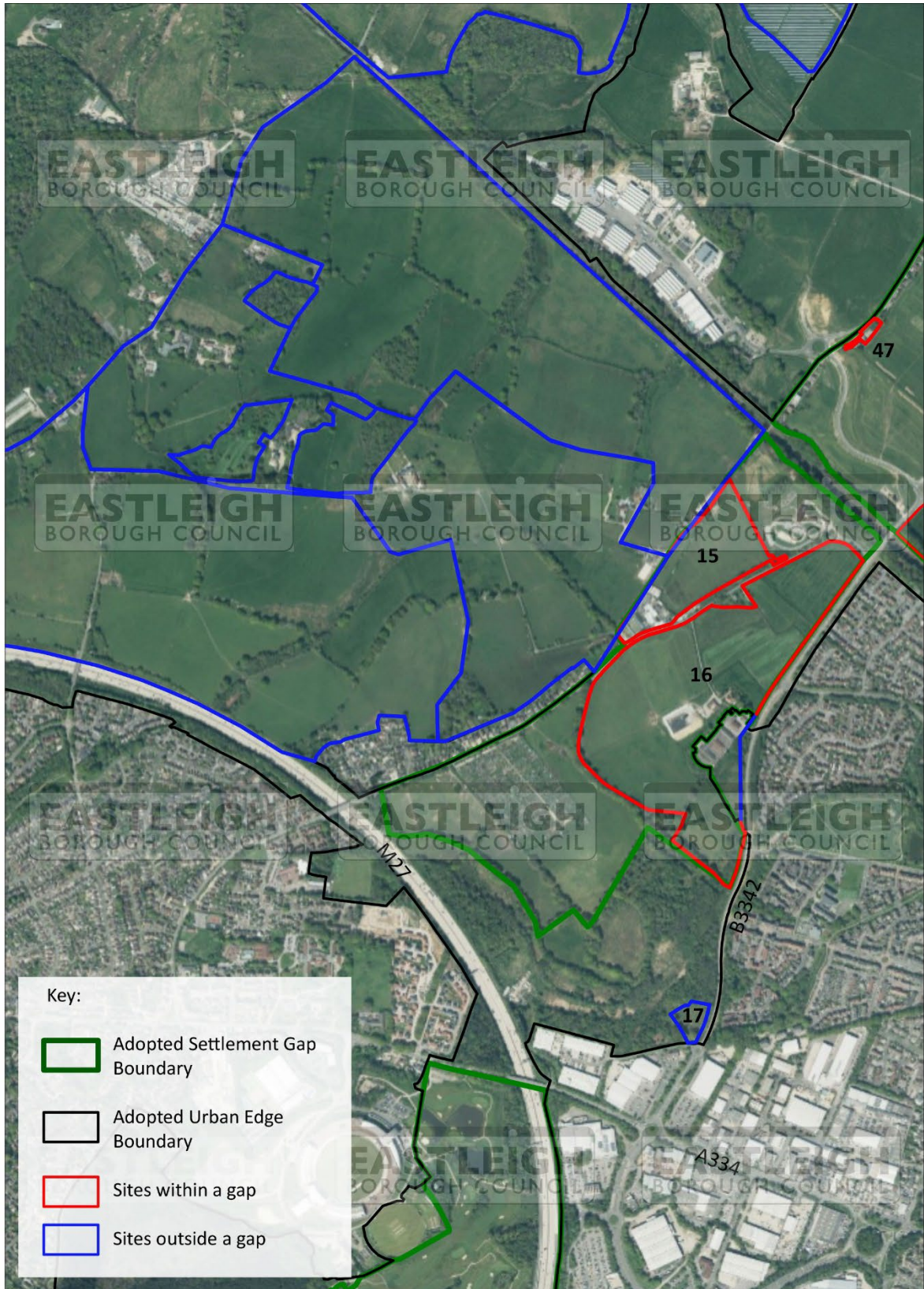
- 19.20 In the north the A334 Charles Watts Way and in the south the B3033 St Johns Road both create direct links between the two settlements. The A334 has no pavements, but street lighting. In the east it traverses the M27 at junction 7, forming a major road intersection. Overall the effect is of a road with an urban character. The B3033 has a pavement but no street lighting, and is bounded by woodland, meaning the road has a more rural character.

Urbanising influences

- 19.21 There are a range of urbanising influences throughout the gap. This includes in the north some major warehouses and a residential street, and in the centre / south a mix of industrial uses and further residential properties.

Gap Strength

- 19.22 On balance the overall gap strength is weak. The gap benefits from clear boundaries, but is a very narrow gap given it separates a city from a town, and has a range of urbanising influences along with a connecting urban road in the north.



Hedge End, West End, Southampton and Horton Heath - Settlement Gap

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Impact of SDO C1 on the Hedge End – West End Gap

Location of Development Option

19.23 SDO C1 would extend West End north across the M27 to the west of Moorgreen.

Assessment of Development Impact

Settlement type

19.24 Neither West End nor Hedge End have a distinct historic character.

Loss of contribution to separation

19.25 The M27 forms a strong boundary to West End. Development in this location would make the existing linear development along Moorgreen Road more clearly a part of West End, with Moorgreen Road becoming the boundary of the urban area. However, the developed frontage along Moorgreen Road facing Hedge End will not change.

19.26 The width of the gap between West End and Hedge End would remain the same, but the gap would be separating larger urban areas (with an expanded West End) and the separating role of woodland and Moorgreen Fields would be diminished.

Overall development impact

19.27 There would still be a moderate degree of separation between West End and Hedge End following development of C1, but the loss of boundary strength and consistency associated with expanding across the M27 would nonetheless constitute some weakening of the gap. Therefore, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

19.28 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore, the SA rating for the impact on gap strength is Poor ('-').

Potential Changes to Gap Designation

19.29 The gap between West End and Hedge End is already designated. If SDO C1 were selected for development, its impact on the gap's strength would be Poor. There may be a need to extend the existing gap to some extent to the north west of Moorgreen Road and Burnetts Lane, to prevent any further coalescence.

Impact of SDO C1 and C2/C3 on the Hedge End – West End Gap

Location of Development Option

- 19.30 Options C1 and C2 would extend West End north and west across the M27 up to the edge of Burnetts Lane. The development of Option C3 would have the same impact as C2 in terms of separation from Hedge End, with the eastern edge of both areas being defined by Burnetts Lane.

Assessment of Development Impact

Settlement type

- 19.31 Neither West End nor Hedge End would have a distinct historic character.

Loss of contribution to separation

- 19.32 The M27 forms a strong boundary to West End. Development in this location would make Moorgreen more clearly a part of West End, with Moorgreen Road and Burnetts Lane becoming the boundary of the urban area. The developed frontage along Moorgreen Road will not change but the extension of development north along Burnetts Lane would be a significant weakening of the current motorway boundary.
- 19.33 The size of the gap between West End and Hedge End would remain larger here than the existing gap to the east along Botley Road but with no strong intervening landforms or land cover to maintain separation. The separating role of woodland and Moorgreen Fields would be largely negated.

Overall development impact

- 19.34 There would be relatively weak separation between West End and Hedge End following development of C1 and C2, or C1, C2 and C3, with a significant loss of boundary strength and consistency associated with expanding across the M27. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 19.35 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 19.36 The gap between West End and Hedge End is already designated. If SDO C1, C2 and C3 were selected for development, there would be no scope to extend this gap.

Impact of SDO C1 and Site 16 on the Hedge End – West End Gap

Location of Development Option

- 19.37 SDO C1 would extend West End north across the M27 to the west of Moorgreen whilst Site 16 would extend Hedge End west up to the eastern end of Moorgreen Road.

Assessment of Development Impact

Settlement type

- 19.38 Neither West End nor Hedge End has a distinct historic character.

Loss of contribution to separation

- 19.39 The M27 forms a strong boundary to West End. The development of SDO C1 west and north of Moorgreen would make the existing linear development along Moorgreen Road more clearly a part of West End, with Moorgreen Road becoming the boundary of the urban area. However, the developed frontage along Moorgreen Road facing Hedge End will not change. The expansion of Hedge End across Tollbar Way would have a more significant impact. Tollbar Way forms a consistent boundary, strengthened by mature tree cover adjacent to the southern half of site 16. Bubb Lane and mature trees along the southern edge of the site would still form a clear boundary but the boundary role of the Moorgreen Fields woodland would be largely negated.
- 19.40 SDO C1 would combine with the existing linear development along Moorgreen Road. Site 16 would also just connect to the north eastern extent of this linear development. The distance between SDO C1 and site 16 themselves would be only 350 metres, which is very narrow. The intervening area consists of the existing linear development and the allotments which have an urbanising influence. The remaining open space south of Moorgreen Road would be entirely contained by urban development.

Overall development impact

- 19.41 There would be only very weak separation between West End and Hedge End following development of C1 and Site 16. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 19.42 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

- 19.43 The gap between Hedge End and West End is already designated. If SDO C1 and site 16 were selected for development, any remaining gap in this area would be extremely weak and would not maintain effective separation. The gap could be extended to the north west of Moorgreen Road and Burnetts Lane but its benefit to an extremely weakened gap would be very limited.

Impact of Sites 15 and 16 on the Hedge End – West End Gap

Location of Development Option

- 19.44 Development of site 16 would extend Hedge End north-west across Tollbar Way towards West End and the southern edge of Horton Heath at Chalcroft Business Park. Development of site 15 would extend Hedge End further towards Horton Heath. Impact on the Horton Heath gap is assessed separately.

Assessment of Development Impact

Settlement type

- 19.45 Neither West End nor Hedge End have a distinct historic character.

Loss of contribution to separation

- 19.46 Tollbar Way forms a consistent boundary, strengthened by mature tree cover, particularly adjacent to the southern half of site 16. The mature trees along the southern edge of the site would still form a clear boundary but the boundary role of the Moorgreen Fields woodland would be largely negated. Furthermore, Burnetts Lane is a slightly weaker boundary to the west of Hedge End than Tollbar Way.
- 19.47 Existing development along Moorgreen Road has a significant urbanising influence on the gap. Development of site 16 would close this gap at one point, and the Moorgreen Fields woodland and adjacent open fields and allotments would be entirely contained by development.

Overall development impact

- 19.48 There would be a loss of separation along Moorgreen Road. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

19.49 Prior to development, the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor. ('--').

Potential Changes to Gap Designation

19.50 The gap between Hedge End and West End is already designated. If sites 15 and 16 were selected for development, any remaining gap between these sites and the development on Moorgreen Road would be extremely weak and would not maintain effective separation. The gap could be extended to the north west of Moorgreen Road and Burnetts Lane but its benefit to an extremely weakened gap would be very limited.

Impact of Site 23 on the Hedge End – Southampton Gap

Location of Development Option

- 19.51 Kanes Hill (A27) forms the edge of the continuous Southampton urban area (with the streets immediately adjacent to the edge just within Eastleigh Borough). Site 23 is separated from Kanes Hill by one small field. It then extends, as a narrow site, to the north east for over 200 metres to Upper Northam Drive. To the north lie the Kanes Hill allotments, to the south further fields and industrial / storage uses.
- 19.52 The site lies within the Hedge End – West End – Southampton settlement gap. Its relationship is with the Hedge End – Southampton aspect of that gap.

Assessment of Development Impact

Settlement type

- 19.53 Hedge End is not a historic settlement.

Loss of contribution to separation

- 19.54 The existing Southampton settlement edge along Kanes Hill (A27) consists of the main road and a mature tree line. There is an additional mature tree line just within the gap (i.e. on the boundary of the site and the intervening small field).
- 19.55 The development extending to the north east would present a narrow frontage to Upper Northam Road, a minor road, with a mature high hedge line on the other side of this road.
- 19.56 The longer boundaries within the gap are to the north and south, with the southern boundary facing towards the wider gap and Hedge End. There are no roads defining these boundaries. The boundary to Kanes Hill allotments to the north is mixed, with a mature tree line, a small more open section and a building. The boundary to the south appears less defined itself. To the south lie the industrial areas, and then groupings of mature trees.
- 19.57 Given that the gap is separating a town from a city it is already very narrow at approximately 500 metres. Development would reduce the width of this very narrow gap further to approximately 300 metres.

Overall development impact

- 19.58 The existing edge to Southampton forms a strong boundary, but the new development would form a more mixed boundary, particularly along its long flanks. The existing very narrow gap would be narrowed further. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 19.59 Prior to development the overall gap strength is weak. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--')

Potential Changes to Gap Designations

NA

20. Assessment of the Hedge End – Botley – Boorley Green Gap

Settlement Description

- 20.1 The gap separates a relatively modern town (Hedge End) from a historic village (Botley) and a relatively modern village (Boorley Green).
- 20.2 Hedge End expanded from a village with around 1,000 residents in the 1950's into a town of around 18,000 people by the beginning of the 21st century, with the construction of the M27 triggering significant commercial and residential development. The town lies on land sloping generally eastwards down towards the River Hamble and its tributaries. Substantial modern development lies between the town's original core and the gap to Botley and Boorley Green.
- 20.3 Botley is a historic village which initially grew up around the crossing point of the River Hamble. The Botley Conservation area is focused around the river and High Street and includes agricultural land with small fields, hedgerows and woodlands to the south of Botley which form a setting to the village. To the west and north there is more modern development between the historic core and gap. Further development is planned (with planning permission) to the north at the Uplands Farm estate which will extend the settlement edge towards the railway line.
- 20.4 Boorley Green was a small village until the start of the 21st century. Since then its size has more than doubled with the development of housing on the former Botley Park golf course, and development under construction between the railway line and the B3354 which will effectively merge Boorley Green with Hedge End.

Hedge End - Botley

Settlement Separation

Settlement boundaries

- 20.5 North of the A334 Broad Oak and the Maypole roundabout, the boundary of Hedge End consists of low density predominantly residential development with some mature vegetation and a recreation ground. The boundary follows Woodhouse Lane and most of the development is contained by this lane, located to the west, but the garden centre and related businesses lie to the east. The settlement edge will change

with new development to the north west of Woodhouse Lane extending the settlement edge north to the railway line.

