



# **Fair Oak North Link Road – Landscape Appraisal and Mitigation Proposals**

---

**Fair Oak North  
Eastleigh Borough**

**Date: 08.06.18**

**Ref: DD159/R01**

**Prepared by:**

Deacon Design Ltd  
12a The Square  
Wickham  
Hampshire  
PO17 5JQ  
  
01329 557820

[info@deacondesign.co.uk](mailto:info@deacondesign.co.uk)  
[www.deacondesign.co.uk](http://www.deacondesign.co.uk)

**Written by:** Michal Nowak (LVIA  
Consultant), Phil Deacon CMLI

**DD Ref:** DD159/R01

**Document Status:** Final

**Date:** June 2018

**Checked by:** Phil Deacon CMLI

---

## Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
	Project Background .....	1
	Purpose and Scope .....	1
	Referenced Documents .....	2
<b>2</b>	<b>Route Description .....</b>	<b>3</b>
	Allbrook Hill Relief Road .....	3
	Highbridge Road Realignment.....	4
	North Bishopstoke Bypass.....	5
	Lighting Proposals (All Sections).....	6
<b>3</b>	<b>Appraisal of Landscape and Visual Sensitivities .....</b>	<b>7</b>
	Introduction .....	7
	Viewpoints .....	7
	Allbrook Hill Relief Road.....	9
	Highbridge Road Realignment.....	11
	Highbridge Road to Bishopstoke Lane .....	12
	Bishopstoke Lane to Stoke Park Farm.....	14

<b>4</b>	<b>Mitigation Options .....</b>	<b>16</b>
	Introduction .....	16
	Allbrook Hill Relief Road .....	16
	Highbridge Road Realignment.....	16
	Highbridge Road to Bishopstoke Lane .....	17
	Bishopstoke Lane to Stoke Park Farm.....	18
<b>5</b>	<b>Summary and Conclusions .....</b>	<b>20</b>
	Landscape and Visual Appraisal .....	20

## Appendices

<b>Appendix 1</b>	Correspondence with Eastleigh Borough Council
<b>Appendix 2</b>	Current Road Proposals (technical drawings)
<b>Appendix 3</b>	Phase 1 Habitat Map (Ecological site walkover surveys)

## Supporting Plans and Figures

<b>DD159L01</b>	Mitigation Proposals – Location Plan
<b>DD159L02</b>	Mitigation Proposals 1 of 4 – Allbrook Hill Relief Road
<b>DD159L03</b>	Mitigation Proposals 2 of 4 – Highbridge Road Realignment
<b>DD159L04</b>	Mitigation Proposals 3 of 4 – Highbridge Road to Bishopstoke Lane
<b>DD159L05</b>	Mitigation Proposals 4 of 4 – Bishopstoke Lane to Stoke Park Farm
<b>DD159_R01_PL01</b>	Viewpoint Locations
<b>DD159_R01_VPA01 (A &amp; B)</b>	Additional Viewpoints A1 and A2
<b>DD159_R01_VPA02 (A &amp; B)</b>	Additional Viewpoints A3 and A4
<b>DD159_R01_VPA03 (A &amp; B)</b>	Additional Viewpoints A5 and A6
<b>DD159_R01_VPA04 (A &amp; B)</b>	Additional Viewpoints A7 and A8
<b>DD159_R01_VPA05 (A &amp; B)</b>	Additional Viewpoints A9 and A10



# 1 Introduction

- 1.1 This appraisal report was prepared in June 2018 by Deacon Design on behalf of the Highwood Group and Galliford Try Partnership.
- 1.2 The appraisal should be read in conjunction with the Landscape and Visual Baseline Report (LVBR) produced in October 2017 by Deacon Design for the Fair Oak North development (part of the north of Eastleigh Borough Strategic Growth Option (SGO)) identified within the emerging Eastleigh Borough Local Plan (EBCLP) 2016-2036 Ref: (Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak) hereby referred to as the SGO.

## Project Background

- 1.3 Deacon Design have been involved in the Fair Oak North project since early 2017. The project comprises strategic road improvements and a mixed-use development to be delivered by the Highwood Group and Galliford Try Partnership on land within Eastleigh Borough and Winchester District.
- 1.4 The strategic road improvements within the vicinity of Bishopstoke, Fair Oak and Allbrook would provide relief roads to ease congestion on the current highway infrastructure and create routes to serve potential housing land. The provision of a new link road is identified within Eastleigh Borough Local Plan (2016-2036 Ref: (Strategic Policy S6) as “a critical part of the overall concept for the new Communities” associated with the SGO.
- 1.5 Our first appointment was to produce a high-level Landscape and Visual Baseline Report (LVBR), issued in October 2017, whose purpose was to describe landscape and visual baseline conditions for the Highwood Group and Galliford Try Partnership’s development land and inform the ongoing masterplanning process. The study area included not only the mixed-use development site but also extended north-west to include the Allbrook Hill Relief Road and Highbridge Road improvements. The baseline report did not contain any advice on the potential mitigation options.

## Purpose and Scope

- 1.6 This appraisal aims to set out details of the proposed link road, including Allbrook Relief Road, Highbridge Road Realignment and the North Bishopstoke Bypass, and, appraise its key landscape and visual sensitivities and to propose a suite of landscape mitigation options than can be used to minimise its potential landscape and visual impact.

- 1.7 The scope of the report was confirmed with the Eastleigh Borough Council in an email correspondence and telephone conversations with Graham Tuck and Alice Harwood. A copy of Ms Harwood's email setting out the broad requirements for the appraisal is provided in **Appendix 1**.
- 1.8 It was agreed that the report would:
- Provide a brief description and plans of the route;
  - Provide a high-level appraisal of landscape and visual sensitivities identified in relation to the link road;
  - Provide conclusions on key sensitivities and identify potential mitigation options.
- 1.9 It was agreed that whilst the general description should refer to the entire Fair Oak link road, consisting of Allbrook Relief Road, Highbridge Road Realignment and North Bishopstoke Bypass, the appraisal and mitigation proposals would be prepared only for the route outside the proposed Fair Oak North development area, between Allbrook and Stoke Park. Future proposals for the link road within the Fair Oak North development area will be assessed and mitigated as part of the wider masterplan, once the development proposals have been finalised.
- 1.10 To understand the extent of the new link road and potential mitigation Deacon Design have sought input from the wider consultancy team including Paul Basham Associates (Highway Design) and WYG (Ecology).

### **Referenced Documents**

- 1.11 The appraisal takes account of the following studies completed to date:
- Fair Oak North, *Landscape and Visual Baseline Report*, Deacon Design, October 2017;
  - North Bishopstoke Bypass and Allbrook Hill Relief Road, *Feasibility Options Report*, Engineering Consultancy, February 2016;
  - Highwood Eastleigh Allocation Promotions, *Highway Statement*, Paul Basham Associates, April 2015.
  - Phase 1 Habitat Maps carried out by WYG (Ecology)
- 1.12 Since February 2016 the link road design has evolved and several revisions to key junctions have been produced by Paul Basham Associates and Hampshire County Council. The report takes account of the latest design changes which are presented in Section 2 of this report.

## 2 Route Description

2.1 The appraisal considers three different elements:

- The Allbrook Hill Relief Road;
- Highbridge Road Realignment; and
- The North Bishopstoke Bypass.

### Allbrook Hill Relief Road

2.2 The proposed Allbrook Relief Road will connect Highbridge Road and Pitmore Road to the A335 Allbrook Way link to the M3 passing predominantly through agricultural land, currently used for grazing horses. A few existing residential properties along Pitmore Road and the B3335 Allbrook Hill will be demolished to accommodate the new route.

2.3 The route of the road and land to the north and south of this new link has been identified within the emerging EBCLP (Policy AL1, Land east of Allbrook Way) as accommodating future housing needs with access provision from the proposed new link road. This will also include provision for pedestrian and cycle access.

2.4 The current design proposals for Allbrook Hill Relief Road are based on Hampshire County Council's Option 1C plan (drawing no. **EC/RJ567621/01/13**).

2.5 The road is proposed in a cutting in the upper part of the Allbrook hill and on an embankment in the lower part of the hill, near the existing roundabout. Whilst the cutting is necessary to facilitate a connection with the A335 Allbrook Way it will also provide some visual mitigation to the road and the associated traffic for long distance views from the south and east. The proposed embankment along the lower section of the road will provide some screening to the existing properties along the B3335 Allbrook Hill and Pitmore Road.

2.6 A new roundabout is proposed to facilitate access to the A335 Allbrook Way (see drawing no. **024.0036.014-P1**), which will undergo a small redesign to join the roundabout. To the east, the Allbrook Relief Road will join Highbridge Road and a separate T-junction with Pitmore Road is also proposed (see drawing no. **024.0036.015-P1**).

2.7 To facilitate access to the potential development site on the adjoining land to the north and south, additional junctions in the central section of the bypass are proposed.

### Summary of relevant drawings

- 2.8 The relevant drawings shown in the Appendix are as follows:
- **EC/RJ567621/01/13** – HCC’s Option 1C produced in August 2015;
  - **024.0036.014-P1** – Allbrook Way Roundabout; and
  - **024.0036.015-P1** – Pitmore Road Junction.

### Highbridge Road Realignment

- 2.9 To facilitate a higher volume of traffic on the new link road a realignment of a narrow and bendy section of Highbridge Road is necessary. The section runs across the River Itchen floodplain and five realignment options were considered by Hampshire County Council.
- 2.10 The current proposals are based on the Council’s Option H4 (see HCC’s drawing no. **EC/RJ567621/01/024**).
- 2.11 The realigned road will be on a small embankment as it crosses the floodplain.
- 2.12 Discussions are being currently undertaken with the Highways Team to include provision for a connection to the existing Highbridge Road for high sided vehicles not able to go under the existing railway bridge. The exact location of this is to be agreed but is likely to encroach upon the field to the north of the new realigned road.
- 2.13 The proposals for the old section of Highbridge Road are not yet finalised. Current thinking is that the existing road will likely still need to remain public highway if an emergency route for high-sided HGVs and retaining access to existing properties. However, there would be a clear change of the nature of the road to ensure that all vehicle traffic (except for existing property and emergency access) uses the new aligned Highbridge Road.
- 2.14 The proposed design of the eastern part of the road and the alignment east of Allbrook Railway Bridge are shown in detail on drawings **024.0036.006** and **024.0036.006 Rev. A**, respectively. Whilst the existing bridge will remain unchanged (existing dimensions and arrangement under the bridge will be retained), the road to the east of the bridge will lose the current sharp bend.
- 2.15 A new bridge over River Itchen will be constructed along the proposed route (as shown on the Opportunities Plan – see drawing **024.0036.005 Rev. A**). To provide continuity for walkers on the Itchen Way, a new pedestrian link across the old section of the road and a formal crossing across the new road will be proposed.