- 20.6 There is a concentration of development around the Maypole Roundabout including a petrol station and commercial uses. To the south of the A334 Broad Oak, the Hedge End settlement edge is the rear of suburban residential dwellings and the boundaries are fencing with some mature vegetation and treelines. Little Hatts recreation ground is at the southern end of the gap and there are extensive woodland belts separating this area from ribbon development on Brook Lane, Botley.
- 20.7 The northern boundary of Botley consists of the rear of large residential properties to the west of Holmesland Lane. Some of these are surrounded by mature vegetation and treelines. To the south of the A334 Broad Oak, the boundaries include the rear of residential properties on Cobbett Way. Beyond this, the boundary is less clear and extends over fields and Brook Lane to the Conservation Area which provides the setting of Botley.

Distance

- 20.8 The gap between eastern Hedge End and western Botley is a town to village gap. The width of the gap varies from narrow to relatively narrow, at 300 to 880 metres. When the development of the Uplands Farm Estate and Land west of Woodhouse Lane is complete, the gap between Hedge End and the north of Botley will be 330 metres at its narrowest.

Landform and landcover

- 20.9 The landscape is relatively flat with mature hedgerows, woodlands and watercourse to the north of the A334 Broad Oak. At the northern extent of the gap, a major roundabout and associated highway improvement work has taken place as part of the Botley bypass. This was built on open grassland with the removal of some hedgerows and trees and has significantly changed the character of this area.
- 20.10 Land between Woodhouse Lane and Holmesland Lane to the north of Broad Oak is predominantly open grassland with mature vegetation and woodland belts. There are some buildings to the east of Woodhouse Lane, including a garden centre and associated businesses. The Woodhouse Gully is a tributary of the River Hamble located to the south of the garden centre. Along Holmesland Lane, there are larger dwellings with mature parkland which were part of the Holmesland estate.

20.11 The A334 Broad Oak links Hedge End and Botley and includes ribbon development either side of the road. Commercial development is concentrated around the Maypole roundabout to the west with residential development along the extent of the road. There are also horse paddocks and woodland off Broad Oak.

20.12 To the south of the A334 Broad Oak, there are horse paddocks, scrublands, mature vegetation and woodland separating residential properties in the east of Hedge End (off Marls Road, Sovereign Drive and Precosa Road) from ribbon development on Brook Lane, Botley and beyond to the conservation area which forms the setting of Botley.

Connectivity of settlements

20.13 The main road corridor between Hedge End and Botley is Broad Oak, the A334, from the Maypole roundabout. This crosses the middle of the gap and has an urban character with footpaths and street lighting. To the north and south of Broad Oak, the connections are footpaths and bridleways and access roads.

20.14 The new Botley bypass, including new roundabouts and upgrades to Woodhouse Lane will also have an urban character.

Urbanising influences

20.15 There are a number of buildings within the gap, particularly along Broad Oak and to the east of Woodhouse Lane. These including individual residential dwellings, light industrial buildings and a garden centre and associated businesses east of Woodhouse Lane. To the north of Broad Oak, the land includes open grassland, woodland and Woodhouse gully which retains a rural feel. To the south of Broad Oak, there are horse paddocks, fields, heathland, woodland and ribbon development along Brook Lane.

Gap Strength

20.16 The overall gap strength is moderate but is weak along Broad Oak, the main connecting road corridor between the two settlements.

20.17 The gap separates modern residential areas and commercial development on the eastern edge of Hedge End and the western edge of the historic village of Botley. The gap is relatively narrow / narrow and includes some buildings, notably the garden centre and associated buildings and those along Broad Oak. There is very limited

intervisibility between the settlements. At its northern end, the strength of the gap will change with new development planned to the west of Woodhouse Lane. This will extend the settlement edge north to the railway line and narrow the gap. The urban character of the A334 Broad Oak and the development along this road significantly weaken the gap at this point.

Hedge End –Boorley Green

Settlement Separation

Settlement boundaries

- 20.18 The primary edges of both Hedge End and Boorley Green to the current gap are modern residential developments. On the eastern edge of Hedge End, the current urban edge is primarily the rear of properties on side roads accessed off Maunsell Way with tree belts screening the properties from the railway line and open grassland. However, The Hedge End settlement edge will change with new development to the west of Woodhouse Lane. This will extend the settlement edge at this point north to the railway line. The boundary of Boorley Green is low density residential properties, low hedgerows and intermittent treelines. New development has recently been completed to the west of Winchester Road at Boorley Court and major development is under construction at Boorley Gardens. This will merge the settlements along the railway line.

Distance

- 20.19 The gap between southern Hedge End and Boorley Green is a town to village gap. The width of the gap is relatively narrow, at between 780 and 910 metres. With the development of the Land west of Woodhouse Lane, the gap will become narrow, at around 200 metres (if the development's planned open space is taken into account).

Landform and landcover

- 20.20 To the north of the railway line, the landscape is open grassland with hedgerows and individual trees. The railway line is screened by vegetation and the railway bridge prevents intervisibility. Recent development in Boorley Green, between the railway line and Winchester Road, has significantly increased the number of buildings within this part of the gap.

Connectivity of settlements

- 20.21 The main road corridor is Winchester Road and Woodhouse Lane which runs south and west between the settlements. As part of the Botley bypass, a new roundabout has been constructed and works completed to widen and improve Woodhouse Lane. The roads have an urban feel with lighting, footpaths and cycle paths. In addition the railway line between Hedge End and Botley runs through the gap.

Urbanising influences

- 20.22 The new Botley bypass roundabout and the Woodhouse Lane upgrades have a significant urbanising influence. To the north, there is a shared pedestrian and cycle route over the Winchester Road railway bridge and street lighting.

Gap Strength

- 20.23 The overall gap strength is weak. The gap separates two relatively modern settlements, is currently relatively narrow and is planned to become narrower. The railway line and bridge currently provide some separation, although planned development will reach the railway line from both sides. The construction of the Botley bypass roundabout and associated highways improvement works has weakened the gap and introduced further urbanising features. The gap will be further weakened and reduced by the West of Woodhouse Lane development when this is complete.

Botley – Boorley Green

Settlement Separation

Settlement boundaries

- 20.24 The north western edge of Botley consists of hedgerows, woodland and the rear of individual properties off Holmesland Road. Holmesland Road has a semi-rural character with mature vegetation, street lighting and very limited pavements. To the north east, the current edge is Winchester Street. Modern housing with footpath and street lighting faces the street, with fields opposite. The settlement edge will change with new development to the north of Winchester Street extending the settlement edge north to the railway line. This will become the gap boundary along much of the length of the gap south east of Boorley Green.

- 20.25 The boundary of Boorley Green is low density residential properties off Crows Nest Lane and new development off Maddoxford Lane. There are low hedgerows and intermittent treelines. To the south east of Boorley Green, there is a change in levels as Winchester Road crosses the railway line on a raised railway bridge.

Distance

- 20.26 The gap between Botley and Boorley Green is a village to village gap. The width of the gap is relatively narrow, at between 280 and 500 metres. With the development of the Uplands Farm Estate the gap over the railway line will become narrow, at 130 metres.

Landform and landcover

- 20.27 The landscape is open grassland with hedgerows and individual trees. There is a woodland belt north east of the railway line. The railway line is screened by vegetation and the railway bridge prevents intervisibility.
- 20.28 The road layout south of the railway bridge has recently been altered with the construction of a major roundabout as part of the Botley bypass. This was built on open grassland with the removal of some hedgerows and trees and has significantly changed the character of this area.

Connectivity of settlements

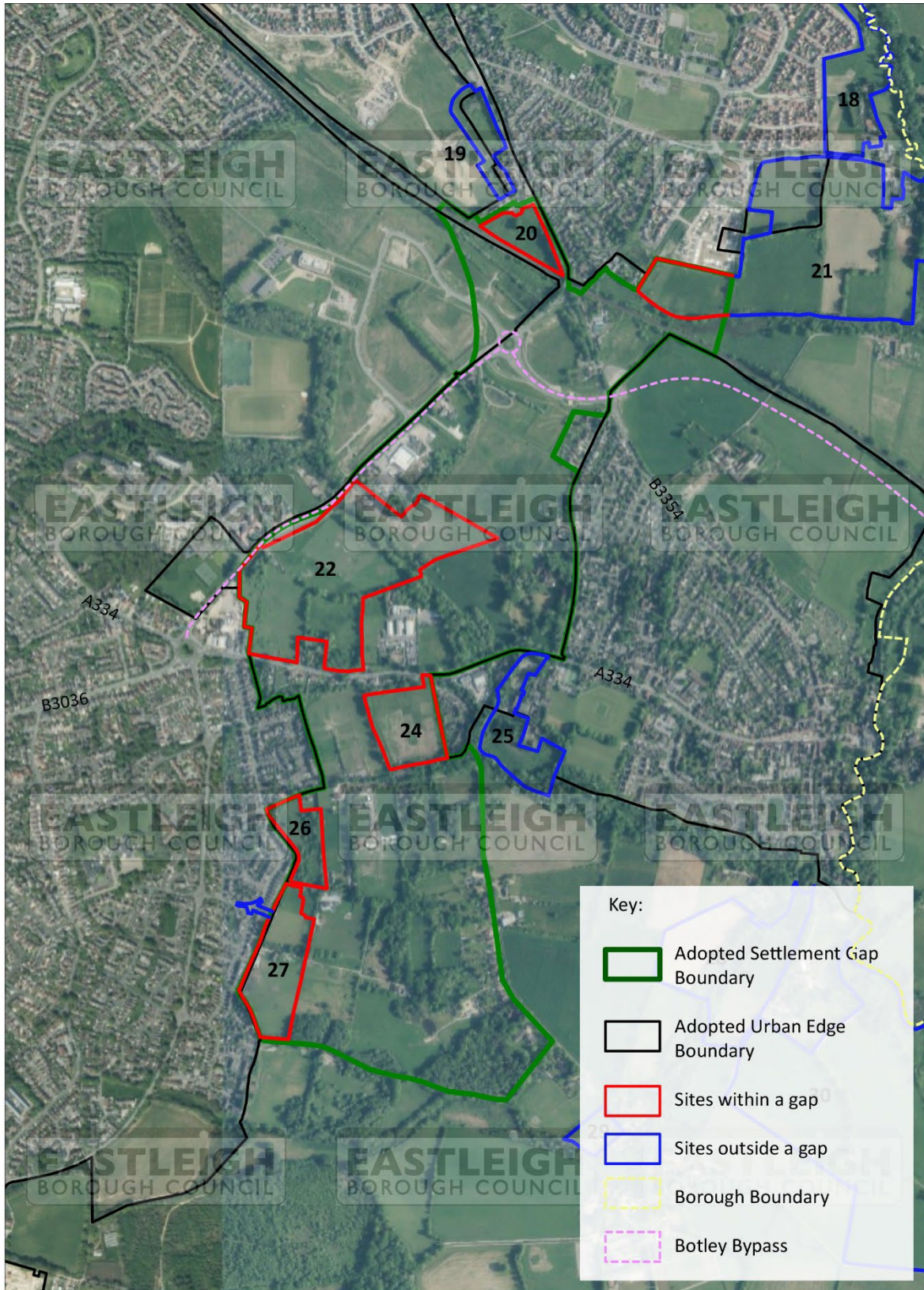
- 20.29 The main road corridor Winchester Road and Winchester Street / B3354 runs south and east between the settlements, and includes a pavement / cycle route and street lighting. This has a semi-urban character, becoming more urban as Winchester Street runs along the existing edge of Botley. As part of an early stage in the Botley bypass, a new major roundabout has been built in the gap, adding to the urban character. The bypass will also involve a new road in the gap to the north of Uplands Farm estate, south of the railway line. In addition the railway line between Hedge End and Botley runs through the gap.

Urbanising influences

- 20.30 There are some buildings within the gap near the railway line. People travelling between Boorley Green and Botley will use the new Botley bypass roundabout (and eventually the new bypass) which is a major urbanising element in the area.

Gap Strength

20.31 The overall gap strength is weak. The railway line and bridge provide some separation. However, the construction of the Botley bypass roundabout and associated improvement works has weakened the gap and introduced further urbanising features. The gap will be further weakened by the relief road and Uplands Farm development when these have been completed. The gap is relatively narrow and is already planned to become narrower.



Key:

- Adopted Settlement Gap Boundary
- Adopted Urban Edge Boundary
- Sites within a gap
- Sites outside a gap
- Borough Boundary
- Botley Bypass

Hedge End, Botley and Boorley Green Settlement Gap

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Impact of Site 20 on the Hedge End - Botley - Boorley Green Gap

Location of Development Option

- 20.32 Site 20 is a triangle shaped site south of Boorley Green. It is open grassland bounded by Winchester Road, the railway line from Eastleigh to Fareham and new residential development at Boorley Court. North of Boorley Court, the Boorley Gardens mixed use development is under construction. Planning permission has been granted for development beyond the railway line to the south west. The initial phase of this development, the Deer Park School is complete.
- 20.33 The site is within the Botley, Hedge End and Boorley Green settlement gap. It is in the most northerly part of the gap. Its main effect would be on the Hedge End – Boorley Green aspect of the gap.

Assessment of Development Impact

Settlement type

- 20.34 Neither Boorley Green nor Hedge End have a strong historic identity.

Loss of contribution to separation

- 20.35 The site boundary is a mix of mature trees, hedgerows and a largely open boundary to Winchester Road and the railway line and recent residential development. There is a change in levels when travelling north along Winchester Road from the railway bridge into Boorley Green. The development of this site would have limited impact on the gap boundary and would establish a new strong boundary of the railway line and bridge.
- 20.36 The development of this site would remove the gap north of the railway line and west of Winchester Road. The land to the south of the railway line is allocated for development (with Deer Park School already completed). When this development is completed, Hedge End will extend north as far as the railway line. This will include some open space, as part of the urban development, by the railway line. However in overall terms the development of site 20 would effectively close the gap and cause the two settlements would merge.
- 20.37 In addition the quality of the gap to the south of the site has also been impacted with the construction of the Botley bypass roundabout. This has reduced the sense of separation between the settlements in this part of the gap.

Overall development impact

- 20.38 Development, together with allocated development to the south of the railway, would effectively close the gap and cause the settlements to merge. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

- 20.39 Prior to development the overall gap strength is weak. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor.