### Summary of relevant drawings

- 2.16 The relevant drawings shown in the Appendix are as follows:

- **EC/RJ567621/01/024** – HCC’s Option H2 produced in August 2015;
- **024.0036.005 Rev. A** – Allbrook Railway Bridge – Opportunities Plan;
- **024.0036.006 Rev. A** – Allbrook Bypass – Alignment East of Allbrook Railway Bridge (Sheet 1 of 2);
- **024.0036.006** – Allbrook Bypass – Alignment East of Allbrook Railway Bridge (Sheet 2 of 2).

## North Bishopstoke Bypass

- 2.17 The North Bishopstoke Bypass will provide a connection between Highbridge Road and Winchester Road, passing through the potential development site at North Fair Oak (SGO) currently being planned (simultaneously) by the Highwood Group (developer) and the Eastleigh Borough Council (local planning authority) ref: Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak. The site is expected to be allocated in the local plan in 2018.
- 2.18 Three options were considered for this section of the link road. Since these early options proposed in 2015 it has been agreed by the stakeholders that Option 2A will be brought forward for further planning. Option 2A is shown on HCC’s drawing no. **EC/RJ567621/01/031** issued in August 2015.
- 2.19 The current proposals have not significantly diverted from the original in terms of road alignment, but more detailed work has been done on the junctions.
- 2.20 Starting from the west, the junction with Highbridge Road is currently proposed in the form of a roundabout (drawing no. **024.0036.012-P2**) or T-junction (drawing no. on two detailed drawings no. **024.0036.011-P2**). These drawings have still a preliminary status although the alignment of the road is likely to run centrally through the field parcels to achieve the necessary visibility splays where it connects to Highbridge Road.
- 2.21 The road then continues to Bishopstoke Lane, where another junction is proposed. At this junction, Bishopstoke Lane will be severed, with the northern section becoming a dead end for vehicles driving south from Brambridge with a turning head provided. Access for cyclists and pedestrians will be still be provided. The southern section of Bishopstoke lane leading to Bishopstoke would be accessed via a right turn lane onto the new link road. To the south/west, an embankment is proposed, whilst to the north/east, the road will run in a cutting.
- 2.22 Between Bishopstoke Lane and Stoke Park Farm, the road is proposed without any junctions except those envisaged to provide access to development parcels and sports pitches associated with the SGO (Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak). The first section starts on

level ground running onto a small embankment in the middle section and then in a shallow cutting near to Stoke Park Farm where it will enter the SGO.

- 2.23 The road alignment proposed through the SGO between Stoke Park Farm and Winchester Road is currently in line with HCC Option 2A, although it is possible that this might realign slightly through the detailed design process and inputs to the masterplan process.

### **Summary of relevant drawings**

- 2.24 The relevant drawings shown in the Appendix are as follows:
- **EC/RJ567621/01/031** – HCC's Option 2a produced in August 2015;
  - **024.0036.012-P2** – Highbridge Rad junction (roundabout);
  - **024.0036.011-P2** – Highbridge Road T-junction.

### **Lighting Proposals (All Sections)**

- 2.25 Whilst lighting proposals are not known at this stage, it is assumed that the key junctions will need to be lit, although should the signals option be the preferred choice at the Highbridge Road junction then this should not need separate street lighting over the traffic signals Source: *Paul Basham Associates (Highway Engineers)*.

## 3 Appraisal of Landscape and Visual Sensitivities

### Introduction

- 3.1 This section sets out landscape and visual sensitivities related to the link road between Allbrook and Winchester Road via the proposed Stoke Park development.
- 3.2 Furthermore, this section provides initial thoughts on potential mitigation planting for the new link road. This combined with the ecological mitigation objectives will have the potential to deliver mitigation that truly responds and reinforces the local landscape character.
- 3.3 For the purpose of this analysis the proposed road is divided into the following sections:
- Allbrook Relief Road - A335 Allbrook Way to existing Pitmore Road/Allbrook Hill/Highbridge Road junction;
  - Highbridge Road Realignment;
  - Highbridge Road to Bishopstoke Lane;
  - Bishopstoke Lane to Stoke Park Farm.

### Viewpoints

- 3.4 The report refers to several viewpoints in the LVBR which are relevant to the Link Road (views of Allbrook – Stoke Park area). In addition to the viewpoints included in the LVBR, ten supplementary viewpoints are provided in this report to enable better understanding of the baseline and a detailed discussion on landscape and visual mitigation.

### LVBR viewpoints

- 3.5 Table 1 provides the summary of viewpoints identified in the LVBR which are of relevance to this report. Viewpoint descriptions are available in the Appendix 5 of the LVBR.

Table 1 Summary of referenced LVBR viewpoints

VP	LPA	Location	Receptors	Sensitivity
1	Eastleigh Borough	Pitmore Road	Road users (motorists, pedestrians), residents	Medium
3	Winchester District	PRoW no. 5 (footpath) north of Wardle Rd	Recreational walkers	Medium

VP	LPA	Location	Receptors	Sensitivity
5	Winchester District	PRoW no. 21 (footpath) west of Nob's Crook	Recreational walkers, residents	High
29	Winchester District	Church Lane	Road users (motorists, pedestrians), residents	High
30	Eastleigh Borough	PRoW no. 21 (footpath) east of Bishopstoke Road towards Leyland's Farm	Recreational walkers	Medium
31	Eastleigh Borough	PRoW no. 4 (footpath) connecting Bishopstoke Road and Lord's Wood	Recreational walkers	Medium
32	Winchester District	PRoW no. 1 (footpath) near Bugle Farm	Recreational walkers	Medium
33	Winchester District	Itchen Way, PRoW no. 1 (footpath) north of Highbridge Road	Recreational walkers	High

## Additional viewpoints

- 3.6 Table 2 provides a summary of ten additional viewpoints including a brief description (including mitigation options) and key receptors.

Table 2 Summary of referenced LVBR viewpoints

VP	Description
A1	This view is taken from the embankment along Allbrook Way (A335) and is not publicly accessible. It illustrates the landscape character of the upper parts of the site on the Allbrook Hill. The site and its surroundings are located on farmland comprising horse paddocks, mature hedgerows and trees. There are glimpses of elevated land to the east from top of the hill. Despite hilltop location, many views are partially screened by mature vegetation cover. There are no visual receptors using this viewpoint/ The view was included to illustrate the landscape character of the upper parts of the site.
A2	This viewpoint is taken from the roundabout junction of Pitmore Road, Allbrook Hill and Highbridge Road. The viewpoint is located within the proposed road boundary and is currently accessible for pedestrians. The view is suburban in nature with a mix of roads, dwellings, bungalows and street furniture which dominate its character. Long distance views are screened by urban development. The view will undergo significant changes following the road development, however, its suburban character will not change. To facilitate the new road a few dwellings between Allbrook Hill and Pitmore Road will be removed and views towards the upper parts of the hill will be possible.
A3	This viewpoint is taken on a footpath along Highbridge Road (northern side) next to Highbridge Farm. Whilst there are glimpses of the River Itchen floodplain through a gap in the hedgerow, the viewpoint shows that Highbridge Road is generally well-screened by a mature hedgerow and views to the south and south-west are not possible. The realigned road will be partly visible through a gap in the hedgerow (farm access), but the character of the view will not change. Views of the road through this gap can be mitigated by infill hedgerow planting. The viewpoint was selected to illustrate the effectiveness of potential mitigation (hedgerow and trees – similar to the existing planting along Highbridge Road) along the southern edge of the realignment.
A4	This viewpoint is taken on the Itchen Way, a few metres from Highbridge Road. It is located close to the proposed realignment which will be glimpsed through a gap in the hedgerow. The existing road will cease to be used for public traffic (to be diverted onto the realigned road). The field glimpsed through a gap in the hedgerow provides an opportunity for landscape and ecological mitigation.



VP	Description
A5	This view is located on the Ithen Way, west of the site. The proposed road will not be visible due to mature planting obscuring views towards the site and, farther away, railway embankment. The viewpoint is located on a well-used public footpath and was selected for illustrative purposes. It shows that sensitive visual receptors along this section of the Ithen Way would not receive views of the realigned road. It also illustrates riparian vegetation along the Ithen Navigation. Similar planting can be used along the northern edge of the proposed realignment.
A6	This viewpoint is taken from Wardle Road and is experienced by motorists and walkers. It provides good views of the site which is located on a grazing field behind the first field in the view. The view is rural in nature and with hedgerow and tree planting along the southern edge of the road, it's character will not change. The proposed mitigation will serve a double purpose. It will screen views of the road itself and most of the traffic and it will strengthen the existing tree cover which creates the skyline within the views. Due to the flat topography the proposed mitigation will be very effective.
A7	This view is taken from a PRoW north of Wardle Road. It is dominated by an open grazing field enclosed in the distance by hedgerows and trees. The site can be glimpsed through small gaps in the vegetation. Once the proposed road is constructed the character of the view will not change due to distance and intervening vegetation. The view illustrates how effective hedgerow and tree planting is in screening views on the flat topography. By infill planting along the existing hedgerow and some additional tree planting it will be possible to almost completely screen the proposed road and all associated traffic.
A8	This viewpoint is taken from a grazing field within the site and is not accessible for the public despite its close proximity to a public footpath. It was selected for illustrative purposes, as it is located close to the centreline of the proposed road and provides very good views of the site and key landscape features in its vicinity. The view comprises farmland on gently undulating topography, a variety of planting, including hedgerows, trees and woodland areas. A Grade II listed building (Hill Farm House) is visible to the right of the view. It is surrounded by trees, however, glimpses of the building are possible. The proposed road will be visible in the centre of the panorama and will run from the viewpoint location towards the hill. The view illustrates wooded character of the skyline and an opportunity to create several woodland patches along the road to help mitigate its adverse visual impact and strengthen the wooded character of the landscape.
A9	This viewpoint is taken from a PRoW running parallel to the east of the proposed by-pass. The proposed road will be located on the sloping field to the right of the view. The view is open and comprises large agricultural fields on rolling topography with a strong presence of woodland in the distance. There are few man-made features in the view except an electricity transmission line with large pylons crossing the track and the site. The introduction of the road will change the landscape character; however, it will be seen in the context of the proposed Stoke Park development.
A10	This viewpoint is taken from a PRoW near Stoke Park Farm. It shows an area of farmland and woodland on rolling topography, typical of this landscape character area. The view will be located within the future Stoke Park development area which will have a profound impact on the landscape character. While the view at the current location may not be available once the Stoke Park development is implemented, the viewpoint was selected to very good visibility of the site.