Potential Changes to Gap Designations

NA

Impact of Site 21 on the Hedge End - Botley - Boorley Green Gap

Location of Development Option

- 20.40 The site is located to the south of Boorley Green. It is located to the south of Maddoxford Lane and north of Newhouse Farm and the railway line (Eastleigh to Fareham). It is a collection of open fields and hedgerows and includes the Local Plan site allocation BO1 (allocated for at least 30 dwellings). The eastern boundary of the site follows the River Hamble and the borough boundary. There is residential development under construction and recently completed to west and north of Maddoxford Lane.
- 20.41 Only the south western part of the site (approximately 2.2ha out of a total site of 18.5ha) is in the Hedge End, Botley and Boorley Green settlement gap. It is located in the Boorley Green and Botley part of that gap. It is only this part of the site which is assessed.

Assessment of Development Impact

Settlement type

- 20.42 Botley is a historic village.

Loss of contribution to separation

- 20.43 The current gap edge is existing residential properties and recent development to the north and west. These are partially open and partially bounded by mature tree lines. Development would be bounded by tree belts on the site's boundaries to the south and east. The development of the site would have no impact on the strength of the boundary in this part of the gap. In addition the railway line runs to the south.
- 20.44 The current gap at this point is relatively narrow. The site would significantly reduce the extent of the gap to the north of the railway line. The land to the south of the railway line includes Uplands Farm which has planning permission for development. When this is completed, Botley will extend north as far as the railway line. The remaining overall gap would be very narrow.

Overall development impact

20.45 Similar to site 20, the development of site 21 would have a major impact on the northern extent of the gap due to its location at a narrow point and with development planned to the south of the railway line. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

20.46 Prior to development the overall gap strength is weak. The impact of the development would be major. Therefore, the SA rating for the impact on gap strength is Very Poor

Potential Changes to Gap Designation

20.47 The gap between Botley and Boorley Green is already designated at this point. If site 21 were selected for development, combined with the proposed development at Uplands Farm, the remaining gap at this point would be very weak. The gap should be extended to the east. This may reduce the risk of further coalescence. However, it would not negate the assessed impact on the gap's strength from this development.

Impact of Site 22 on the Hedge End - Botley - Boorley Green Gap

Location of Development Option

- 20.48 The site is located to the east of Hedge End. It is located north of Broad Oak and to the east of Woodhouse Lane. It consists of a number of agricultural land parcels and horse paddocks separated by tree belts and includes a tributary of the River Hamble. To the north is a garden centre and associated buildings. There are residential properties to the south and the west of the site.
- 20.49 The site lies within the Hedge End, Botley and Boorley Green settlement gap. It lies within the Hedge End and Botley part of the gap.

Assessment of Development Impact

Settlement type

- 20.50 Botley is a historic village.

Loss of contribution to separation

- 20.51 The current gap edge is of moderate strength. It follows Woodhouse Lane in this part of the gap and there is an intermittent tree belt along the boundary of the site with some areas bounded by low fencing or vegetation. If this site were developed, the new boundary would be a mix of hedgerows and treelines.
- 20.52 The current gap is narrow given it separates a town from a village. Development would significantly reduce the width of the gap, so that in places it would become very narrow, particularly in the northern part of the site. The area has a rural character. Development would be particularly visible on Woodhouse Lane to the south of the garden centre and adjacent buildings, and also adjacent to Greenlands View on Broad Oak, the main connecting road between Hedge End and Botley.

Overall development impact

- 20.53 Development would involve the loss of land of rural character, would significantly narrow the gap, and be visible from key connecting roads. Therefore the impact of the development on the gap would be major.

Overall Impact on Gap Strength

20.54 Prior to development the overall gap strength is moderate, although it is weak along the A334 Broad Oak, the key connecting road. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 24 on the Hedge End - Botley - Boorley Green Gap

Location of Development Option

- 20.55 The site is located to the west of Botley, south of Broad Oak and west of Cobbett Way. It is accessed from Broad Oak with the majority of the site behind individual houses on Broad Oak. It is open grassland crossed by pylons with a tree belt on its western boundary. There are residential properties to the north and east. To the west is grassland and horse paddocks. Broadoak woodland is directly to the south.
- 20.56 The site lies within the Hedge End, Botley and Boorley Green settlement gap. It lies with the Botley and Hedge End part of the gap.

Assessment of Development Impact

Settlement type

- 20.57 Botley is a historic settlement.

Loss of contribution to separation

- 20.58 The current gap edge is of moderate strength. The eastern boundary of the gap is low density suburban development on Cobbett Way. From Broad Oak, the site is largely screened by residential properties and fencing. There is a tree belt screening the site from The bridleway to the south and a treeline to the west facing Hedge End, both of which could form a strong boundary.
- 20.59 The current gap is already narrow and the site is located at one of the narrowest parts of the gap separating Hedge End and Botley. Development would involve a significant reduction in the size of the gap so that it would become a very narrow gap.

Overall development impact

- 20.60 The current gap is already narrow, and development would significantly further narrow the gap. Therefore, the impact of the development in the gap would be major.

Overall Impact on Gap Strength

20.61 Prior to development the gap strength at this point along Broad Oak is weak. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 26 on the Hedge End - Botley - Boorley Green Gap

Location of Development Option

- 20.62 The site consists of scrubland with mature trees, located to the south east of Hedge End. It is to the south of the bridleway which connects Marls Road, Hedge End and Brook Lane, Botley. There are established residential roads to the north and west and large individual properties and some commercial uses on the bridleway. There is open grassland to the east and grazing land to the south. Site 27 is south of this site.
- 20.63 The site is in the Hedge End, Botley and Boorley Green gap. It lies within the Hedge End and Botley part of the gap.

Assessment of Development Impact

Settlement type

- 20.64 Botley is a historic village.

Loss of contribution to separation

- 20.65 The current gap edge is of moderate strength. The existing edge primarily consists of fences at the rear of residential properties and access roads to individual properties. There are dense hedgerows with hedgerows trees on the south western and northern edges of the site with an intermittent hedgerows along the western edge. If developed, the boundary would include mature vegetation and trees and could provide a strong new boundary.
- 20.66 The gap between Hedge End and Botley is approximately 300 metres at its narrowest point to the north of this site. This part of the gap is assessed in relation to Cobbett Way (the closest part of the Botley urban area) and to the edge of the Botley Conservation Area (as this provides the setting of Botley). These gaps are currently narrow to relatively narrow, given they are separating a town from a village. Development would have a relatively limited effect on the overall gap and would not extend any further east than existing development to the north.

Overall development impact

20.67 The existing gap is relatively narrow, although this development would have a relatively limited effect on the overall gap. Therefore, the impact of the development is minor.

Overall Impact on Gap Strength

20.68 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore, the SA rating for the impact on gap strength is Poor ('-').

Potential Changes to Gap Designation

NA

Impact of Site 27 on the Hedge End - Botley - Boorley Green Gap

Location of Development Option

- 20.69 The site is located to the south east of Hedge End, east of Sovereign Drive. It is agricultural land with a small number of residential properties. The site backs onto housing on Sovereign Drive. Little Hatts Recreation Ground is south and well screened from the site. Fir Tree Farm and its access road is to the north of the site and to the east is grassland, agricultural land with some woodland. Site 26 is north of this site.
- 20.70 The site lies within the Hedge End, Botley and Boorley Green settlement gap. It lies within the Hedge End and Botley part of the gap.

Assessment of Development Impact

Settlement type

- 20.71 Botley is a historic village.

Loss of contribution to separation

- 20.72 The existing edge of Hedge End in this location primarily consists of fences at the rear of modern residential properties, intermittent trees and access roads to individual properties. To the south, the site is well screened from Little Hatts Recreation Ground by mature shrubs and trees. However for most of the eastern edge of the site facing Botley the boundary is open with just a few trees. The development of the site would have a minor impact on the strength of the boundary in this part of the gap.
- 20.73 This part of the gap is assessed to the edge of the Botley Conservation Area as this provides the setting of Botley. The gap is relatively narrow at approximately 800 metres, given it is separating a town from a village. The gap would reduce to around 700 metres, a modest reduction. Development would be visible from a connecting public footpath.

Overall development impact

- 20.74 Development would generate a modest reduction in the width of the gap. Therefore, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

20.75 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore, the SA rating for the impact on the gap strength is Poor ('-').

Potential Changes to Gap Designation

NA

21. Assessment of the Hedge End – Bursledon Gap

Settlement Description

- 21.1 This gap separates a town (Hedge End) from a historic village (Bursledon).
- 21.2 Hedge End expanded from a village with around 1,000 residents in the 1950's into a town of around 18,000 people by the beginning of the 21st century, with the construction of the M27 triggering significant commercial and residential development. The town lies on land sloping generally eastwards down towards the River Hamble and its tributaries. Substantial modern development lies between the town's original core and the gap to Bursledon.
- 21.3 The historic core of Bursledon, designated as Old Bursledon Conservation Area, is located immediately west of the River Hamble. This area retains an open, low-density character. In the last 50 years the village has expanded significantly to the north, merging it with the linear core of Lowford, and to the west beyond Hungerford Bottom to Hamble Lane. Bursledon windmill is located on the northern edge of Bursledon just within the gap. This is an important heritage asset in itself, although is screened from the wider gap by woodland.

Settlement Separation

Settlement boundaries

- 21.4 Moving west to east, the Hedge End gap is defined south of St Johns Road by a small area of woodland, and then a mature treeline along a narrow lane (Peewit Hill Close). The main approach to Hedge End from Dodwell Lane includes a new roundabout, a hedge line and a collection of farm and other buildings, the overall effect of which is a relatively weakly defined approach at this point. Just beyond all these areas (separated by the woodland or an open field) and within the gap lies the M27 motorway and junction 8. Continuing west from Dodwell Lane, the gap edge then moves south from the urban edge, following a contour line to the south demarking a rise in land into the gap before moving east to follow the woodland edge marking the start of Manor Farm Country Park. (The land between the settlement gap and the urban edge is currently designated as countryside, and mostly also as a site of importance for nature conservation [i.e. the woodland]).
- 21.5 Moving from the west, the Bursledon edge is defined by the A3024 Bursledon Road (a main road) as it approaches Windhover with in places a mature tree line on either

side of the road. The edge is then marked by the Windhover roundabout, a major element of road infrastructure with a significant grouping of mature trees in its centre, and a pub and car park in a setting of mature trees. Moving west of Windmill Lane the edge is defined by woodland, the end of one open field and then the M27 motorway. West of Dodwell Lane the edge is defined by a woodland belt and the motorway, and then by Blundell Lane, a rural lane contained in a belt of mature trees. There are a number of parcels of residential development in this area (within the defined urban area) which are either recently built or are under construction. Whilst west of Windmill Lane the A27 is now wholly within the urban area, this benefits from a mature tree line along a significant part of its route and the new development is often set within mature trees and woodland parcels. Therefore to the casual observer, the A27 may to some extent form a perceptual edge to the settlement, in addition to the actual edge described above.

Distance

- 21.6 The gap between southern Hedge End and northern Bursledon is a town to village gap. The width of the gap is generally relatively narrow. It varies between 650 and 950 metres (500 metres at its narrowest point). The distance to traverse the gap along the main connecting road (via junction 8 and the Windhover roundabout) is around 800 metres.

Landform and landcover

- 21.7 The land across the gap is moderately undulating. The centre and north of the gap contains a stream valley (roughly following the line of the M27). The land from both Hedge End and Bursledon slope down to the bottom of this valley. (There is a gentle rise in land between southern Hedge End and Dodwell Lane first, before the drop to the valley). In the east of the gap all the land is sloping down to the River Hamble.
- 21.8 The land consists generally of open fields punctuated by some woodland belts and mature tree belts. There are two specific areas with groupings of residential dwellings in the gap: along Peewit Hill close to Windhover, and a more dispersed grouping of dwellings (often in a setting of mature trees) along Dodwell and Blundell Lane. (Dwellings also run along Windmill Lane, very close to the Bursledon edge).
- 21.9 There is limited intervisibility from either urban area into the gap, and no intervisibility between the two settlements.

Connectivity of settlements

- 21.10 There are two road corridors between Hedge End and Bursledon. The main road corridor runs south from the new Dodwell Lane / Barnfield Way roundabout, along Dodwell Lane (a C road), via junction 8 of the M27, and Bert Betts Way (A3024) to the Windhover roundabout. All these roads are busy and have street lighting. Dodwell Lane has a pavement, Bert Betts Way is a dual carriageway. Therefore the road has an urban character. The route has a linear distance of approximately 800 metres.
- 21.11 The second road corridor is along the original Dodwell Lane. At its southern end, entry to Bursledon is via either Dodwell Lane or a side road, Blundell Lane. These roads generally have mature tree lines, and other than the southern end of Dodwell Lane are narrow (requiring passing cars to slow significantly). The roads are unlit and have no pavements. They have a rural character.