## Allbrook Hill Relief Road

- 3.7 The proposed road is located within the LCA 1 Broom Hill Farmland and Woodland, which is characterised by the local dominance of major roads, open character to agricultural land and by prominent woodland. The proposed road will run through predominantly agricultural land comprising grazing fields and partly through an existing built-up area.
- 3.8 The site is not considered sensitive in landscape terms. The proximity of the A335 Allbrook Way, railway, and ribbon development along Allbrook Hill and Pitmore

Road have some negative impact on the site's tranquillity and on how the site is perceived from the wider landscape.

- 3.9 Whilst the proposed road would only affect a small part of this LCA due to southeast-facing slope and a deep cutting along the A335 Allbrook Way, which obscures views from the west, the proposed road has a potential to be seen from higher ground to the east and south east. Views of the proposed road from these areas would be set in the existing, built-up context.
- 3.10 In visual terms, the site is also not considered sensitive. It is screened from public roads by residential dwellings and there are no nearby Public Rights of Way with views of the site. Key views are available from nearby public roads and from residential properties in the vicinity.
- 3.11 Viewpoint 1 (see LVBR report) looking towards the proposed junction with Allbrook Hill, Pitmore Road and Highbridge Road and Viewpoint A1 looking towards Allbrook Hill illustrate typical views from the local road network. Viewpoint A1 (not accessible for the public) illustrates the landscape character of the upper parts of the site.

### **Mitigation objectives**

- 3.12 The loss of agricultural land required for the construction cannot be mitigated, however, opportunities exist for native species-rich hedgerows and tree planting along the road, in particular near the proposed roundabout with the A335, to contribute to the wooded character of this LCA and mitigate some visual impacts from public vantage points in the east and south-east.
- 3.13 As mentioned in the previous section, land to the north and south of the proposed road is considered for future residential development but the proposals (even outline) are not yet known. Therefore, current mitigation opportunities along the main part of the road are restricted to the highway edge only.
- 3.14 In our view, hedgerow and tree planting around the proposed junction (roundabout) with the A335 would be realistic and beneficial for future development. It is the most prominent part of the hill and tree planting on this elevation would have a positive impact in landscape and visual terms. It would also help reduce the impact of lighting.
- 3.15 Significant mitigation screen planting would be limited to roadside vegetation only as described in 3.13 above. We assume further mitigation proposals would be proposed as part of future planning applications for the allocated areas.
- 3.16 Native hedgerow/scrub planting on embankment/cutting slopes along the road and limited tree planting along the road seems a reasonable option at this stage.

## Highbridge Road Realignment

- 3.17 Highbridge Road Realignment is located entirely within the LCA 13 Lower Itchen Valley and within the River Itchen floodplain designated for its ecological value as a SSSI and SAC. LCA 2 Upper Itchen Valley is located to the south and west.
- 3.18 The valley of River Itchen is a flat area of wetland and farmland with absence of woodland but strong riparian vegetation along the River Itchen and on field boundaries. The site's sensitivity is high predominantly due to its ecological and recreational value. The small-scale landscape along the River Itchen is the most sensitive part of this area in landscape terms.
- 3.19 The key landscape sensitivities are the River Itchen with its small-scale to intimate landscape and riparian vegetation along its banks (see Viewpoint A5), the Itchen Way and pockets of tranquillity, which create a valuable landscape. There are few sensitive landscape features in the immediate vicinity of the proposed Highbridge Road Realignment, as it runs through an area of flat farmland. The only sensitivity in this part are views across this area, both from the Itchen Way and open land to the east.
- 3.20 Viewpoints 33 and A4 illustrate views of Highbridge Road from the Itchen Way (PRoW no. 1). Mature field vegetation and roadside vegetation comprising hedgerow and trees screen most views to the south across the Itchen Valley and only glimpses of the floodplain on the other side of the existing road are possible. Viewpoint A3 illustrates views from Highbridge Road towards the proposed realignment which is largely screened by the existing hedgerow vegetation.

## Mitigation objectives

- 3.21 Landscape screening mitigation options for this section of the road are limited due to its location on the floodplain and the need to retain and improve floodplain functionality to mitigate flood risk and achieve ecological mitigation enhancements.
- 3.22 This will include creating diverse water meadows with objective of meeting criteria for Coastal and Floodplain Grazing Marsh Habitat of Principal Importance (HPI); reduce grazing to improve vegetation structure and reduce nutrient enrichment of River Itchen SAC;
- 3.23 Nevertheless, provision for complementary landscape mitigation will include species rich hedgerows and trees on both sides of the proposed road in a comparable manner to the existing treatment along the southern edge of Highbridge Road. This measure will effectively screen the traffic on the proposed road when viewed from the Itchen Way, as it is screened now on the existing road.

- 3.24 The land to the south should remain open, in keeping with the existing landscape character.
- 3.25 The field parcel between the proposed Highbridge Road Realignment and the existing road provides opportunities for landscape and ecological enhancements in accordance with ecological requirements. Whilst this area is still a floodplain, opportunities for wetland planting exist which will reinforce the riparian landscape character.
- 3.26 If implemented this area of mitigation would form a valuable landscape and ecological feature which would provide an interesting backdrop to views from the south-west (the Itchen Way), create a pleasant setting for the proposed road and offset some of the adverse landscape and visual impacts associated with the new, road with higher volume of traffic. Together this will create a gateway opportunity and sense of arrival to the Allbrook settlement from journeys to the east.

### **Highbridge Road to Bishopstoke Lane**

- 3.27 This section of the proposed road lies within the LCA 13 Lower Itchen Valley, however, unlike the Highbridge Road Realignment, it is located outside the most sensitive part of this LCA designated for its ecological value as SSSI and SAC.
- 3.28 Landscape in this part of the LCA is medium-scale, characterised by small to medium fields often used for horse grazing and delineated by a mix of species-rich hedgerows and trees. The central area includes a belt of Broadleaved semi-natural woodland with watercourse/field ditch.
- 3.29 Human influences that are apparent and reduce tranquillity include the existing Highbridge Road and residential settlement/ farmsteads along Wardle Road, Lord's Wood and Highbridge Road.
- 3.30 Woodland, hedgerow trees and trees scattered on the farmland to the north of the road are notable features around the site, creating more enclosed character than open floodplain to the west of the LCA.
- 3.31 The north-western part of the proposed road runs through a flat area of pasture to the north of Wardle Road while the central section cuts through a small hill north of Lord's Wood. The eastern part gently descends towards Bishopstoke Lane. Several PRow's are located within or in close proximity of the site. Two Grade II listed buildings (Hill Farm House and Woodcroft Lodge) are located at Hill's Farm, to the north of the proposed road.
- 3.32 The site has medium sensitivity in landscape terms. The key landscape features around the site include woodland areas, hedgerows and trees within and around the site.

- 3.33 Viewpoint 3 is located on the PRow no. 5 north of Wardle Road, crossing the site. From this PRow views are predominantly enclosed by vegetation and landform which are located within the site and obscure any distant views. The view opens up looking west, as shown on Viewpoint 3B, and the application site is glimpsed through a gap in a hedgerow. Flat grazing fields within the site are clearly visible in the foreground. Viewpoint A7 illustrates views of the site from the same footpath but from a longer distance. Views of the site are also possible from Wardle Road (see Viewpoint A6).
- 3.34 Viewpoint 31 is located on the PRow no. 4 (footpath) connecting Bishopstoke Road and Lord's Wood. It shows farmland around Bishopstoke Lane and a strong presence of woodland and trees in this part of the site. Viewpoint A8 (not accessible by the public) illustrates local landscape character and a strong presence of woodland around Bishopstoke Lane. Viewpoint 32 is located PRow no. 1 (footpath) near Bugle Farm and shows existing hedgerow and tree planting along Highbridge Road which screen views of the site. The key visual sensitivities are walkers on PRow within and around the site and residents in the surrounding area.

### **Mitigation objectives**

- 3.35 The proposed road would lead to fragmentation of agricultural land into several small fields. Those fields may not be suitable for future farming/grazing use due to their reduced size and could therefore be used for strengthening the woodland character and species-rich meadows which in turn would provide opportunities for suitable visual screening / mitigation from key sensitive receptors and ecological enhancements.
- 3.36 In our view, the newly created areas of native, diverse woodland would provide several benefits:
- Strengthen the landscape character of this area characterised by tree planting;
  - Create visual separation between the proposed road and associated traffic and the residential areas around it;
  - Help absorb the road into the landscape by generous planting connected with the existing woodland;
  - Create separation between two Grade I listed buildings at Hill's Farm and the proposed road;
  - Provide ecological benefits;
  - Create a pleasant setting for the surrounding residential areas.
- 3.37 Alternatively, a mix of woodland and highway planting should be used, if some of the fields would be reinstated to grazing. We strongly recommend woodland planting in the central section of the road, to the north of Lord's Wood and south of

Hill's Farm to create a sense of separation between these two settlements and the heritage assets associated with the listed buildings.

### **Bishopstoke Lane to Stoke Park Farm**

- 3.38 The section of the road is located within western parts of two landscape character areas: the LCA 23 Durley Claylands and the LCA 7 Bishopstoke – Fair Oak Woodlands and Farmland.
- 3.39 The site-scale landscape is characterised predominantly by farmland, with small to medium fields divided by species-rich hedgerows and trees. There are no woodland areas in the immediate vicinity of the site, however, significant woodland areas are present farther to the south and east of the site, most notably Stoke Park, Brick Kiln Copse, Upperbarn Copse and Hill Copse.
- 3.40 The field pattern is irregular. Smaller, partially enclosed fields are located adjacent to Bishopstoke Lane and become larger and open to the south. Topography is sloping very gently towards Stoke Park Farm.
- 3.41 There are no landscape features of high sensitivity that would be directly affected by the proposed road. The wider landscape character is characterised by a strong presence of woodland and copses creating backdrop in local views.
- 3.42 Human influences in the immediate vicinity of the proposed road include a caravan park, small farms and electricity pylons the latter punctuating the skyline.
- 3.43 In visual terms, key sensitivities include views from the surrounding PRoW. Viewpoint 5 is located on PRoW no. 21 (footpath) west of Nob's Crook. In this view large open grazing fields are divided by low hedgerows with hedgerow trees however the sloping field through which the road will run is visible to the right of Bow Lake. Woodland areas (in particular Hill Copse, Upperbarn Copse and Stoke Park Wood) on elevated ground combined with other tree-lined ridgelines create a vegetated backdrop to the farmland. Viewpoint 29 on Church Lane illustrates views from elevated land to the north. This section of the road would be screened by topography and vegetation from this location. Viewpoint 30 located on PRoW no. 21 (footpath) east of Bishopstoke Road shows a small, enclosed field through which the proposed road link will cross adjacent to Bishopstoke Lane. Viewpoints A9 and A10 illustrate the landscape character around the proposed road between Stoke Park Farm and Bishopstoke Lane and a strong presence of farmland and woodland on rolling topography.