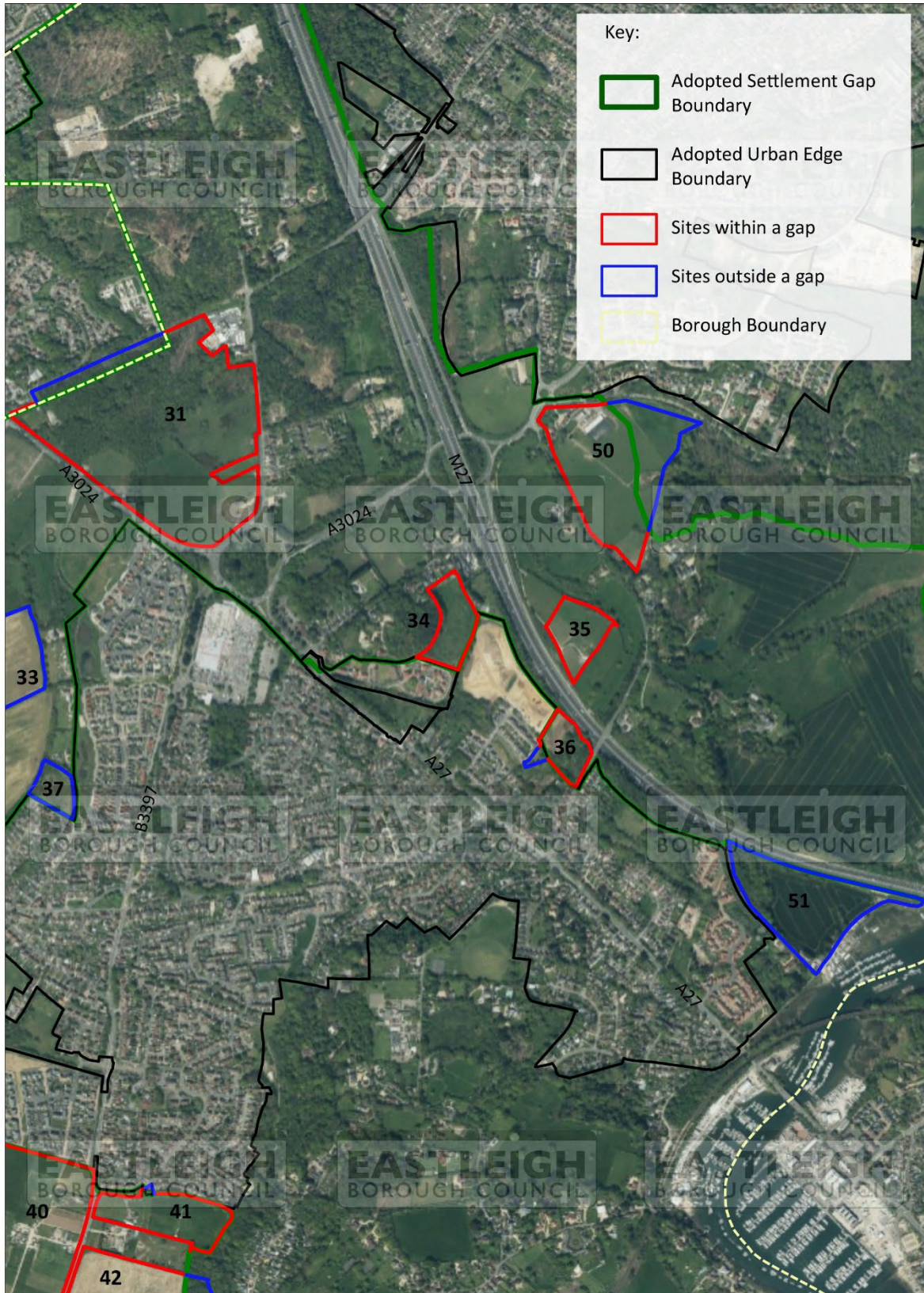
Urbanising influences

- 21.12 Most of the gap consists of open fields, with some tree belts or woodland, and essentially two relatively small groupings of dwellings. The area along and to the east of the original Dodwell Lane running down towards the River Hamble has a rural character.
- 21.13 However, the M27 traverses along the length of the gap. This creates a strong urbanising influence in visual and noise terms. To the south east the M27 forms a strong edge to Bursledon, with the more rural eastern part of the gap to the north. However, to the north west, junction 8 of the M27 (a grade separated junction with a large roundabout) lies in the centre of the gap. This, together with the connecting Dodwell Lane / Bert Betts Way main road corridor, create a significant urbanising influence. This, by the very nature of the road infrastructure, is the point at which by far the most people will traverse and experience the gap.

Gap Strength

- 21.14 The overall gap strength is strong, but it is weak along Dodwell Lane / Bert Betts Way, the main connecting road corridor between the two settlements.
- 21.15 Hedge End is a town, although with little historic identity. Bursledon has a distinct historic identity.

- 21.16 On the Dodwell Lane / Bert Betts Way corridor, the boundary / entrance to Bursledon (at Windhover) is clearly defined, that to Hedge End along Dodwell Lane is to an extent, weaker. The gap's width is relatively narrow. The main busy roads, including a dual carriageway and motorway junction, create a strong urbanising effect.
- 21.17 Across the wider gap, the edges to the gap are generally defined by woodland, mature tree lines, the M27 motorway or in one case a rise in land. The width of the gap varies, generally between 650 metres and 950 metres, which is relatively narrow. The land is moderately undulating incorporating a stream valley and sloping down to the River Hamble. It generally consists of open fields punctuated by woodland belts or mature tree lines. There are occasional groupings of dwellings. The M27 creates an urbanising influence across the area, although on the eastern side of the gap also creates a clear edge to Bursledon.



**Hedge End and Bursledon
Settlement Gap**

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Impact of Site 31 on the Hedge End – Bursledon Gap

21.18 This is included in the assessment of site 31 in the Bursledon – Netley – Southampton gap section.

Impact of Site 34 on the Hedge End - Bursledon Gap

Location of Development Option

- 21.19 Site 34 is located on the northern side of Bursledon, between Providence Hill (A27) / Goslings Turning (new development) and the motorway (M27), and to the south east of Windmill Lane.
- 21.20 The site lies in the Bursledon and Hedge End gap.
- 21.21 The site wraps around the eastern side of woodland which is on the crest of a hill, with the site sloping down to the north east / motorway, then curving round to drop down to the south east. A mature line of trees runs around this lower boundary. To the east lies a new development site under construction.

Assessment of Development Impact

Settlement type

- 21.22 Bursledon has a historic identity.

Loss of contribution to separation

- 21.23 The existing Bursledon settlement gap edge consists to the west of new residential areas and at one section, mature woodland and a tree line; and to the east development under construction defined by the motorway. The edge by the site itself consists of a new residential area and open boundary to the south, and the residential area under construction to the east defined by a mature line of trees. New development would extend beyond the woodland. Its northern edge would merge with existing dwellings along Windmill Lane, its north eastern and eastern edges would be defined by a line of mature trees and hedges and more broadly by the motorway (M27) which lies just beyond. Its eastern edge would merge with the urban residential area under construction to the east.
- 21.24 The Bursledon – Hedge End gap is separating a village from a town, so is relatively narrow at approximately 550 metres. Development would reduce the gap so it became narrow at approximately 350 metres, although development would still be contained within the motorway (M27).

Overall development impact

- 21.25 The strength of the current boundary is mixed. Development would be bounded from the wider gap by a mature line of trees and in particular by the M27 motorway. The already relatively narrow gap would become narrow, although the M27 would provide a strong boundary between the site and the wider gap. Therefore, in overall terms, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

- 21.26 Prior to development the overall gap strength is strong. The impact of the development on the gap would be minor. Therefore the SA rating for the impact on gap strength is Neutral ('0').

Potential Changes to Gap Designation

NA

Impact of Site 35 on the Hedge End – Bursledon Gap

Location of Development Option

- 21.27 Site 35 is located to the north of both Bursledon and the M27, west and south of Dodwell Lane.
- 21.28 The site lies in the Bursledon and Hedge End gap.

Assessment of Development Impact

Settlement type

- 21.29 Bursledon has a historic identity.

Loss of contribution to separation

- 21.30 The existing Bursledon settlement gap edge consists of the M27 motorway.
- 21.31 The northern edge of the site facing Hedge End would be bounded by an intermittent line of mature trees, although would still be visible from Dodwell Lane to the north. The western edge of the site is not defined and the eastern edge of the site defined by just an intermittent low hedge line, although tree lines along Dodwell Lane provide partial wider screening to the north and west.
- 21.32 The Bursledon – Hedge End gap is separating a village from a town, so is relatively narrow at approximately 800 metres. Although the gap would remain relatively narrow, it would reduce further to approximately 550 metres. Development would form a clear protrusion into the gap.

Overall Development Impact

- 21.33 There would be a significant weakening of the boundary and a further narrowing of the gap, the site representing a clear protrusion into the gap. Therefore the impact of the development on the gap would be major.

Overall Impact on Gap Strength

21.34 Prior to development the overall gap strength is strong. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 36 on the Hedge End – Bursledon Gap

Location of Development Option

- 21.35 Site 36 is located on the northern side of Bursledon, immediately south of the motorway (M27), west of Dodwell Lane (lined by dwellings), and east of new development at Oakley Vale and under construction.
- 21.36 The site lies in the Bursledon and Hedge End gap.
- 21.37 The site is level with the motorway and lower lying than Dodwell Lane and Oakley Vale. The site itself consists wholly of mature trees and vegetation and immediately to the south lies another small field.

Assessment of Development Impact

Settlement type

- 21.38 Bursledon has a historic identity.

Loss of contribution to separation

- 21.39 The existing Bursledon settlement gap edge consists to the west and east of the site of the motorway (bounding within the defined urban area the new development to the west, and a mixture of residential, woodland belts and fields to the east). At the site itself the designated gap edge forms an indent south of the motorway such that the site itself is within the gap. The mature trees and vegetation covering the site forms a boundary at the start of the gap. Development of the site would remove these trees and vegetation, and the gap edge would then be defined by the motorway.
- 21.40 The Bursledon – Hedge End gap is separating a village from a town, so is relatively narrow. In proportionate terms, development would only have a minor effect on the width of the gap, and it would bring it into line with the gap on either side of the site, with development contained within the motorway (M27).

Overall development impact

- 21.41 Development would bring the gap boundary to the line of the motorway, consistent with the areas on either side of the site, and forming a strong boundary. Development would have no practical effect on the width of the gap. Therefore, the development would have no impact on the gap.

Overall Impact on Gap Strength

- 21.42 Prior to development the overall gap strength is strong. The development would have no impact on the gap. Therefore the SA rating for the impact on gap strength is Neutral ('0').

Potential Changes to Gap Designation

NA

Impact of Site 50 on the Hedge End – Bursledon Gap

Location of Development Option

- 21.43 Site 50 is located on the southern side of Hedge End, south of Pylands Way. To the south west the site is bounded by Dodwell Lane, and to the east by woodland. The western approximately half of the site lies within the designated Bursledon and Hedge End settlement gap.

Assessment of Development Impact

Settlement type

- 21.44 Bursledon has a historic identity.

Loss of contribution to separation

- 21.45 Where the site adjoins the Hedge End urban edge, running along Pylands Lane, the western section is also the boundary of the gap designation. This boundary has been breached by agricultural / farm development. Along the eastern section Pylands Lane benefits from a mature tree line or hedge line on both sides of the lane, which combine to form a strong boundary to the wider countryside. At this point, this countryside is not part of the designated gap. The land is lower lying and rises up to a ridgeline which forms the gap boundary, running through the site. The site would take development to Dodwell Lane, on the other side of the ridge line. Dodwell Lane itself is generally marked by a mature tree line or hedge line on both sides of the lane, although on occasions there are gaps or dwellings on the wider gap side of the lane. 21.46 The Bursledon – Hedge End gap is separating a village from a town, so is relatively narrow, and would become narrower. In this location the gap consists of grassland around the crest of a ridge of gently undulating land. Tree lines, including along the M27, generally limit intervisibility with Bursledon although there would be intervisibility with site 34 if this were developed.

Overall development impact

- 21.47 At present the ridgeline running through the site fully contains Hedge End from the wider gap. Development of the site would breach this ridge and whilst the treelines along Dodwell Lane generally provide definition, there would be some weakening of the boundary. Although the gap is already relatively narrow, there would be a further narrowing. Therefore, the development would have a moderate or major impact on the gap.

Overall Impact on Gap Strength

21.48 Prior to development the overall gap strength is strong. The development would have a moderate to major impact on the gap. Therefore the SA rating for the impact on gap strength is Poor ('-') or Very Poor ('--')

Potential Changes to Gap Designation

NA

22. Assessment of the Bursledon – Netley – Southampton Gap

Settlement Description

- 22.1 This gap separates two historic villages (Bursledon and Netley) from a city (Southampton).
- 22.2 The historic core of Bursledon, designated as Old Bursledon Conservation Area, is located immediately west of the River Hamble. This area retains an open, low-density character. In the last 50 years the village has expanded significantly to the north, merging it with the linear core of Lowford, and to the west beyond Hungerford Bottom to Hamble Lane.
- 22.3 The historic core of Netley, designated partly by Netley Abbey Conservation Area, is focussed on Victoria Road and Abbey Hill along Southampton Water. Grange Road marks the general extent of the settlement towards Southampton. The village has expanded incrementally to the north east along and behind Grange Road to the railway line and beyond to Woolston Road, with housing estates constructed in the inter war and post war period. In the last few years 2 new developments have been constructed beyond Grange Road. The settlement also expanded incrementally along the main road to Hound before several large estates were constructed during the inter-war/immediate post-war period between the historic core and the railway line to the north-east. During the 1970s and 1980s the village expanded further to the north-east between the railway line and the linear core of Butlocks Heath. Woodland cover along Spear Pond Gully largely defines the eastern and north-eastern settlement edge, although a small area of development in Hound lies beyond this to the east.
- 22.4 Southampton has a historic core at the confluence of the Test and Itchen rivers. However this core lies some distance, approximately 3 kilometres, from the edge of the city. The intervening area consists of relatively modern post war development, Weston and Newtown being the suburbs adjoining the gap. Hightown Council estate includes a high rise (13 storey) residential block visible from wide areas of the gap.

Bursledon – Netley

- 22.5 See the Hamble – Netley – Bursledon gap section.

Bursledon – Southampton

Settlement Separation

Settlement boundaries

- 22.6 The Bursledon side of the designated gap boundary is defined to the south of Portsmouth Road (A3025) by a woodland belt. To the north of Portsmouth Road it runs along the defined urban edge, which is generally marked by a treeline. In places this treeline is intermittent with the existing urban area more visible, in other places small elements of development lie just across the boundary within the gap. 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). The western edge of this open space (within the gap) is defined by a hedge line, low in places, and partially by a low bund, but these do not fully contain long views in or out of the area. Windhover is a major roundabout, with a mature grouping of trees in the centre, which provide a defined edge at this point.
- 22.7 The Southampton side of the designated gap boundary, to the north of the A3024 Bursledon Road, is defined by woodland. Between Bursledon Road and the A3025 Portsmouth Road, the gap boundary follows Botley Road just within the city, although at one point follows Shop Lane within Eastleigh Borough. Shop Lane is bounded on either side by a mature tree line. The Botley Road edge is generally defined by a mature treeline, with occasional gaps. 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

- 22.8 The gap between western Bursledon and eastern Southampton is a village to city gap. The 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

- 22.9 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. Whilst there are only occasional treelines, these are generally sufficient to ensure there is no intervisibility between the two settlements, although the high rise residential block at Hightown is visible from wide areas of the gap.
- 22.10 To the north of Bursledon Road the gap consists of open fields and woodland.