### **Mitigation objectives**

- 3.44 The loss of open agricultural/grazing land required for the construction cannot be mitigated, however, opportunities exist for tree planting along the road to contribute

to the wooded character of this LCA and mitigate some visual impacts from public vantage points on the surrounding PRow.

- 3.45 Fragmentation of some field parcels into smaller, often triangular fields, which are unlikely to be used for farming purposes will create opportunities for wider mitigation including native woodland planting and wooded glades which will reinforce character and contribute to the ecological mitigation strategy.
- 3.46 The south-eastern section of the road crosses the northern tip of a much larger field that runs alongside Bow Lake. Whilst the exact alignment of the road is still to be agreed some cutting is likely to create opportunities here for mitigation planting. Given the topography of this field and its surrounding mature field boundaries visual sensitivity is limited so mitigation is likely to be limited to reinforcing the lowland meadow habitat.
- 3.47 Applying the above mitigation in conjunction with the existing retained field boundary vegetation will create a series of small woodland copses, copses and open meadow which together will create opportunities for effective landscape and visual mitigation that would reinforce the wooded character of the wider area, reduce the visibility of the road and associated traffic and provide a sense of arrival to the western edges of the New Communities, land north of Bishopstoke set out in EBLP Strategic Policy S5.

## 4 Mitigation Options

### Introduction

- 4.1 This section looks at the four sections of the new link road in more detail and seeks to provide high level landscape mitigation options to include immediate roadside vegetation / mitigation and/or wider strategic planting to individual land parcels adjacent and near the route of the road.
- 4.2 To ensure a degree of certainty to the mitigation options, the land parcels shown fall within land controlled by Highwood Land LLP unless otherwise stated.
- 4.3 These options / recommendations by no means set in stone the level of mitigation planting required as this will be driven by the development of a more detailed road design, interrogation of the site's constraints and associated landscape and ecological mitigation.
- 4.4 The location of the four sections of road and context within the wider SGO can be found on Figure **DD159L06**.

### Allbrook Hill Relief Road

- 4.5 Our mitigation proposals are shown on Figure **DD159L01 (Option 1) & 02 (Option 2)**.
- 4.6 The primary mitigation measure proposed is highway planting comprising native trees and shrubs along the entire length of the road. This planting buffer would accommodate potential future development to the north and south of the proposed road while providing visual screening and ecological connectivity along the road.
- 4.7 Given that this section of the new link road and land to the north of the site has been identified within the emerging EBLP for future housing mitigation proposals beyond the immediate roadside edge is limited. Notwithstanding this, any future landscape mitigation planting associated with this potential future development could also contribute towards the assimilation of the road.
- 4.8 If no development is proposed to the south of the road (See Option 1), we would recommend creating a woodland belt along the southern edge of the road.

### Highbridge Road Realignment

- 4.9 Our mitigation proposals are shown on Figure **DD159L03**.
- 4.10 The immediate mitigation will seek to provide screening of the newly aligned road as it exits the new bridge over the River Itchen to where it adjoins the existing



- Highbridge road to the northeast. This will comprise species-rich hedgerow species and tree planting that will complement the existing Highbridge Road treatment.
- 4.11 Wider mitigation opportunities will seek to reinforce the River Itchen landscape character and associated floodplain habitats. This should seek to mitigate any impact upon the River Itchen Way (PRoW).
- 4.12 Mitigation proposals for specific land parcels are set out in the table below.

Table 3 Highbridge Road Realignment – Mitigation Options

Parcel	Proposed Mitigation
B1	Improve floodplain functionality to mitigate flood risk of road; create diverse water meadows with objective of meeting key ecological objectives associated with Coastal and Floodplain Grazing Marsh Habitat of Principal Importance (HPI); reduce grazing to improve vegetation structure and reduce nutrient enrichment of River Itchen SAC. Scope to reintroduce riparian habitat planting including native willows along western edge to reinforce River Itchen corridor and provide sense of place / arrival to Allbrook. Southern edge to support roadside vegetation enhancements in keeping with Highbridge Road.
B2	As per B1 - Improve floodplain functionality to mitigate flood risk of road; create diverse water meadows with objective of meeting criteria for Coastal and Floodplain Grazing Marsh Habitat of Principal Importance (HPI); reduce grazing to improve vegetation structure and reduce nutrient enrichment of River Itchen SAC. No high-level planting / screen planting proposed. Northern edge to support roadside vegetation enhancements in keeping with Highbridge Road.
B3	Field forms northern boundary of River Itchen SAC. No planting proposed unless required to support proposed new link roadside vegetation. Emphasis on retaining current conditions and enhancing in line with the B1 above.
B4	Existing Highbridge Road / River Itchen Crossing (Outside of client control). Mitigation planting subject to the extent of the existing road / bridge being retained to provide future access to neighbouring land parcels and properties. Aspiration for road surface to be lifted and replaced with suitable grassland as set out in B1/2. Western section including vertical walls / bridge abutments could be replaced/enhanced with riparian / river restoration techniques to reinforce wider riparian habitat enhancements along the River Itchen.

### Highbridge Road to Bishopstoke Lane

- 4.13 Our mitigation proposals are shown on Figure **DD159L04**.
- 4.14 Should the final road alignment sit centrally within the field parcels as currently shown the landscape mitigation, alongside the ecological mitigation seeks to create a balance of woodland planting and open lowland meadows.
- 4.15 In addition to the well wooded landscape both within the study site and outside newly formed tree planting will help to address any visual impact from the existing settlements to the north and south of the site. This will also mitigate tree / hedgerow loss associated with the alignment of the road.

4.16 Mitigation proposals for specific land parcels are set out in the table below.

Table 4 Highbridge Road to Bishopstoke Lane - Mitigation Options

Parcel	Proposed Mitigation
C1	Reinforce existing species-rich hedgerow / trees along northern edge to create enhanced woodland planting habitat corridors and address potential visual mitigation to adjacent properties whilst retaining attractive Lowland Meadow habitats. Road design to accommodate existing right of way with provision for additional / alternative route aligned to wider footpath/cycleway network strategy as required.
C2	As per C1 with emphasis on reinforcing existing southern edge and providing screening / acoustic attenuation of proposed road to existing properties on Wardle Road / Highbridge Road.
C3	As per C1 with greater emphasis on protecting the existing broadleaved woodland, watercourse environment to the western end and the setting to Hill Farm heritage assets to the east. Central areas can provide scope for lowland meadow habitat planting where screening is less important.
C4	Reinforce existing woodland habitats with native tree / understorey planting both within the parcel and to the south (Lord's Wood) to improve ecological connectivity but provide screening to existing residential properties.
C5	As per C4 with opportunity to screen sensitive views from Hill's Farm and associated listed buildings.
C6	Reinforce woodland setting with new native tree and shrub planting to address potential glimpse views of road from residential properties on Lord's Wood / Higher ground and Prow No. 4.
C7	This is unlikely to require any mitigation other than enhancements to the existing field boundaries to the north and east where the new link road and junction to Bishopstoke Lane (South) may require visual mitigation. In this instance this will include species-rich hedgerows / tree planting.

### Bishopstoke Lane to Stoke Park Farm

- 4.17 Forming the most eastern part of the link road before entering the proposed SGO site the line of the new link road passes through a clump of small field parcels defined by species-rich hedgerows with tree to the east of where the new junction to Bishopstoke Lane will be formed.
- 4.18 From here the road opens into a single larger open field with its northern edge severed by the current road alignment; the boundary of which is identified within the Phase 1 Ecology survey as being Species-poor. This boundary also defines the section of an existing PRow (Bridleway) linking Bishopstoke Lane to Winchester Road. The larger field extends round to the fishing ponds to the south. The ground rises rapidly to the west and forms an attractive slope overlooking Bow Lake and the wider Stoke Park to the east. Its attractiveness has been acknowledged in the emerging Stoke Park North masterplan and set aside for informal public open space.

The topography and tree-lined ridge provides visual containment of the road from the south and west.

- 4.19 Our mitigation proposals seek to create a mix of woodland copses infilling the fragmented smaller field parcels to the west and north with woodland species and retain the openness of the larger field to the south. Together this will provide better connectivity for woodland habitats whilst reinforcing the local wooded 'copse' character and helping to create a sense of arrival to the development from the west. This will sit alongside the more open areas of field / meadows to the south and is demonstrated on Figure **DD159L05**.
- 4.20 Mitigation proposals for specific land parcels are set out in the table below.

Table 5 Bishopstoke Lane to Stoke Park Farm - Mitigation Options

Parcel	Proposed Mitigation
D1	Infill native woodland planting to provide visual screening to new road junction and address potential visual sensitivity to Lord's Wood and Hill's Farm heritage assets. Mitigation Planting to include habitat creation reinforcing ecological connectivity. Road design to accommodate existing right of way with provision for additional / alternative route aligned to wider footpath/cycleway network strategy as required.
D2	As per D1 - Habitat creation, connectivity and screening; infill parcel with diverse woodland planting.
D3	As per D1 along Bishopstoke Lane but retain openness to create wooded glade habitat to central areas.
D4	As per D1 - Habitat creation, connectivity and screening; infill parcel with diverse woodland planting.
D5	As per D1 - Habitat creation, connectivity and screening; add some woodland planting but retain openness to create wooded glade habitat.
D6	Infill field parcel with native woodland planting along northern edge to provide visual separation of road from existing rights of ways to the north and potential longer views from identified receptors north of the SGO. Woodland to reinforce wider habitat creation, ecological connectivity objectives.
D7	Retain openness / lowland meadow habitat with potential road cutting to accommodate some native tree planting to address views of road from future public open space linked to SGO.