Connectivity of settlements

- 22.11 There are two direct roads between Bursledon and Southampton. 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

- 22.12 Most of the gap consists of open fields (and to the north, woodland). The small parcels of development dotted around the gap are mainly on or close to the two A-roads (Bursledon Road and Portsmouth Road). These include residential, employment and sports buildings, a travelling show peoples yard, a solar farm, and waste facilities. The buildings occupy a small proportion of the overall area of the gap, although their proximity to the main roads makes them more visible. The two major roads have an urbanising influence in themselves. The solar farm covers a larger area in itself.

Gap Strength

- 22.13 The overall gap strength is moderate, but it is weak along Bursledon Road, one of the two main connecting road corridors between the two settlements.
- 22.14 Bursledon has a distinct historic identity and Southampton is a city. The gap boundaries on both the Bursledon and Southampton edges generally consist of a mixture of woodland belts or mature tree lines (occasionally intermittent), but in one

part of the Bursledon edge (at the narrowest point of the gap) has no or little definition. The existing gap between settlements is narrow and in places very narrow (given it is separating a village from a city). The landform is flat, with generally large open fields and limited tree lines. However, these are sufficient to ensure no intervisibility between the two settlements, with the significant exception that the Hightown tower in Southampton is visible from large parts of the gap. The perceived sense of passing through countryside between settlements is reduced by the semi-urban nature of the two main roads which cross the gap, and occasional development (often closer to one or other of these roads).

Netley – Southampton

Settlement Separation

Settlement boundaries

- 22.15 The entirety of Southampton's edge is defined by a significant woodland belt, including Westwood Nature Reserve.
- 22.16 The edge of the settlement gap along the Netley boundary (north west of Grange Road and facing Southampton) is generally defined by woodland belts. In the north east, the new development is contained by the railway line and Woolston Road, in addition to woodland belts. In the south west, development does lie beyond the gap boundary. This is very low density residential development interspersed by significant tree cover, or the Netley Abbey ruins.

Distance

- 22.17 The gap between north west Netley and south east Southampton is a city to village gap. The width of the gap is very narrow, at between 500 – 750 metres.

Landform and landcover

- 22.18 The land in the gap is relatively flat. It includes substantial tree cover, particularly adjacent to Southampton and across the Westwood Nature Reserve, but also across the wider gap and along the two interconnecting roads (Abbey Hill / Victoria Road and Woolston Road / Newtown Road). To the north of Woolston Road lies a solar farm. Tree / wooded belts ensure this is not visible from roads, although it may be visible from the railway line. In the south this tree cover is interspersed by generally

very low density residential development, and by the ruins of Netley Abbey. The southern edge of the gap is marked by the beach along Southampton Water.

- 22.19 The significant tree cover prevents intervisibility between Netley and Southampton, and visibility of either settlement from within the gap. It also places the very low density development in a woodland / rural setting.

Connectivity of settlements

- 22.20 There are two direct roads between Netley and Southampton. In the north runs Woolston Road / Newtown Road (a C road), with a linear distance of approximately 350 – 750 metres, with no pavement. The road has a rural feel, being treelined and running through open countryside. In the south runs Victoria Road / Abbey Hill (a C road), with a linear distance of approximately 750 metres, and a (generally narrow) pavement. In overall terms the road has a relatively rural feel, being treelined though with generally low density development (and Netley Abbey ruins) along significant stretches.
- 22.21 The settlements are also connected by the Southampton – Portsmouth railway line, and by the Solent Way (beach walk).

Urbanising influences

- 22.22 Most of the gap is open land or woodland. In the south west there is some scattered development to the north and south of Abbey Hill / Victoria Road, including Fountains Park and Netley Abbey ruins. This introduces an urban influence to some extent. However the urbanising effect is limited because it is generally very low density development interspersed with significant woodland / tree cover, and in the case of the ruins has significant heritage value.
- 22.23 The Woolston Road / Newtown Road corridor has a treeline or woodland belt on either side and runs through open countryside with no development.

Gap Strength

- 22.24 The gap has a moderate strength overall. Netley and Southampton both have a distinct historic identity. The settlement edge to the north-west of Netley is generally strongly defined by woodland belts / treelines, albeit with some very low density development extending beyond this in places. The south-eastern edge to Southampton is very strongly defined by woodland belts. The existing gap between

settlements is very narrow (given it is separating a village from a city). The landform is relatively flat, although it features very significant tree cover which creates a sense of separation. The perceived sense of passing through countryside between settlements is reduced to some extent by development, although this only applies in the south of the gap, is generally of a very low density or has heritage value and is interspersed by the significant tree cover, which significantly reduces the urbanising effect.



Bursledon, Netley and Southampton - West Settlement Gap

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Bursledon, Netley and Southampton - East Settlement Gap

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Impact of Site 31 on the Bursledon – Netley - Southampton gap and the Hedge End and Bursledon Gap

Location of Development Option

- 22.25 Site 31 extends from the Windhover roundabout on the edge of Bursledon to Botley Road on the edge of Southampton, and lies between West End Road (A27) and Bursledon Road (A3024). The north western part of the site (adjacent to Southampton) is woodland (a site of importance for nature conservation), the south western part of the site (adjacent to Windhover / Bursledon) consists of open fields.
- 22.26 The site has a relationship to the Hedge End – Bursledon and the Bursledon – Southampton gap.

Assessment of Development Impact

Bursledon – Southampton gap

Settlement type

- 22.27 Bursledon is a historic village.

Loss of contribution to separation

- 22.28 The existing Southampton settlement edge consists of mature woodland (within the site) which screens the existing urban area. 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.
- 22.29 The development extending from Bursledon would have a 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.
- 22.30 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.

Overall development impact

- 22.31 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. The existing gap, given it separates a village from a city, is already very narrow (450 – 550 metres) and this would be approximately halved (to 225 - 250 metres). Therefore, the impact of the development on the gap would be major.

Hedge End - Bursledon

Settlement type

- 22.32 Bursledon is a historic village.

Loss of contribution to separation

- 22.33 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 dis-connected from Bursledon by the Windhover roundabout.
- 22.34 The development would have an 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.
- 22.35 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.

Overall development impact

- 22.36 Development would extend rather than replace the existing Bursledon boundary to the gap. The extended boundary would be formed by a main road, over which some

existing development has already occurred. The existing gap, given it separates a village from a town, is relatively narrow (750 – 850 metres) and this would reduce to some extent (to 500 - 650 metres). 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.

Overall Impact on Gap Strength

Bursledon - Southampton

- 22.37 Prior to development the overall gap strength at this point is weak. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Bursledon - Hedge End

- 22.38 Prior to development the overall gap strength is strong, although weak along the main Windhover – Dodwell Lane corridor. The impact of the development on the gap would be minor, or negligible at Windhover. Therefore, the SA rating for the impact on gap strength is Neutral ('0').

Potential Changes to Gap Designation

NA

Impact of Site 32 on the Bursledon – Netley - Southampton Gap

Location of Development Option

- 22.39 Site 32 is located to the east of Southampton, immediately to the north of the Portsmouth Road (A3025).
- 22.40 The site lies in the Bursledon, Netley and Southampton gap. It has a relationship to the Bursledon – Southampton aspect of that gap.
- 22.41 The site lies approximately 150 metres to the east of the Southampton urban edge, separated from it by a woodland belt, scattered grassland and buildings. Development of the site would create an ‘island’ of urban development, the eastern edge of which would be approximately 350 metres closer towards Bursledon than the current Southampton urban edge.
- 22.42 The western and northern edges of the site are defined by tree / hedge lines (and a tree belt in the north west). The eastern edge of the site is not clearly defined, except by a tree belt at its southern end. The southern edge of the site is defined by Portsmouth Road.

Assessment of Development Impact

Settlement type

- 22.43 Bursledon is a historic settlement.

Loss of contribution to separation

- 22.44 The existing Southampton settlement edge consists of a mature woodland belt which screens the existing urban area. The new development would be separated from the existing urban area, and would have an eastern edge facing Bursledon with no clear boundary (except for the tree belt at the southern end of this boundary). In addition there are clear views across to the eastern edge of the site when traversing along Portsmouth Road from Bursledon.
- 22.45 Given that the gap is separating a village from a city it is already narrow (1 kilometre). Development would further reduce the width of this narrow gap (to 700 metres). It would create a significant development frontage clearly visible from Bursledon Road (a main road traversing the gap), not only by the site itself but when

approach from Bursledon . This would introduce a significant urbanising influence and reduce the perception of passing through countryside between settlements.

Overall development impact

- 22.46 The new development boundary facing Bursledon would be significantly weaker than the current gap boundary. The existing gap is already narrow and it would narrow further. Therefore, the impact of the development on the gap would be major.

Overall loss of gap strength

- 22.47 Prior to development, the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on the gap is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 33 on the Bursledon – Netley - Southampton Gap

Location of Development Option

- 22.48 Site 33 is located just beyond the north western edge of Bursledon, west of Green Lane and with a small field between the site and the urban edge. The site lies in the Bursledon, Netley and Southampton gap. It has a relationship to the Bursledon – Southampton aspect of that gap.
- 22.49 Development of the site would extend the edge of Bursledon west towards Southampton by approximately 400 metres.

Assessment of Development Impact

Settlement type

- 22.50 Bursledon has a historic identity.

Loss of contribution to separation

- 22.51 The existing urban edge / gap boundary along Green Lane consists of a rural track with a mixture of a mature hedge or tree line, along with new open space and ponds provided by the new development on the western edge of Bursledon. This ensures the existing new development is largely screened / set back from the wider countryside. There is an additional tree line just to the west, on the boundary of site 33. The intervening field is used for caravan parking.
- 22.52 Within the site, the edge of the new development would consist of low hedge lines on its long northern and southern boundary flanks which are significantly weaker than the existing boundary on Green Lane, and a mature hedge line with some trees along its western boundary by Shop Lane, facing Southampton, which is weaker to a degree that the boundary on Green Lane.
- 22.53 Given that the gap is separating a village from a city it is already narrow (700 metres). Development would significantly reduce the width of this narrow gap (to 400 metres). It would create a significantly extended development frontage on its northern, western and southern boundaries, clearly visible from a public footpath on the site's southern boundary, and Shop Lane (a minor road traversing the gap). This would introduce a significant urbanising influence and reduce the perception of passing through countryside between settlements.

Overall development impact

- 22.54 Development would significantly weaken the gap boundary, particularly along the long northern and southern flanks of the site. It would also significantly narrow an already narrow gap and introduce a significant urbanising influence. Therefore, the impact of the development on the gap would be major.

Overall loss of gap strength

- 22.55 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 37 on the Bursledon – Netley - Southampton Gap

Location of Development Option

- 22.56 Site 37 is located on the western edge of Bursledon, immediately to the west of Green Lane. The site lies in the Bursledon, Netley and Southampton gap. It has a relationship to the Bursledon – Southampton aspect of that gap.
- 22.57 Development of the site would extend the edge of Bursledon west towards Southampton by approximately 100 metres, although it would extend no further west than the existing development along Beverley Gardens to the south.

Assessment of Development Impact

Settlement type

- 22.58 Bursledon has a historic identity.

Loss of contribution to separation

- 22.59 The existing settlement edge along Green Lane consists of a rural track with a mixture of mature hedge or tree lines on either side, along with new open space and ponds provided by the new development on the western edge of Bursledon. This ensures the new development is largely screened / set back from the wider countryside. To the north of the site some individual properties lie on the gap side of the edge, although there is generally another mature treeline which screens them from the wider gap. To the south of the site the settlement edge along the Beverley Gardens development consists of a more intermittent tree line, meaning this existing development is more visible in places.
- 22.60 Within the site, the edge of the new development would consist of a treeline (which also extends to the north and south as described above).
- 22.61 There would be a minor reduction in separation at this specific point, although the separation would be no less than already exists to the south.

Overall development impact

- 22.62 There would be no significant change to boundary strength. The development site is small and would not reduce the separation between the settlements any more than the current separation to the south. Therefore the development would have no impact on the gap.

Overall Impact on Gap Strength

- 22.63 Prior to development the overall gap strength is moderate. The development would have no impact on the gap. Therefore the SA rating for the impact on gap strength is Neutral ('0').

Potential Changes to Gap Designation

NA

Impact of Site 38 on the Bursledon – Netley - Southampton Gap

Location of Development Option

- 22.64 Site 38 is located to the south west of Bursledon, separated from Bursledon by a woodland belt. The site lies in the Bursledon, Netley and Southampton gap. It has a relationship to both the Bursledon – Southampton and Bursledon – Netley aspects of that gap.
- 22.65 The site is bounded by a woodland belt to the east (which separates it from the rest of Bursledon), Portsmouth Road (A3025) to the north, Grange Road to the west and by Sunnydale Farm (caravan park and storage) and Longacre Farm (a rural employment area) to the south.
- 22.66 Development of the site would extend the urban area west towards Southampton by approximately 350 - 700 metres, and south towards Butlocks Heath / Netley by approximately 150 metres (although in a location significantly closer to Butlocks Heath / Netley than the existing southern edge of Bursledon).

Assessment of Development Impact

Bursledon - Southampton

Settlement type

- 22.67 Bursledon has a historic identity.

Loss of contribution to separation

- 22.68 The existing settlement / gap edge to the west of Bursledon generally consists of a wide woodland belt. This narrows in places to the north, but the western entrance to Bursledon along Portsmouth Road is defined by a clear grouping of mature trees. This fully screens Bursledon from the wider gap.
- 22.69 The western edge of the new development facing Southampton would consist of Grange Road, which itself is defined by a tree belt to its west. However, the boundary between the site and Grange Road itself (one of the routes between Bursledon and Netley) would be weaker, in places a hedge line or fence.

22.70 The northern edge of the development along Portsmouth Road would be defined by a low hedge. Development would be clearly visible when traversing Portsmouth Road (a main route between Bursledon and Southampton).

22.71 Given that the gap is separating a village from a city it is already narrow. Development would significantly reduce the width of this narrow gap. 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.