## 5 Summary and Conclusions

- 5.1 This report has sought to appraise the alignment of the proposed new road link through the sections from Allbrook Way through to the SGO (policy S5) as identified within the Emerging Eastleigh Borough Local Plan 2016-203 policy ref: *Strategic Policy S6, New Allbrook Hill, Bishopstoke and Fair Oak link road* to understand the landscape and visual sensitivities associated with the road alignment. These include the following sections / phases (as referenced within the EBLP):
- *Phase 1: from the Allbrook Link Road to the junction of Allbrook Hill and Pitmore Lane.*
  - *Phase 2: the existing B3335 Highbridge Road. This will include a realignment of the road to improve the traverse of the Allbrook rail bridge for larger vehicles. It will also include more signs as needed warning of the rail bridge within this phase and across the wider network.*
  - *Phase 3 (Part of): from the B3335 through the new community north of Bishopstoke.*
- 5.2 Whilst the exact design and alignment is still to be agreed as part of future application the report refers to the most up to date information / dialogue received between the client highways team and associated stakeholders at the time of the report.

### Landscape and Visual Appraisal

- 5.3 Further field study analysis and using existing field data we have sought to identify potential sensitivities to the local landscape character and visual effects upon local receptors including existing residents, recreational walkers (along public rights of way), motorists.
- 5.4 The section of new link road appraised crosses 4 No. Landscape Character areas including (from west to east):
- Area 1: Broom Hill Farmland and Woodland – Eastleigh Borough LCA (2011)
  - Area 13: Lower Itchen Valley – Winchester District LCA (2004)
  - Area 23: Durley Claylands – Winchester District LCA (2004)
  - Area 7: Bishopstoke – Fair Oak Woodland and Farmland (Eastleigh Borough LCA (2011)
- 5.5 Whilst certain sections of the road will form part of the existing and emerging settlement (land allocation) certain sections will cross open countryside. Therefore, the findings of this report have sought to inform initial thoughts on landscape mitigation

to address varying levels of sensitivities along the current route. This is based upon the following design principles:

- Prioritises landscape planting that is appropriate to the landscape setting and reinforces landscape character where possible;
- Is informed by the ecologist to provide opportunities for biodiversity and ecological enhancements; and
- Focuses mainly on land within the client control (redline) to ensure certainty of deliverability.

5.6 Overall, the landscape mitigation objectives and outline proposals set out in this report seek to reinforce the landscape character, public amenity and identify potential habitat protection. This will form a solid basis for more detailed proposals as the design of the new link road evolves, and specific needs, constraints and opportunities are fully known.

# **Appendix 1**

## **Correspondence with the EBC**

## Michal Nowak

---

**From:** Harwood, Alice <Alice.Harwood@eastleigh.gov.uk>  
**Sent:** 21 February 2018 13:58  
**To:** Michal Nowak  
**Cc:** Tuck, Graham  
**Subject:** Link road landscape appraisal

**Importance:** High

Hi Michal,

Further to our conversation, please see below:




I suggest an appraisal of the landscape and visual baseline be included as an appendix or supplement to the landscape and visual baseline report already carried out by Deacon Design. The format for this should cover:

- 1) A brief description of the link road route including plans showing route.
- 2) A summary of any further details available with reference to any drawings available – for example known locations of any junctions and additional infrastructure such as lighting that may be required, building up a picture of issues that might require a more detailed assessment at a later date (for example any effects on SDNP ‘dark skies’ )
- 3) A summary appraisal of key landscape and visual sensitivities identified in relation to the link road. This could take the form of a table if considered the best format – allowing the possibility to refer to photo viewpoints and landscape receptors already identified and included in the masterplan LVIBR, with any additional viewpoints required to be included as an appendix to this document.
- 4) A summary and conclusions drawing together key sensitivities identified and a list of options for mitigation. This would be expected to be fairly high level at this stage, however implementable solutions to mitigate key sensitivities should be identified that will inform the design process for the link road as it evolves.

As agreed with Graham Tuck, your work is expected to only assess those area outside the proposed development area, although the general description in the introduction should acknowledge the entirety of the route.

Thanks,

**Alice Harwood**  
**Urban/Landscape Design Senior Specialist**  
Service Delivery - Specialist Services  
Ext: 8353

**Alice Harwood**  
**Urban/Landscape Design Senior Specialist**  
Service Delivery - Specialist Services  
Eastleigh Borough Council | Eastleigh House | Upper Market Street | Eastleigh | SO50 9YN  
 023 8068 8353  
 [eastleigh.gov.uk](http://eastleigh.gov.uk)  [@EastleighBC](https://twitter.com/EastleighBC)

This e-mail is subject to recording and/or monitoring. Any content or attachments are for the person to whom it is addressed, and may be confidential.

If you get it by mistake, please email us back as soon as possible, and then delete it from your system; please do not pass it on to anyone else, or use the information in it.

We do our best to guard against viruses. If you get a virus, we cannot accept liability for any damage.

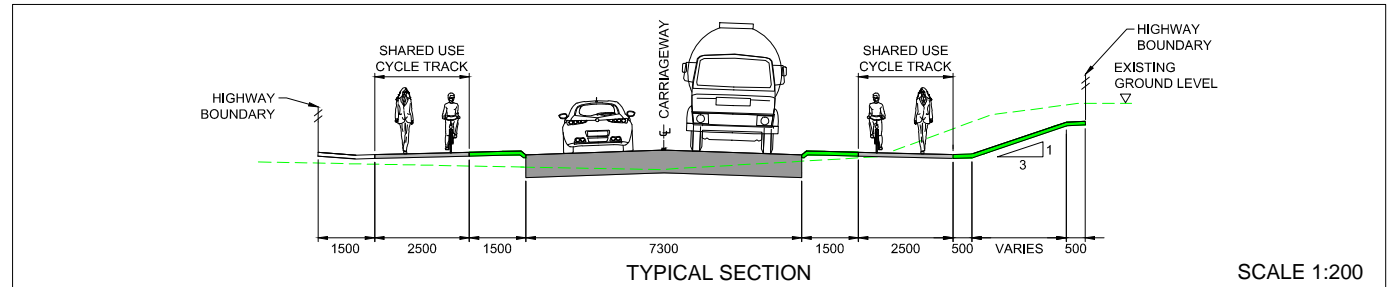
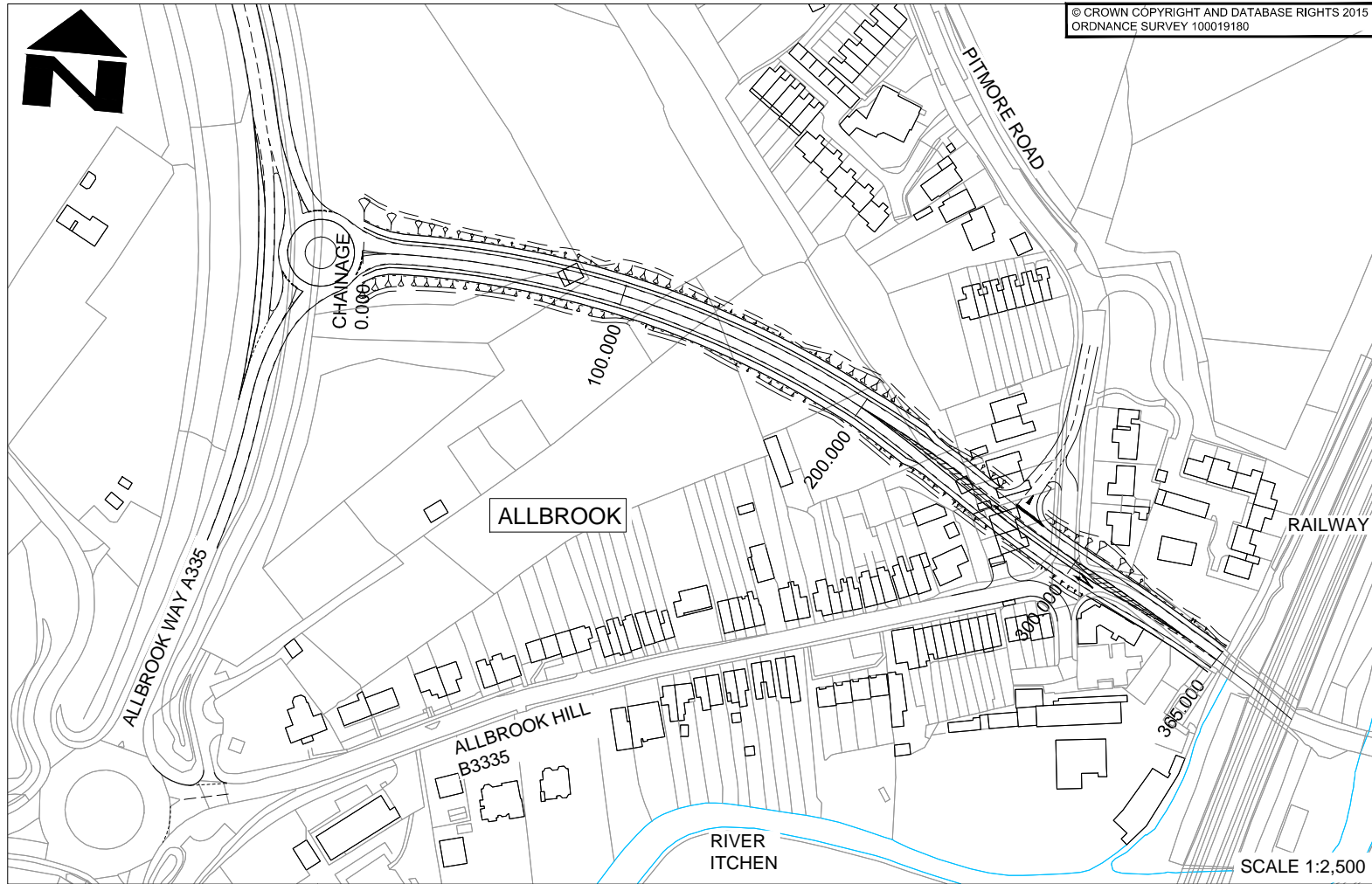
You should carry out your own virus check before you open attachments.