Overall development impact

22.72 Relative to the strength of the current boundary on Bursledon's gap edge, development would rely on a new boundary facing Southampton of similar strength, but a new boundary on its northern flank significantly weaker, meaning development would have a clear presence on Portsmouth Road, a main road connecting the two settlements. The existing gap, given it separates a village from a city, is already narrow (1 – 1.5 kilometres) and would narrow significantly (to 600 - 700 metres). Therefore, the impact of the development on the gap would be major.

Bursledon – Netley

Settlement type

22.73 Bursledon and Netley both have a historic identity.

Loss of contribution to separation

22.74 The existing settlement / gap edge to the west of Bursledon generally consists of a wide woodland belt. This narrows in places to the north, but the western entrance to Bursledon along Portsmouth Road is defined by a clear grouping of mature trees. This fully screens Bursledon from the wider gap.

22.75 The northern edge of the development along the A3025 Portsmouth Road would be defined by a low hedge. Development would be clearly visible when traversing Portsmouth Road (one of the routes between Bursledon and Netley).

22.76 The western edge of the new development would consist of Grange Road. Whilst there is a tree belt to the west of Grange Road, the boundary between the site and

Grange Road itself (one of the routes between Bursledon and Netley) would be weak in places with a hedge line or fence, although with a tree lines in other places.

- 22.77 The southern edge of the development facing Netley would consist of a generally low hedge line and the Sunnysdale / Longacre caravan / rural employment area.
- 22.78 Development of the site would result in a major reduction in the gap size between south-western Bursledon and north-eastern Netley. It would also increase the developed frontage along the A3025 Portsmouth Road and Grange Road. This would introduce a significant urbanising influence and reduce the perception of passing through countryside between settlements.

Overall development impact

- 22.79 Relative to the strength of the current boundary on Bursledon's gap edge, development would rely on a new significantly weaker boundary facing Netley, and a weaker northern / western boundary, meaning development would have a clear presence on Portsmouth Road / Grange Road connecting the two settlements. The existing gap, given it separates two villages, is wide (approximately 1.15 kilometres) but would narrow very significantly (to 350 metres). Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

Bursledon – Southampton

- 22.80 Prior to development the overall gap strength is moderate in this part of the gap. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Bursledon – Netley gap

- 22.81 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 39 on the Bursledon – Netley - Southampton Gap

Location of Development Option

- 22.82 Site 39 is located on the north-western edge of Butlocks Heath / Netley to the north of Woolston Road / Ingleside and east of Grange Road. The site lies in the Bursledon, Netley and Southampton gap. It has a relationship to the Netley – Southampton and Bursledon – Netley aspects of that gap.
- 22.83 Development of the site would extend the edge of Butlocks Heath / Netley north-west towards Bursledon by approximately 200 metres. This north-western extension would run parallel to and not towards the Southampton urban edge.
- 22.84 The northern edge of site 39 is defined by Sunnysdale Farm (caravan park and storage), Longacre Farm (a rural employment area), the associated access road, and a hedge line.

Assessment of Development Impact

Netley - Southampton

Settlement type

- 22.85 Netley has a historic identity.

Loss of contribution to separation

- 22.86 The existing settlement edge along Woolston Road consists of a mature tree and hedge line, partially screening the existing urban area. The edge of the new development would be bounded in the west of Grange Road and a woodland belt.
- 22.87 A small part of site 39 (land adjacent to the former Roll Call public house) has a different character. The defined settlement edge along Woolston Road at this point consists of a mature tree line. However this small site is itself bounded on both its boundaries to the wider countryside (e.g. the rest of site 39) by a mature treeline, and is connected to the urban area to the south east which has already extended north-east of Woolston Road.

22.88 Development of the overall site 39 would extend the length of the gap between Netley and Southampton but would not change or decrease the width of this gap.

22.89 Development of just the small site adjacent to the Roll Call would generate virtually no reduction in the size of this gap.

Overall development impact

22.90 The overall site 39 would benefit from a strong boundary and would not narrow the gap. Therefore, the development would have no impact on the gap.

22.91 Equally, development of just the small site adjacent to the Roll Call would have no impact on the gap.

Netley - Bursledon

Settlement type

22.92 Netley and Bursledon both have a historic identity.

Loss of contribution to separation

22.93 The existing settlement edge along Woolston Road consists of a mature tree and hedge line, partially screening the existing urban area. The edge of the new development would consist in the north of the hedge line / access road / caravan / employment area; and to the east by a woodland belt.

22.94 A small part of site 39 (land adjacent to the former Roll Call public house) has a different character. The defined settlement edge along Woolston Road at this point consists of a mature tree line. However this small site is itself bounded on both its boundaries to the wider countryside (e.g. the rest of site 39) by a mature treeline, and is connected to the urban area to the south east which has already extended north-east of Woolston Road. 22.95 When traversing between Netley and Bursledon along Grange Road and Portsmouth Road the gap is wide and would remain wide with only a slight narrowing. The developed frontage along Grange Road would increase (albeit viewed through the existing treeline along most of this road at this point). The direct gap would narrow more significantly although at this point there are no connecting roads and a strong woodland belt provides separation.

22.96 Development of just the small site adjacent to the Roll Call would generate virtually no reduction in the size of this gap.

Overall development impact

22.97 For the overall development site 39, focussing primarily on the Grange Road route by which the gap is traversed, development would cause a weakening of the boundary although little reduction in the distance to traverse the gap. Therefore, the impact of the development on the gap would be moderate.

22.98 Development of just the small site adjacent to the Roll Call would not affect boundary strength or separation. Therefore, the development of this small site would have no impact on the gap.

Overall Impact on Gap Strength

Netley – Southampton

22.99 Prior to development the overall gap strength is moderate. The development would have no impact on the gap. Therefore the SA rating for the impact on gap strength is Neutral ('0').

Netley – Bursledon

22.100 Prior to development the overall gap strength is moderate. The impact of the development of the overall site 39 on the gap would be moderate. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

22.101 However development of just the small site adjacent to the Roll Call would have no impact on the gap. Therefore the SA rating for the impact on gap strength of just this site is Neutral ('0').

Potential Changes to Gap Designation

NA

23. Assessment of the Hamble – Netley – Bursledon Gap

Settlement Description

- 23.1 This gap separates three historic villages (Hamble-le-Rice, Netley and Bursledon).
- 23.2 The historic core of Hamble-le-Rice fronts onto the River Hamble and is designated by the Hamble Conservation Area. During the inter-war/ immediate post-war period and later 20th century several large estates were constructed to the west of this core. There has also been some recent development to the north of the village along the frontage of the River Hamble.
- 23.3 The historic core of Netley, designated partly by Netley Abbey Conservation Area, is focussed on Victoria Road and Abbey Hill along Southampton Water. The settlement has expanded incrementally along the main road to Hound before several large estates were constructed during the inter-war/immediate post-war period between the historic core and the railway line to the north-east. During the 1970s and 1980s the village expanded further to the north-east between the railway line and the linear core of Butlocks Heath. Woodland cover along Spear Pond Gully largely defines the eastern and north-eastern settlement edge, although a small area of development in Hound lies beyond this to the east.
- 23.4 The historic core of Bursledon, designated as Old Bursledon Conservation Area, is located immediately west of the River Hamble. This area retains an open, low-density character and is defined strongly to the south and south-west by the wooded valley of Hungerford Bottom. In the last 50 years the village has expanded significantly to the north, merging it with the linear core of Lowford, and to the west beyond Hungerford Bottom to Hamble Lane.

Hamble - Netley

Settlement Separation

Settlement boundaries

- 23.5 Substantial areas of woodland at Spear Pond Gully, Butlocks Heath, Hound Grove and Prior's Hill Copse (including Ancient Woodland) defines the eastern and north-eastern edge of Netley, although development in Hound lies beyond this to the east.

- 23.6 The northern edge of Hamble-le-Rice is predominantly weakly defined by domestic garden boundaries albeit with a small section of the wooded Hamble Rail Trail, a disused railway track built during the First World War. However, the western edge of the settlement is strongly defined by woodland cover (including Ancient Woodland at West Wood and College Copse) within Royal Victoria Country Park.

Distance

- 23.7 The gap between Netley and Hamble is a village to village gap. The width of the gap between the eastern edge of Netley and the western edge of Hamble is relatively wide at approximately 1km. The width of the gap between the north-eastern edge of Netley (Hound) and the northern edge of Hamble on Hamble Lane is similar.

Landform and landcover

- 23.8 Whilst the gap is relatively flat, it features substantial areas of tree cover within Royal Victoria Country Park (as well as those mentioned above) which generally prevent intervisibility between settlement edges and help create a sense of separation between different settlements. The northern part of the gap has less tree cover although the Fareham to Southampton railway line crosses this part of the gap which forms a separating feature between the edge of Netley at Hound/Butlocks Heath and the northern edge of Hamble to a degree.

Connectivity of settlements

- 23.9 Netley and Hamble are linked via a combination of Hamble Lane (B3397) and Hound Way/Hound Road with a linear distance of approximately 1.4km. Both roads have an urbanised character featuring adjacent pavements, lighting and cycle paths. There is also indirect road access from the north-eastern edge of Hamble and Hound via Satchell Lane and Hound Way/Hound Road with a linear distance of approximately 1.9km.

Urbanising influences

- 23.10 The gap contains a range of existing development including a Police training centre (north-east of the country park), residential properties along Hamble Road, Blackthorn Health Centre, small scale industrial development at Hound Farm, Hamble Secondary School and Hamble Station. There are also several floodlit sports pitches associated with the school. These features reduce the perceived sense of passing through countryside between settlements when travelling along the roads.

Gap Strength

- 23.11 The overall gap strength is moderate. The settlement edges to the east of Netley and west of Hamble are generally strongly defined by extensive woodland cover. However, the northern edge of Hamble is more weakly defined and the strong edge to the east of Netley has been breached by development at Hound. The existing gap between settlements is relatively wide and whilst the landform is relatively flat it features areas of substantial tree cover and the Fareham to Southampton railway line which create a sense of visual separation. The perceived sense of passing through countryside between settlements is however reduced by the presence of existing urbanising development along Hamble Road, Hound Road and Satchell Lane.

Hamble - Bursledon

Settlement Separation

Settlement boundaries

- 23.12 In the south-west of Bursledon development along Hamble Lane (within the defined urban area) is generally moderately defined by local roads and narrow tree belts, including a coniferous tree belt to the south of Renoldson Drive and a loose belt of trees to the south of Mallards protected by TPO.
- 23.13 The majority of the northern edge of Hamble-le-Rice is weakly defined by domestic garden boundaries. Whilst a small section of the settlement edge is more strongly defined by the wooded Hamble Rail Trail, a disused railway track built during the First World War, development along Hamble Lane lies beyond this to the north.

Distance

- 23.14 The gap between Bursledon and Hamble is a village to village gap. The width of the existing gap between the south-western edge of Bursledon and the northern edge of Hamble is wide at approximately 1.7km at its narrowest point.

Landform and landcover

- 23.15 Whilst the gap is relatively flat, intervening tree cover including several hedgerows and tree belts restrict intervisibility between settlement edges and help create some visual separation between the two settlements. In addition the Fareham to

Southampton railway line crosses the gap east-west which, along with the associated vegetation, forms a separating feature between Bursledon and Hamble to a degree.

Connectivity of settlements

- 23.16 Hamble Lane (B3397) forms a direct link between Bursledon and Hamble, with a linear distance of approximately 1.7km. The road has an urbanised character, featuring an adjacent pavement, cycle path and lighting. There is also an indirect route via a combination of Hamble Lane and Satchell Lane with a linear distance of over 2km.

Urbanising influences

- 23.17 The gap contains a mix of existing development located centrally, including residential properties along Hamble Road, Blackthorn Health Centre, small scale industrial development at Hound Farm, Hamble Secondary School and Hamble Station. There are also several floodlit sports pitches associated with the school. These features reduce the perceived sense of passing through countryside between settlements when travelling along Hamble Road and Satchell Road.

Gap Strength

- 23.18 The overall gap strength is moderate. The settlement edges to the north of Hamble and south-west of Bursledon are moderately defined. The existing gap is wide and whilst it is relatively flat intervening tree cover and (to a degree) the Fareham to Southampton railway line create some visual separation. However, the perceived sense of passing through countryside between settlements is reduced by the presence of a range of existing urbanising development along Hamble Road and Satchell Lane.

Netley – Bursledon

Settlement Separation

Settlement boundaries

- 23.19 In the south-west of Bursledon development along Hamble Lane (within the defined urban area) is generally moderately defined by local roads and narrow tree belts,

including a coniferous tree belt to the south of Renoldson Drive and a loose belt of trees to the south of Mallards protected by TPO. However, to the west of Renoldson Drive the settlement edge is more strongly defined by mature woodland at Priors Hill Copse.

- 23.20 Substantial areas of woodland at Spear Pond Gully, Butlocks Heath, Hound Grove and Prior's Hill Copse (including Ancient Woodland) defines the north-eastern edge of Netley and extends northwards to define the western edge of Bursledon. However, development in Hound has extended beyond this to the east.

Distance

- 23.21 The gap between Bursledon and Netley is a village to village gap. The width of the gap between the south-western edge of Bursledon and the north-eastern edge of Netley (Hound and Butlocks Heath) is relatively wide at between approximately 800m and 1km.

Landform and landcover

- 23.22 Whilst the gap is relatively flat, it features areas of substantial tree cover (as mentioned above) which generally prevent intervisibility between settlement edges and help create a sense of visual separation between the two settlements.

Connectivity of settlements

- 23.23 Bursledon and Netley are linked via a combination of Hamble Lane (B3397) and Hound Way/Hound Road with a linear distance of approximately 1.3km. Both roads have an urbanised character (i.e. they feature adjacent pavements, lighting and cycle paths).

Urbanising influences

- 23.24 The gap contains a range of existing development, including residential properties along Hamble Road, Blackthorn Health Centre, and small scale industrial development at Hound Farm. These features reduce the perceived sense of passing through countryside between settlements when travelling along Hamble Road and Hound Road/Hound Way and Satchell Road.