Eastleigh Borough Council

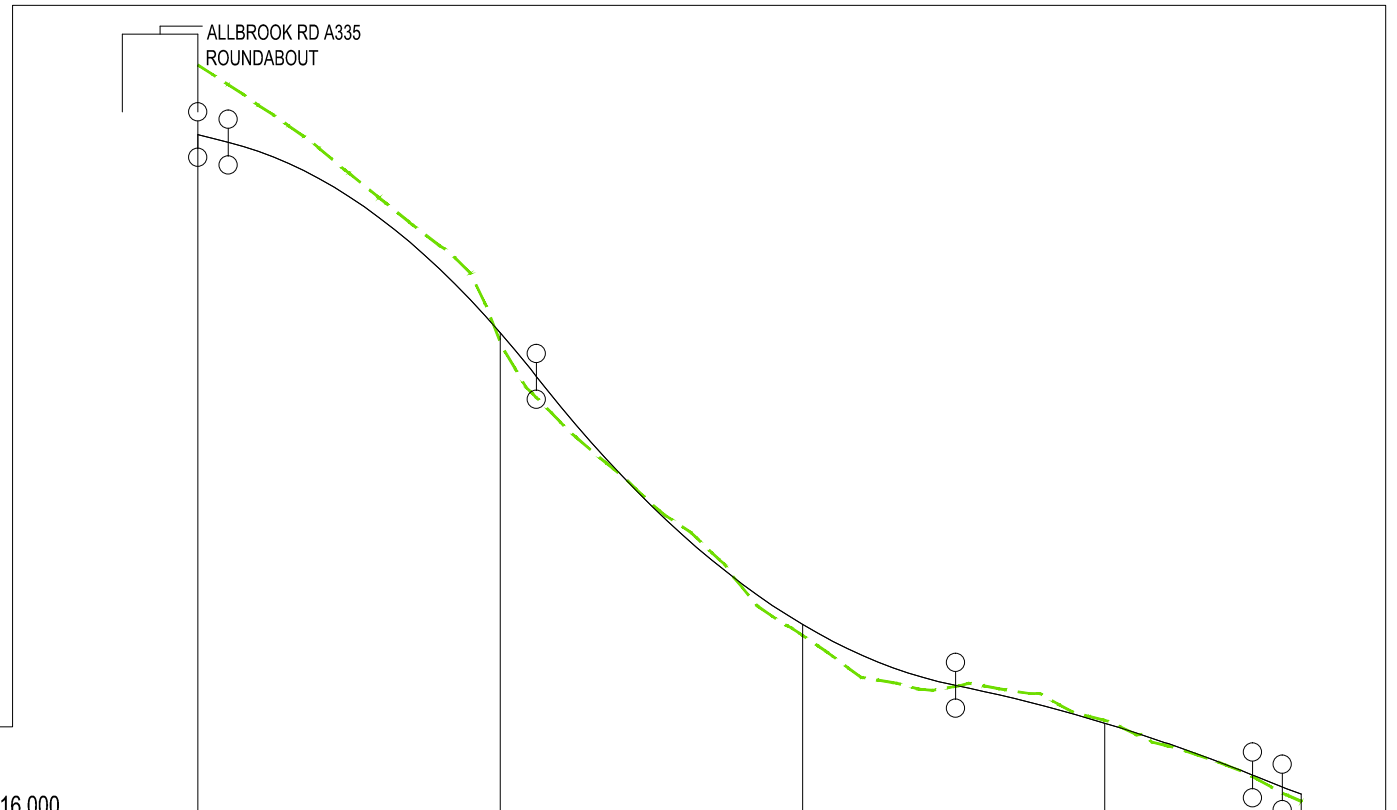


## **Appendix 2**

### **Plans**

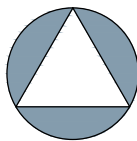


- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
  - SEE DRG.No EC/RJ567621/01/001 FOR LOCATION PLAN.
  - TYPICAL SECTION DETAILS ARE INDICATIVE.
  - SWALE & DITCH REQUIREMENTS TO BE CONFIRMED WITH DETAILED DRAINAGE DESIGN.
  - BATTER SLOPE ANGLE TO BE CONFIRMED WITH SOIL INVESTIGATION.

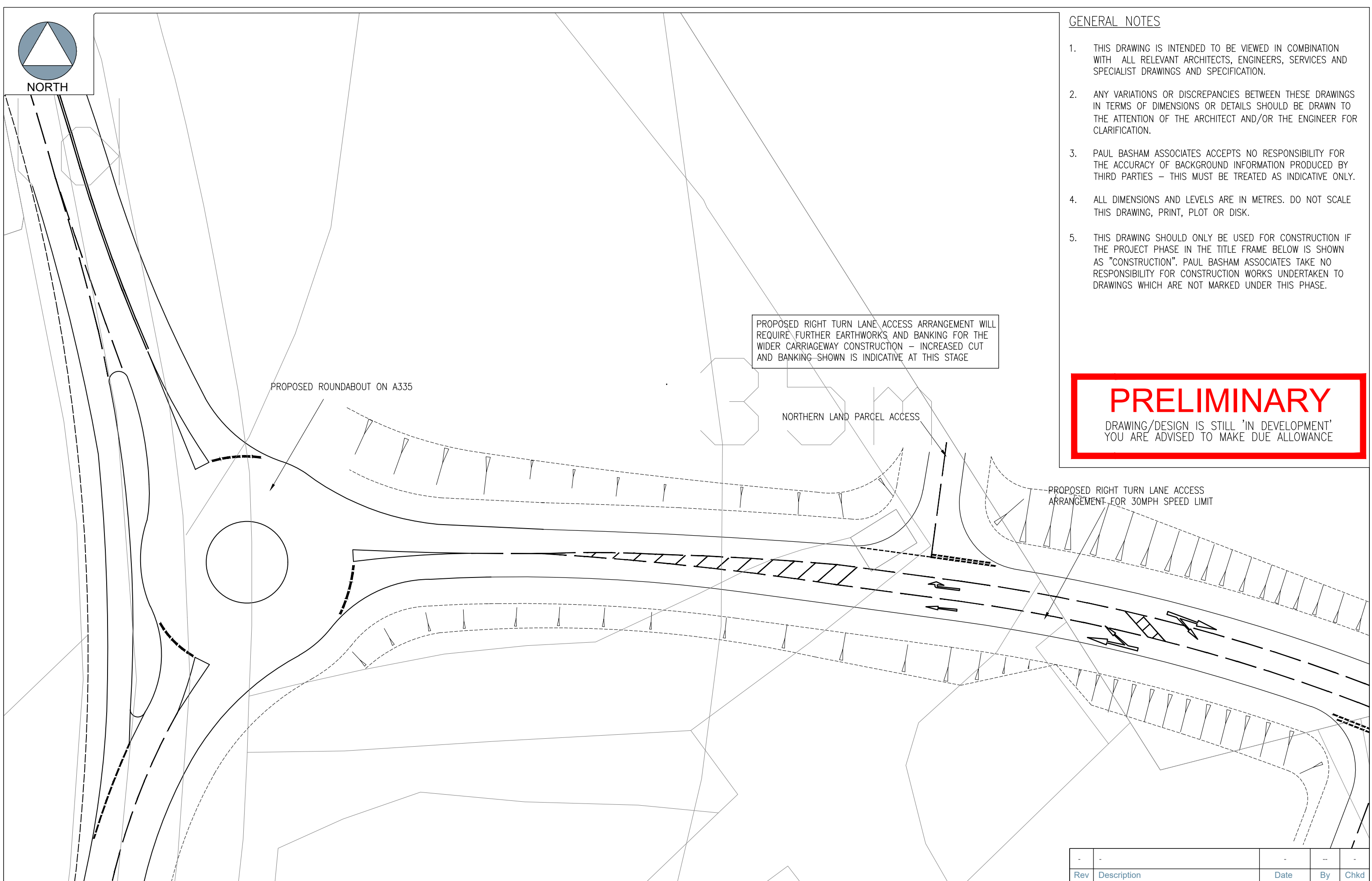


	0.000	100.000	200.000	300.000	365.000
DATUM=16.000					
DESIGN - 1B	38.696	32.146	22.497	19.232	
LEVEL DIFFERENCE	2.301	-0.315	-0.364	0.091	
EXISTING	40.997	31.830	22.133	19.322	
HORIZ ALIGNMENT	R=360.000		R	R=520.000	
VERT ALIGNMENT	K=-10.000 L=101.996		K=13.000 L=138.634		K=50.000 L=98.226
LONGFALL % - 1B		-6.650	-9.649	-3.265	
CHAINAGE	0.000	100.000	200.000	300.000	365.000

<table border="1"> <tr> <th>REV</th> <th>AMENDMENTS</th> <th>DATE</th> <th>CAD</th> <th>CHKD</th> <th>APPD</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	REV	AMENDMENTS	DATE	CAD	CHKD	APPD							<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>	<p>CONSULTANT</p> <p><b>Hampshire</b> County Council Engineering CONSULTANTS</p> <p>STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT &amp; ENVIRONMENT</p>	<p>DESIGNER RW</p> <p>CAD DF</p> <p>CHECKED LW   LW</p> <p>APPROVED CM   CM</p>	<p>SCHEME</p> <p>EASTLEIGH STRATEGIC TRANSPORT STUDY</p> <p>JOB No.</p> <p>SCALE @ A3 AS SHOWN</p> <p>DATE 24.08.2015</p> <p>SHEET NUMBER 1 OF 1</p>	<p>DRAWING TITLE</p> <p>NORTH BISHOPSTOKE BYPASS ALLBROOK HILL RELIEF ROAD OPTION 1C PLAN &amp; PROFILE</p> <p>HCC CAD PLOT: 11/12/2015 9:51:03</p> <p>DRAWING NUMBER EC/RJ567621/01/013</p>	<p>REV</p>
	REV	AMENDMENTS	DATE	CAD	CHKD	APPD												



NORTH



PROPOSED RIGHT TURN LANE ACCESS ARRANGEMENT WILL REQUIRE FURTHER EARTHWORKS AND BANKING FOR THE WIDER CARRIAGEWAY CONSTRUCTION - INCREASED CUT AND BANKING SHOWN IS INDICATIVE AT THIS STAGE

PROPOSED ROUNDABOUT ON A335

NORTHERN LAND PARCEL ACCESS

PROPOSED RIGHT TURN LANE ACCESS ARRANGEMENT FOR 30MPH SPEED LIMIT

- GENERAL NOTES**
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
  2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
  3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
  4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
  5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

**PRELIMINARY**  
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
-	-	-	-	-

**Project Name**  
NORTH BISHOPSTOKE SGO

**Project Phase**  
PRELIMINARY

**Title**  
ALLBROOK WAY ROUNDABOUT

Paul Basham Associates Ltd  
Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU  
01499 968134  
info@paulbashamassociates.com www.paulbashamassociates.com

**Client**

**Checked By**  
MS

**Checked Date**  
06.06.18

**Drawn By**  
RW

**Drawn Date**  
06.06.18

**Scale**  
1:500

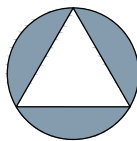
**Client Drawing No.**  
-

**PBA Drawing No.**  
024.0036.014

**Revision**  
P1

**(AT A3 SIZE)**






NORTH

### GENERAL NOTES

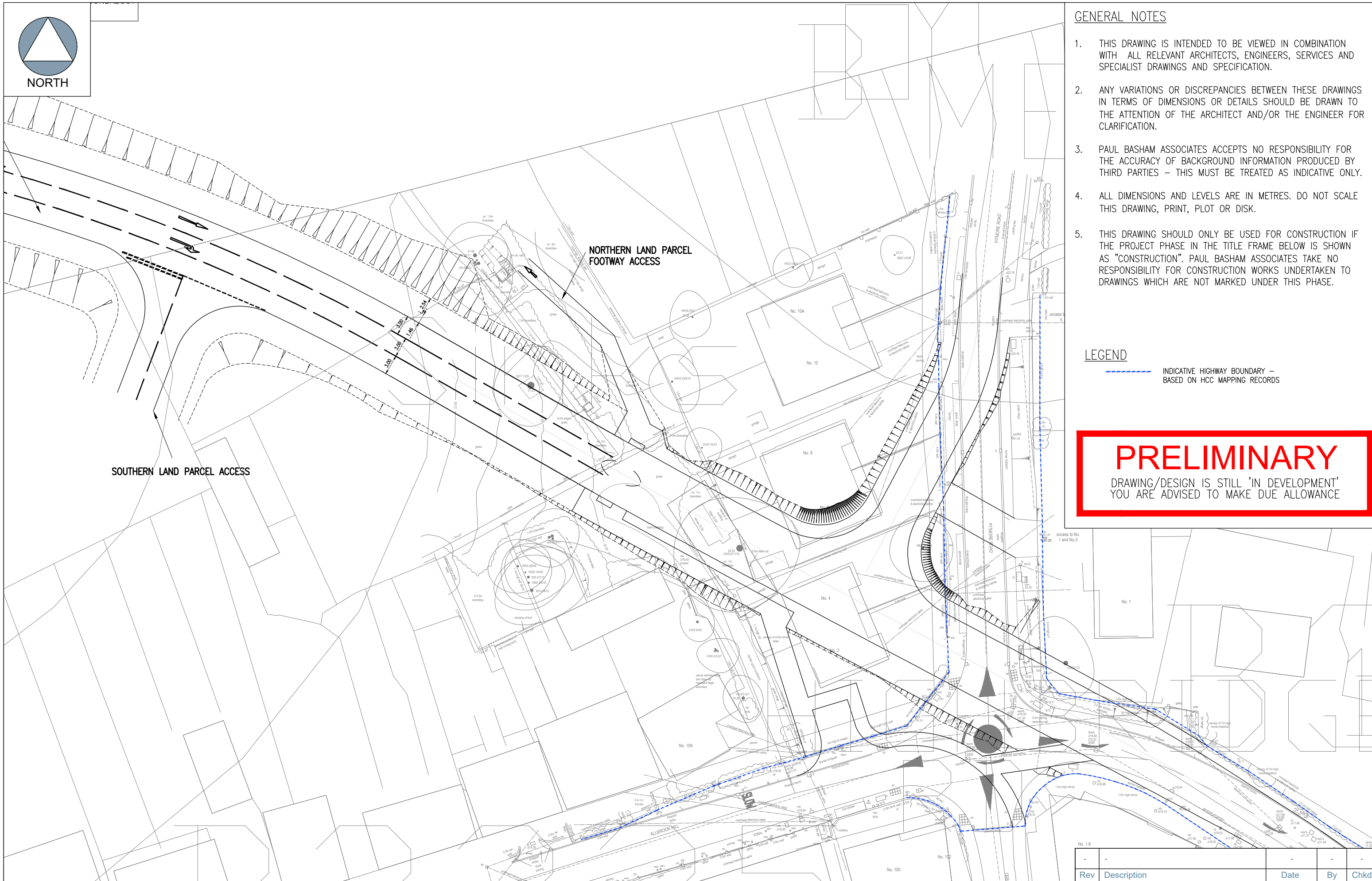
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

### LEGEND

 INDICATIVE HIGHWAY BOUNDARY – BASED ON HCC MAPPING RECORDS

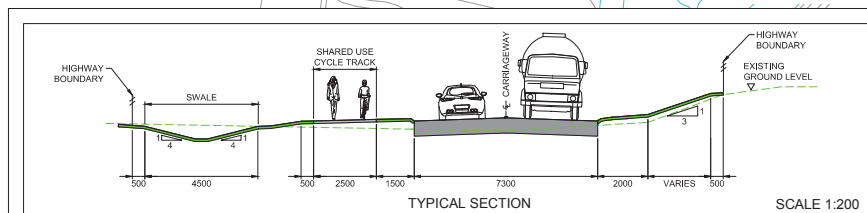
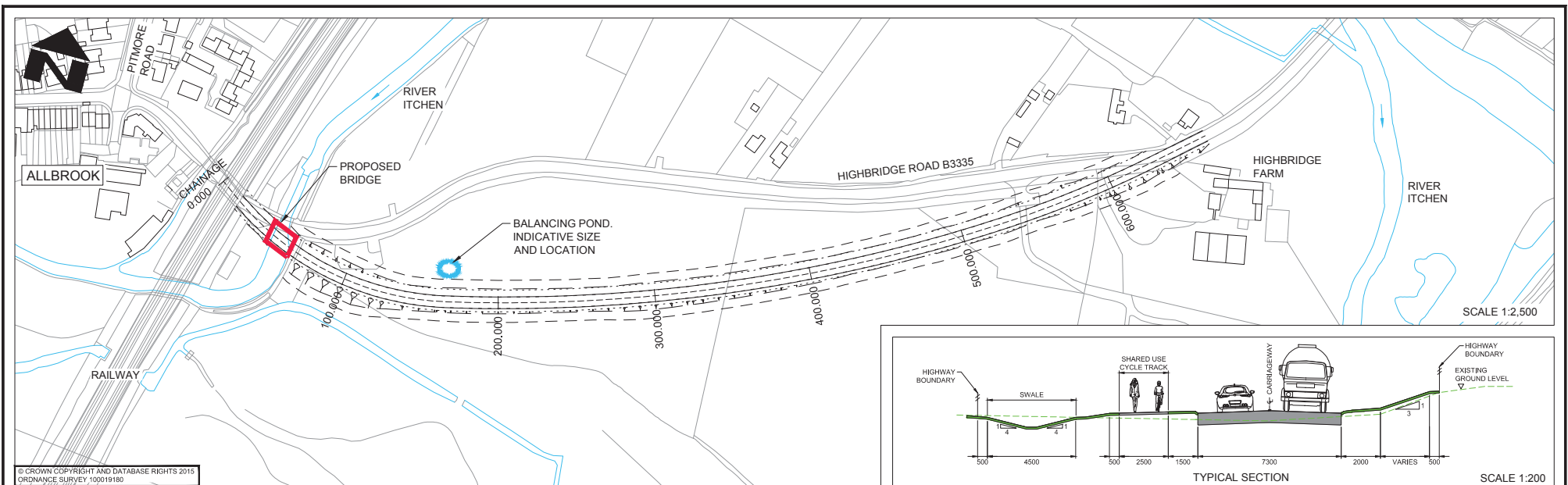
**PRELIMINARY**

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

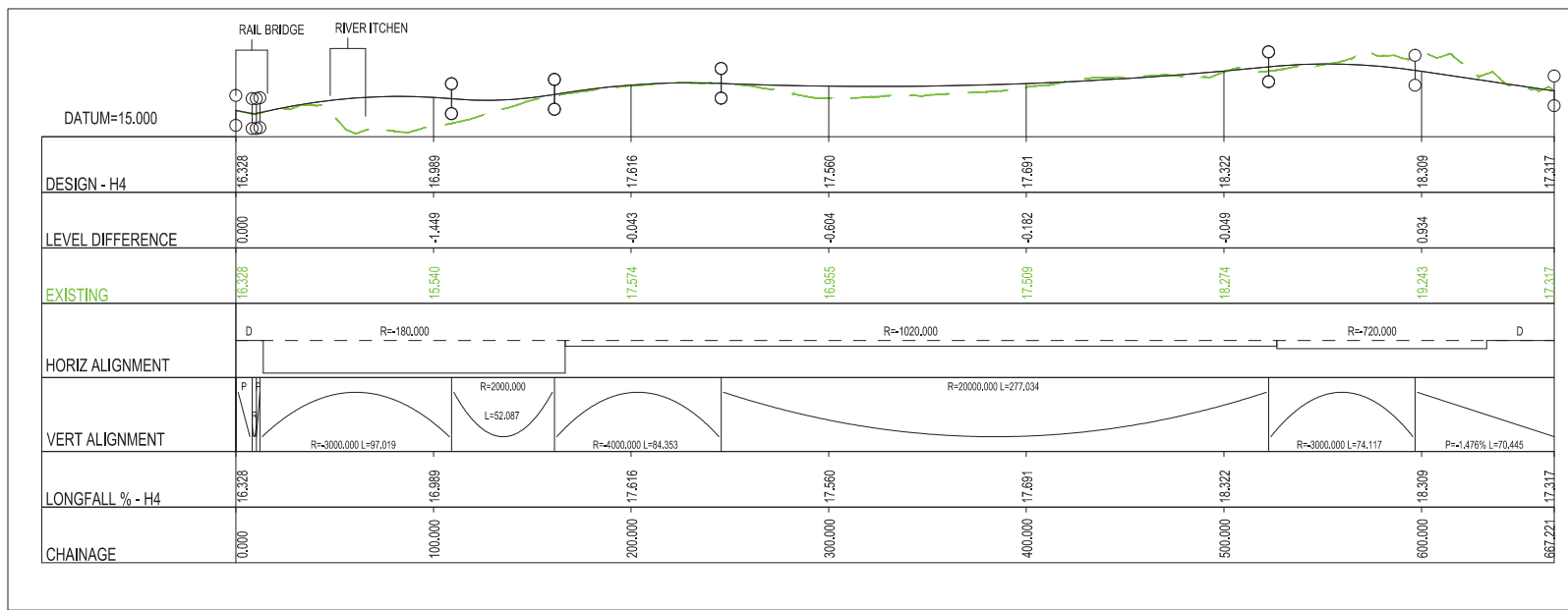


Rev	Description	Date	By	Chkd
-	-	-	-	-

Project Name NORTH BISHOPSTOKE SGO	Title PITMORE ROAD JUNCTION	 Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU 01489 568134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  	Checked By MS	Checked Date 06.06.18	Scale 1:500	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By RW	Drawn Date 06.06.18	Client Drawing No. -	PBA Drawing No. 024.0036.015	Revision P1	



© CROWN COPYRIGHT AND DATABASE RIGHTS 2015  
ORDNANCE SURVEY 100019180

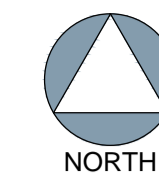


- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
  - SEE DRG.No EC/RJ567621/01/001 FOR LOCATION PLAN.
  - TYPICAL SECTION DETAILS ARE INDICATIVE.
  - SWALE & DITCH REQUIREMENTS TO BE CONFIRMED WITH DETAILED DRAINAGE DESIGN.
  - BATTER SLOPE ANGLE TO BE CONFIRMED WITH SOIL INVESTIGATION.