Gap Strength

23.25 The overall gap strength is moderate. The north-eastern edge of Netley and western edge of Bursledon are strongly defined by extensive mature woodland cover, however this has been breached by development on the eastern edge of Netley (Hound) and development along Hamble Lane on the southern edge of Bursledon is more moderately defined. The existing gap between settlements is relatively wide and the landform is relatively flat, although it features areas of substantial tree cover which creates a sense of separation. The perceived sense of passing through countryside between settlements is reduced by the presence of a range of existing urbanising development along Hamble Road, Hound Road and Satchell Lane.



Hamble, Netley and Bursledon - West Settlement Gap

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Hamble, Netley and Bursledon - East Settlement Gap

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Impact of Site 40 on the Hamble – Netley - Bursledon Gap

Location of Development Option

- 23.26 Site 40 is located on the south-western edge of Bursledon to the west of Hamble Road and south of Renoldson Drive. It lies within the defined settlement gap between Bursledon, Hamble and Netley, and has a relationship with the Bursledon – Hamble and Bursledon – Netley aspects of the gap.
- 23.27 Development of the site would extend the edge of Bursledon south by approximately 375m. The southern edge of site 40 is shown as being defined by a hedgerow field boundary and part of a farm access track south of the Itchen Fruit Farm Shop.

Assessment of Development Impact

Hamble – Bursledon

Settlement type

- 23.28 Hamble and Bursledon both have historic identities.

Loss of contribution to separation

- 23.29 The developed frontage of Bursledon would be extended south by this site. The existing boundary along Renoldson Drive comprises a belt of coniferous trees. Whilst this is not a deciduous landscape boundary it does screen the development. The new boundary is likely to be more open.
- 23.30 The overall designated gap between Bursledon and Hamble is wide at approximately 1.7 kilometres. Development of the site would result in a relatively minor reduction in the proportion of the gap size between the southern edge of Bursledon and the northern edge of Hamble to 1.35 kilometres, although it would still be wide. It would also increase the developed frontage along Hamble Lane. However, the development would come closer to the existing development in the centre of the gap (Hamble School, residential properties and Blackthorn Medical Centre). The combined effect would be to reduce the perceived sense of passing through countryside between settlements.

Overall development impact

- 23.31 The combined effects of the new development and existing development within the gap would increase the sense of urbanisation in the gap. The overall distance between settlements would remain wide. There would be a loss of boundary strength. Therefore, the impact of the development on the gap would be moderate.

Bursledon – Netley

Settlement type

- 23.32 Bursledon and Netley both have historic identities.

Loss of contribution to boundary separation

- 23.33 The new boundary to the west of the site facing towards Netley would be formed strongly by mature woodland cover at Prior Hill Copse (as is the existing western edge of Bursledon). However people traversing between Netley and Bursledon by road would perceive the development approaching from the south. The developed frontage of Bursledon would be extended south by this site. The existing boundary along Renoldson Drive comprises a belt of coniferous trees. Whilst this is not a deciduous landscape boundary it does screen the development. The new boundary to the south of the site is likely to be more open.
- 23.34 The overall designated gap, along Hamble Lane and Hound Road, at approximately 1.2 kilometre, is wide. Development of the site would result in a moderate reduction in the proportion of the gap size between the southern edge of Bursledon and the north-eastern edge of Netley (Butlocks Heath and Hound) along these roads to around 900 metres, although it would still be relatively wide. It would also increase the developed frontage along Hamble Lane. However, the development would come closer to the existing development in the centre of the gap (including the Blackthorn Medical Centre and other urban development). The combined effect would be to reduce the perceived sense of passing through countryside between settlements.
- 23.35 The combined effects of the new development and existing development within the gap would increase the sense of urbanisation in the gap. The overall distance between settlements would remain relatively wide. There would be a loss of boundary strength. Therefore, the impact of the development on the gap would be moderate.

Overall Impact on Gap Strength

Bursledon – Hamble

23.36 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Very Poor ('--')

Bursledon – Netley

23.37 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Very Poor ('--')

Potential Changes to Gap Designation

NA

Impact of Site 41 on the Hamble - Netley - Bursledon Gap

Location of Development Option

- 23.38 Site 41 is located on the south-western edge of Bursledon to the east of Hamble Road and south of Mallards Road. It lies within the defined settlement gap between Bursledon, Hamble and Netley, and has a relationship with the Bursledon – Hamble and Bursledon – Netley aspects of the gap.
- 23.39 Development of the site would extend the edge of Bursledon south by approximately 100m. The southern edge of site 41 is shown as being defined by a field boundary immediately north of Hamble Lane Farm.

Hamble – Bursledon

Settlement type

- 23.40 Hamble and Bursledon both have historic identities.

Loss of contribution to boundary separation

- 23.41 The developed frontage of Bursledon would be extended south by this site but the new boundary to the south would be only slightly weaker than the existing boundary along Mallards Road which comprises the road and domestic garden boundaries with some mature trees.
- 23.42 Development of the site would result in a negligible reduction in the proportion of the gap size to the northern edge of Hamble. There would also be a negligible increase in the developed frontage along Hamble Lane which would slightly reduce the perceived sense of passing through countryside between settlements. However, there would be no impact on existing separating features within the gap, including the Fareham to Southampton railway line.

Overall development impact

- 23.43 There would only be a slight weakening of the gap. Therefore, the impact of the development on the gap would be minor.

Bursledon – Netley

Settlement type

23.44 Bursledon and Netley both have historic identities.

Loss of contribution to boundary separation

23.45 The developed frontage of Bursledon would be extended south by this site but the new boundary to the south would be only slightly weaker than the existing boundary along Mallards Road which comprises the road and domestic garden boundaries with some mature trees.

23.46 Development of the site would not result in a narrowing of the gap to north-east Netley (i.e. the gap distance would be the same as that between development on Renoldson Drive and the north-east of Netley). There would also be a negligible increase in the developed frontage along Hamble Lane which would slightly reduce the perceived sense of passing through countryside between settlements.

Overall development impact

23.47 There would only be a slight weakening of the gap. Therefore, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

Hamble - Bursledon

23.48 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore the SA rating for the impact on gap strength is Poor ('-').

Bursledon – Netley

23.49 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore the SA rating for the impact on gap strength is Poor ('-').

Potential Changes to Gap Designation

NA

Impact of Site 40 + 41+ 42 on the Hamble – Netley - Bursledon Gap

Location of Development Option

- 23.50 Site 42 is located to the south-west of Bursledon to the east of Hamble Road and south of Hamble Lane Farm. Along with Site 40 and 41 it lies within the defined settlement gap between Bursledon, Hamble and Netley, and has a relationship with the Bursledon – Hamble and Bursledon – Netley aspects of the gap.
- 23.51 Development of the site, along with sites 40 and 41, would extend the edge of Bursledon south by approximately 550m. The southern edge of site 42 is shown as being defined by an access track leading to a sewage works within Mallards Moor.

Assessment of Development Impact

Hamble - Bursledon

Settlement type

- 23.52 Hamble and Bursledon both have historic identities.

Loss of contribution to separation

- 23.53 The developed frontage of Bursledon would be extended south by development of these sites. The existing boundary of site 40 along Renoldson Drive comprises a belt of coniferous trees. Whilst this is not a deciduous landscape boundary it does screen the development. The new boundary is likely to be more open. The existing boundary to site 42 along Mallards Road comprises the road and domestic garden boundaries with some mature trees. The new boundary consists of a tree line.
- 23.54 The overall designated gap between Bursledon and Hamble is wide at approximately 1.7 kilometres. Development of the site would result in a relatively minor reduction in the proportion of the gap size between the southern edge of Bursledon and the northern edge of Hamble to 1.2 kilometres, although it would still be wide. It would also increase the developed frontage along Hamble Lane. However, the development would come closer to the existing development in the centre of the gap (Hamble School, residential properties and Blackthorn Medical Centre). The

combined effect would be to reduce the perceived sense of passing through countryside between settlements.

Overall development impact

- 23.55 The combined effects of the new development and existing development within the gap would increase the sense of urbanisation in the gap, although the overall distance between settlements would remain wide. There would be some loss of boundary strength. Therefore, the impact of the development on the gap would be moderate.

Bursledon – Netley

Settlement type

- 23.56 Bursledon and Netley both have historic identities.

Loss of contribution to separation

- 23.57 The developed frontage of Bursledon would be extended south by development of these sites. The existing boundary of site 40 along Renoldson Drive comprises a belt of coniferous trees. Whilst this is not a deciduous landscape boundary it does screen the development. The new boundary is likely to be more open. The existing boundary to site 42 along Mallards Road comprises the road and domestic garden boundaries with some mature trees. The new boundary consists of a tree line.
- 23.58 The new boundary to the west of site 40 facing towards Netley would be formed strongly by mature woodland cover at Prior Hill Copse (as is the existing western edge of the settlement). However people traversing between Netley and Bursledon by road would perceive development on site 40 approaching from the south. The developed frontage of Bursledon would be extended south by this site. The existing boundary along Renoldson Drive comprises a belt of coniferous trees. Whilst this is not a deciduous landscape boundary it does screen the development. The new boundary to the south of the site is likely to be more open. The existing boundary to site 42 along Mallards Road comprises the road and domestic garden boundaries with some mature trees. The new boundary consists of a tree line.
- 23.59 The overall designated gap, along Hamble Lane and Hound Road, at approximately 1.2 kilometre, is wide. Development of the site would result in a moderate reduction in the proportion of the gap size between the southern edge of Bursledon and the north-eastern edge of Netley (Butlocks Heath and Hound) along these roads to

around 800 metres, although it would still be relatively wide. It would also increase the developed frontage along Hamble Lane. However, the development would come closer to the existing development in the centre of the gap (including the Blackthorn Medical Centre and other urban development). The combined effect would be to reduce the perceived sense of passing through countryside between settlements.

Overall development impact

- 23.60 The combined effects of the new development and existing development within the gap would increase the sense of urbanisation in the gap. The overall distance between settlements would remain relatively wide. There would be some loss of boundary strength. Therefore, the impact of the development on the gap would be moderate.

Overall Impact on Gap Strength

Bursledon – Hamble

- 23.61 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Bursledon – Netley

- 23.62 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 43 on the Hamble – Netley - Bursledon Gap

Location of Development Option

- 23.63 Site 43 is located on the eastern edge of Netley (Hound). It is defined by Hamble Lane to the east, by the Fareham to Southampton railway line to the south and partly by Hound Road to the north. It lies within the designated settlement gap between Bursledon, Hamble and Netley, and has a relationship with the Bursledon – Netley, Hamble – Netley and Bursledon – Hamble aspects of the gap.
- 23.64 Development of the site would result in the loss of open farmland and would extend the edge of Netley further east by approximately 400m.

Assessment of Development Impact

Netley – Hamble

Settlement type

- 23.65 Netley and Hamble both have historic identities.

Loss of contribution to separation

- 23.66 The existing boundary is defined by a woodland belt at Hound Road and domestic garden boundaries further south. The developed frontage of Netley (Hound) would be extended as far east as Hamble Lane. This would merge with the existing development in the area (Hamble School, residential properties and the Blackthorn Medical Centre). The boundary to this area facing Hamble is formed by the railway line.
- 23.67 At present the distance across the gap, traversing Hound Road and Hamble Lane is wide at approximately 1,400 metres. There would be a significant increase in the developed frontage along Hound Lane and Hamble Lane, and the residual gap south along Hamble Lane to Hamble would reduce very significantly to be relatively narrow at approximately 400 metres. Combined with the existing development on the other side of Hamble Lane (Hamble School, residential properties and Blackthorn Medical Centre), this would have a significant urbanising effect. This would significantly reduce the perceived sense of passing through countryside between settlements along these roads.

Overall development impact

- 23.68 Whilst the Fareham to Southampton railway line would form the new boundary facing Hamble, there would be a very significant reduction in the size of the gap which, combined with existing development, would have a significant urbanising effect. Therefore, the impact of the development on the gap would be major.

Netley – Bursledon

Type of settlement

- 23.69 Netley and Hamble both have historic identities.
- 23.70 Loss of contribution to boundary strength: The existing boundary is defined by a woodland belt at Hound Road and domestic garden boundaries further south. The developed frontage of Netley (Hound) would be extended as far east as Hamble Lane. This would merge with the existing development in the area (Hamble School, residential properties and the Blackthorn Medical Centre). The boundary to this area facing Bursledon is mixed, with some tree lines and also scattered development.

Loss of contribution to separation

- 23.71 The overall designated gap, along Hamble Lane and Hound Road, is wide. Development of the site would result in a moderate reduction in the proportion of the gap size between the north-eastern edge of Netley and the southern edge of Bursledon. Development would merge with the existing development in the centre of the gap (including the Blackthorn Medical Centre and residential properties). The gap would still be relatively wide, although there would be an increase the developed frontage along Hound Lane which would reduce the perceived sense of passing through countryside between settlements along these roads (in particular in the vicinity of the roundabout junction with Hamble Lane).

Overall development impact

- 23.72 The strength of the boundary facing Bursledon would weaken to some extent, and the development would combine with existing development to reduce to some extent the width of the gap and the perception of passing through countryside. Therefore, the impact of the development on the gap would be moderate.

Bursledon - Hamble

Type of settlement

23.73 Bursledon and Hamble both have historic identities.

Loss of contribution to boundary separation

23.74 There would be no change to the developed frontage of either Bursledon or Hamble; the site is located on the eastern edge of Netley (Hound) which would be extended as far east as Hamble Lane.

23.75 At present the distance across the gap, along Hamble Lane, is wide at approximately 1,700 metres. Development would extend to Hamble Lane, and combine with the existing development on the other side of Hamble Lane (Hamble School, residential properties and Blackthorn Medical Centre). The residual gap to the north to Bursledon would still be relatively wide at approximately 800 metres. The residual gap to the south to Hamble would be relatively narrow at approximately 400 metres. There would be a significant increase in the developed frontage along Hamble Lane. Combined with the existing development this would have a significant urbanising effect. This would significantly reduce the perceived sense of passing through countryside between settlements along these roads.

Overall development impact

23.76 There would be a significant intensification of development in the centre of the gap, significantly reducing the sense of passing through countryside between the two settlements. There would still be a relatively wide gap to the north, but a relatively narrow gap to the south. Therefore, the impact of the development on the gap would be moderate to major.

Overall Impact on Gap Strength

Netley – Hamble

23.77 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Netley – Bursledon

23.78 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Bursledon - Hamble

23.79 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate to major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA.

Impact of Site 40 + 41+ 42 and site 43 on the Hamble – Netley - Bursledon Gap

Location of Development Option

- 23.80 Sites 40, 41 and 42 are located to the south of Bursledon and would extend the edge of Bursledon south by approximately 550m. Site 43 is located to the immediate east of Netley (Hound) and would extend the edge of the settlement further east by approximately 400m.
- 23.81 The sites lie within the defined settlement gap between Bursledon, Hamble and Netley, and together have a relationship with the Bursledon – Hamble, Bursledon – Netley and Netley - Hamble aspects of the gap.
- 23.82 This assessment includes a brief summary of the individual assessments for sites 40 / 41 / 42 and 43, in-order to provide an assessment of the overall impact of the sites in combination. For more detail, see the individual site assessments.

Assessment of Development Impact

Hamble - Bursledon

Settlement type

- 23.83 Hamble and Bursledon both have historic identities.

Loss of contribution to separation

- 23.84 In part sites 40 / 41 / 42 would lead to a more open boundary, in parts to a similar tree lined boundary.
- 23.85 Site 43 would cause no change to the boundaries of Bursledon or Hamble.
- 23.86 At present the distance across the gap, along Hamble Lane, is wide at approximately 1,700 metres. Site 43 would extend development from Netley to Hamble Lane, combining with existing development along Hamble Lane (including the school). The residual gap to the south to Hamble would be relatively narrow at approximately 400 metres. Sites 40 / 41 / 42 would extend south from Bursledon. Therefore the residual gap between these sites and site 43 would be relatively narrow at approximately 300 metres. Site 43 would combine with the existing development

along Hamble Lane, and have a significant urbanising effect in the centre of the gap. The combined effect of all the sites would be to significantly narrow the residual gaps between Bursledon, Hamble and the expanded development in the centre of the gap. This would very significantly reduce the perceived sense of passing through countryside between settlements along these roads.

Overall development impact

- 23.86 There would be some loss of boundary strength at Bursledon. There would be further development south of Bursledon and a significant intensification of development in the centre of the gap, with relatively narrow gaps to the north and south. This would very significantly reduce the sense of passing through countryside between the two settlements. Therefore, the impact of the development on the gap would be major.

Bursledon – Netley

Settlement type

- 23.87 Bursledon and Netley both have historic identities.

Loss of contribution to separation

- 23.88 In part sites 40 / 41 / 42 would lead to a more open boundary, in parts to a similar tree lined boundary.
- 23.89 Site 43, combined with the existing development around Hamble School, would lead to a more mixed boundary.
- 23.90 At present the distance across the gap, along Hamble Lane, is wide at approximately 1,300 metres. Site 43 would extend development from Netley to Hamble Lane, combining with existing development along Hamble Lane (including the school). Sites 40 / 41 / 42 would extend south from Bursledon. Therefore the residual gap between these sites and site 43 would be relatively narrow at approximately 300 metres. The combined effect of all the sites would be to significantly narrow the gap. This would very significantly reduce the perceived sense of passing through countryside between settlements along these roads.

Overall development impact

- 23.91 There would be some loss of boundary strength at Bursledon and Netley. The combined effects of the developments would very significantly narrow the gap. Therefore, the impact of the development on the gap would be major.

Hamble – Netley

- 23.92 Sites 40 / 41 / 42 have no relationship to the Hamble – Netley aspect of the gap. Therefore, the combined effects of all these sites on this aspect of the gap would be no different to that for site 43 alone. The effect of site 43 alone on this aspect of the gap is assessed as major.

Overall Impact on Gap Strength

Hamble - Bursledon

- 23.93 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('-').

Bursledon – Netley

- 23.94 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Hamble – Netley

- 23.95 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA

Impact of Site 45 on the Hamble – Netley - Bursledon Gap

Location of Development Option

- 23.96 Site 45 is located to the north of Hamble, north of Satchell Lane. The site mainly consists of the Mercury Marina. The western part of the site is a field to the west of Mercury Marina and lies within the existing defined 'Hamble, Netley and Bursledon' gap. It is this part of the site which is assessed below. It has a relationship with the Hamble – Bursledon and Hamble – Netley aspects of the gap.
- 23.97 Development of this part of the site would extend the edge of Hamble north by approximately 100m. The southern edge of the site is defined by Satchell Lane, the western edge by hedgerow vegetation, the northern edge by woodland, and the eastern edge by an access track leading to Mercury Yacht Harbour.

Assessment of Development Impact

Hamble - Bursledon

Settlement type

- 23.98 Hamble and Bursledon both have historic identities.

Loss of contribution to separation

- 23.99 The developed frontage of Hamble would be extended as far north as woodland cover south of Badnam Copse. This would form a stronger boundary than the existing boundary defining the northern edge of Hamble in this location (an access track and associated intermittent tree planting).
- 23.100 Development of the Site would result in a negligible reduction in the proportion of the gap size from the northern edge of Hamble to the southern edge of Bursledon. There would also be a negligible increase in the developed frontage along Satchell Lane which would slightly reduce the perceived sense of passing through countryside between settlements. However, there would be no impact on existing separating features within the gap, including the Fareham to Southampton railway line.

Overall development impact

23.101 The existing gap would remain wide – i.e. it would be reduced from approximately 1.7km to around 1.6km - with the developed frontage experienced when travelling along Satchell Lane increasing only slightly. Therefore, the impact of the development on the gap would be negligible.

Hamble - Netley

Settlement type

23.102 Hamble and Netley both have historic identities.

Loss of contribution to separation

23.103 The developed frontage of Hamble would be extended as far north as woodland cover south of Badnam Copse. This would form a stronger boundary than the existing boundary defining the northern edge of Hamble in this location (an access track and associated intermittent tree planting).

23.104 Development of the site would not result in any reduction in the proportion of the gap size from the northern edge of Hamble to the eastern and north-eastern edge of Netley. However, it would slightly increase the developed frontage along Satchell Lane which would slightly reduce the perceived sense of passing through countryside between settlements. There would be no impact on existing separating features within the gap, including the Fareham to Southampton railway line.

Overall development impact

23.105 There would no reduction in the proportion of the gap size, although there would be slight increase in the developed frontage experienced when travelling along Satchell Lane. Therefore, the impact of the development on the gap would be negligible.

Overall Impact on Gap Strength

Hamble – Bursledon

23.106 Prior to development the overall gap strength is moderate. The impact of development on the gap would be negligible. Therefore, the SA rating for the impact on gap is Neutral ('0').

Hamble – Netley

23.107 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be negligible. Therefore, the SA rating for the impact on gap strength is Neutral ('0').

Potential Changes to Gap Designation

NA

Impact of Site 44 and 45 on the Hamble – Netley - Bursledon Gap

Location of Development Option

23.108 Site 44 and the western part of site 45 are located within the existing defined 'Hamble, Netley and Bursledon' gap and have a relationship with the Hamble - Bursledon and Hamble – Netley aspects of the gap.

23.109 Site 44 is not contiguous with the settlement edge of Hamble and so it is assumed that it would only be developed in conjunction with the western part of site 45. Development of site 44 would extend the edge of Hamble north by approximately 350m. The southern and western edges of the combined sites are defined by Satchell Lane, the northern and north-eastern edges by mature woodland cover (including Badnam Copse), and the south-eastern edge by an access track leading to Mercury Yacht Harbour.

Assessment of Development Impact

Hamble - Bursledon

Settlement type

23.110 Hamble and Bursledon both have historic identities.

Loss of contribution to separation

23.111 The developed frontage of Hamble would be extended as far north as mature woodland cover including Badnam Copse. This would form a stronger boundary than the existing boundary defining the northern edge of Hamble in this location (an access track and associated intermittent tree planting).

23.112 Development of the sites would result in a minor reduction in the proportion of the gap size to the northern edge of Hamble, and there would be no impact on existing separating features within the gap, including the Fareham to Southampton railway line. However, it would increase the developed frontage along Satchell Lane which would reduce the perceived sense of passing through countryside between settlements, particularly when combined with the existing development in the centre of the gap (e.g. secondary school, medical centre and residential properties).

Overall development impact

23.113 The existing gap would remain wide – i.e. it would be reduced from approximately 1.7km to around 1.35km. However the developed frontage experienced when travelling along Satchell Lane would increase to some extent, and combined with the urbanising effects of the existing development in the centre of the gap, would reduce to some extent the perception of passing through a gap. Therefore, the impact of the development on the gap would be moderate.

Hamble – Netley

Settlement type

23.114 Hamble and Bursledon both have historic identities.

Loss of contribution to separation

23.115 The developed frontage of Hamble would be extended as far north as mature woodland cover including Badnam Copse. This would form a stronger boundary than the existing boundary defining the northern edge of Hamble in this location (an access track and associated intermittent tree planting).

23.116 Development of the site would not result in any reduction in the proportion of the gap size from the northern edge of Hamble to the eastern and north-eastern edge of Netley (i.e. the narrowest part of the gap would remain that between Hound and development on Hamble Lane in Hamble). However, it would increase the developed frontage along Satchell Lane which would slightly reduce the perceived sense of passing through countryside between settlements along this route. There would be no impact on existing separating features within the gap, including the Fareham to Southampton railway line.

Overall development impact

23.117 The existing gap would remain relatively wide although the developed frontage experienced when travelling along Hound Lane would increase slightly. Therefore, the impact of the development on the gap would be minor.

Overall Impact on Gap Strength

Hamble – Bursledon

23.118 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be moderate. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Hamble – Netley

23.119 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be minor. Therefore, the SA rating for the impact on gap strength is Poor ('-').

Potential Changes to Gap Designation

NA

Impact of Site 52 on the Hamble – Netley – Bursledon Gap

Location of Development Option

23.120 Site 52 is located to the north of Hamble-le-Rice. It consists primarily of the former Hamble Airfield. It is defined by Hamble Lane to the west, by Satchell Lane to the east and north-east, and by the Fareham to Southampton railway line to the north-west. The northern part of the site lies within the designated settlement gap between Bursledon, Hamble and Netley, and has a relationship with the Bursledon – Hamble and Hamble – Netley aspects of the gap.

23.121 Development of the site would result in the loss of open land (the former Hamble Airfield) and would extend the edge of Hamble further north (from the existing settlement edge along Hamble Lane and Satchell Lane) by approximately 500m.

Assessment of Development Impact

Hamble – Bursledon

Settlement type:

23.122 Hamble and Bursledon both have historic identities.

Loss of contribution to separation:

23.123 The existing boundary to Hamble includes a tree line along the Hamble Rail Trail and domestic gardens along Satchell Lane. The settlement gap boundary crosses the Airfield and is open land. The developed frontage of Hamble would be extended as far north as the railway line (in a cutting) and Satchell Lane, both with tree lines or mature hedgerows. In itself this would form a stronger boundary feature than the existing boundary to the south. However, the development would merge with the Hamble School, residential properties, and health centre to the north. The boundary to this area facing Bursledon is mixed, with some tree lines and also scattered development. A long development frontage would form along Hamble Lane, forming a flanking boundary when traversing from Hamble to Bursledon.

23.124 The designated gap between Hamble and Bursledon along Hamble Lane is currently wide (1,700 metres), although there is significant development within the gap (including and around Hamble School). Development of this site would extend the settlement edge of Hamble north by over 500m resulting in a reduction in the proportion of the gap size between Hamble and the southern edge of Bursledon.

Whilst the Fareham to Southampton railway line would remain as a feature, the development would effectively combine Hamble School, residential properties and the Blackthorn Medical Centre to the north. This would significantly reduce the width of the overall gap by about half to around 800 metres, although this would still be relatively wide for a village to village gap. Nevertheless, in overall terms the increase in the developed frontage along Hamble Lane and Satchell Lane, combined with the existing development in the centre of the gap (the school and surrounds) would reduce the perceived sense of passing through countryside between settlements along these roads.

Overall development impact

23.125 Development would combine with existing development (Hamble School and surrounds), causing a significant reduction in the size of the gap and further urbanisation, although there would still be a relatively wide gap with Bursledon to the north. Therefore, the impact of the development on the gap would be moderate to major.

Hamble – Netley

Settlement type

23.126 Hamble and Netley both have historic identities.

Loss of contribution to separation

23.127 The existing boundary to Hamble includes a tree line along the Hamble Rail Trail and domestic gardens along Satchell Lane. The settlement gap boundary crosses the Airfield and is open land. The developed frontage of Hamble would be extended along Hamble Lane and as far north as the railway line (in a cutting), both with treelines. There are also further treelines to the west of Hamble Lane. In itself this would form a stronger boundary feature than the existing boundary to the south. The development would merge with the Hamble School, residential properties and health centre to the north. Facing Netley, these are bounded by Hamble Lane (a main road) and a generally low hedge line. The opposite boundary to the gap at Netley is wooded.

23.128 The designated gap between Hamble and Netley, when traversing along Hamble Lane / Hound Road is currently wide (approximately 1,300 metres), although there is significant development within the gap (including and around Hamble School).

23.129 Development of this site would extend the settlement edge of Hamble north by over 500m resulting in a significant reduction in the proportion of the gap size between Hamble and Netley. Whilst the Fareham to Southampton railway line would remain as a feature, the development would combine Hamble School, residential properties and the Blackthorn Medical Centre to the north. This would substantially reduce the overall gap when traversing Hound Way to around 500 metres, which is relatively narrow for a village to village gap. This gap includes some woodland, but also some urban development along Hound Road. In overall terms the increase in the developed frontage along Hamble Lane, and the remaining gap along Hound Road, would very significantly reduce the perceived sense of passing through countryside between settlements along these roads.

Overall development impact

23.130 Development would combine with existing development (Hamble School and surrounds), causing a significant reduction in the size of the gap and further urbanisation. Therefore, the impact of the development on the gap would be major.

Overall Impact on Gap Strength

Hamble – Bursledon

23.131 Prior to development, the overall gap strength is moderate. The impact of the development on the gap would be moderate to major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Hamble – Netley

23.132 Prior to development the overall gap strength is moderate. The impact of the development on the gap would be major. Therefore, the SA rating for the impact on gap strength is Very Poor ('--').

Potential Changes to Gap Designation

NA



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