SCALE H1:2,500  
V1:250

<b>CLIENT</b> HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		<b>CONSULTANT</b>  STUART JARVIS BSc DipTP FCIHT MRTPL DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT		<b>DESIGNER</b> RW <b>CAD</b> DF <b>CHECKED</b> LW   LW <b>APPROVED</b> CM   CM		<b>SCHEME</b> EASTLEIGH STRATEGIC TRANSPORT STUDY		<b>DRAWING TITLE</b> NORTH BISHOPSTOKE BYPASS HIGHBRIDGE ROAD OPTION H4 PLAN & PROFILE	
<b>REV</b>   <b>AMENDMENTS</b>   <b>DATE</b>   <b>CAD</b>   <b>CHKD</b>   <b>APPD</b>		<b>JOB No.</b> SCALE @ A3 AS SHOWN		<b>DATE</b> 24.08.2015		<b>SHEET NUMBER</b> 1 OF 1		<b>DRAWING NUMBER</b> EC/RJ567621/01/024	





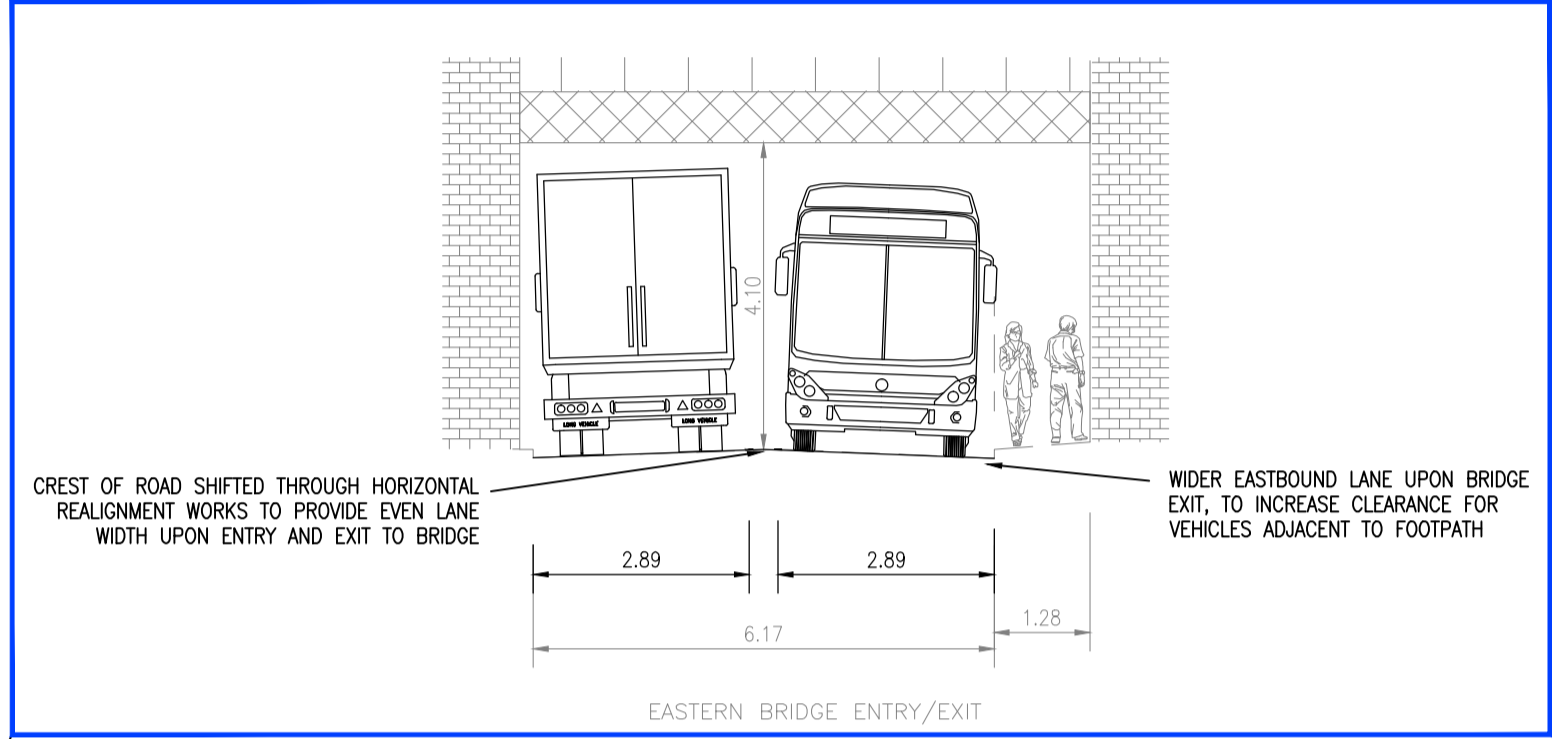
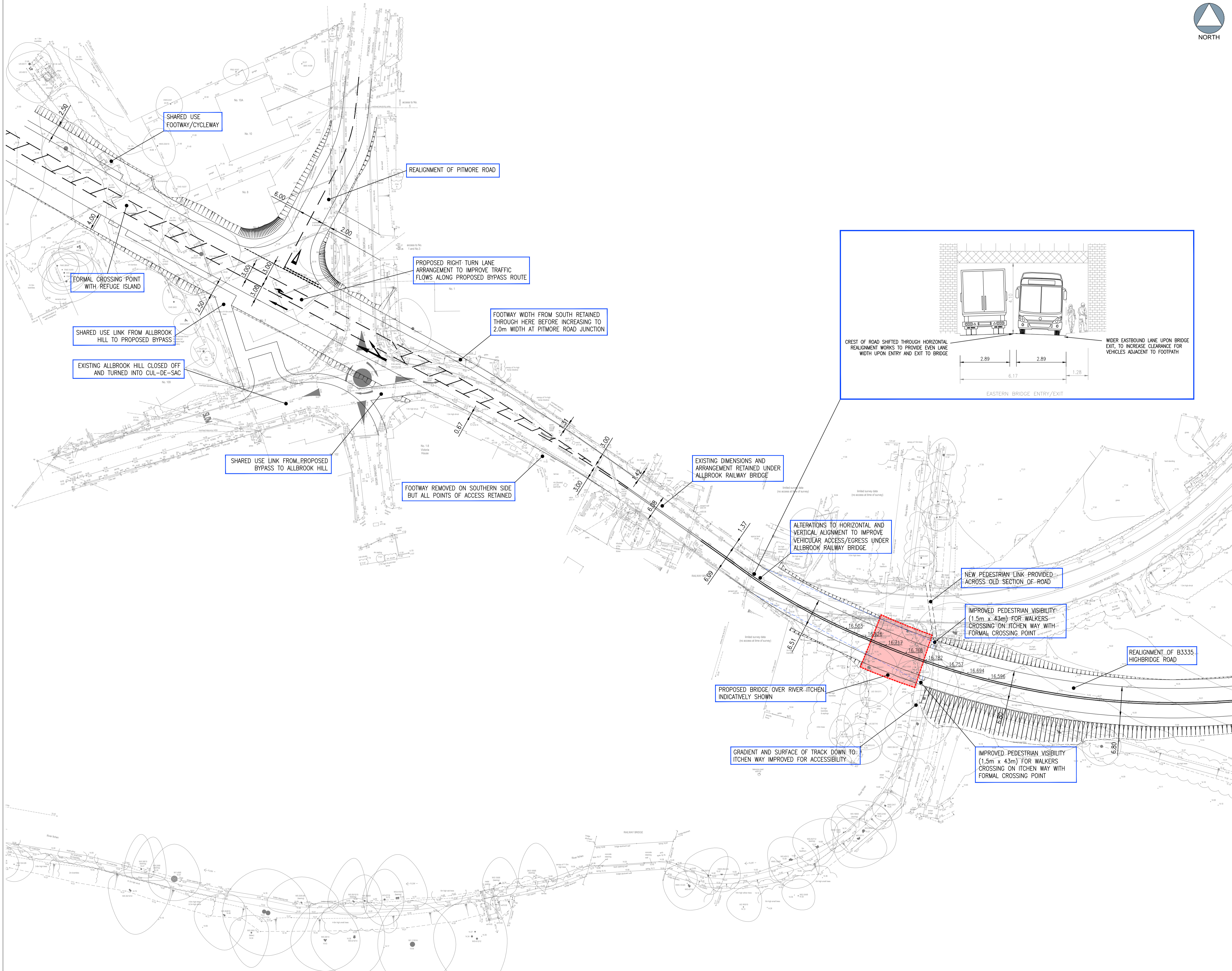
The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

**GENERAL NOTES**

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

**LEGEND**

- EARTHWORKS/BANKING (1:3 SLOPE U.N.O.)
- +125.00 EXISTING LEVELS
- +125.00 PROPOSED LEVELS



**PRELIMINARY**  
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
A	ALLBROOK HILL ANNOTATION REVISED	24.11.17	CL	MS

**Paul Basham Associates Ltd**  
Lancaster Court, 9 Barnes Wallis Road, Farnham, PO15 5TU  
01489 668134  
info@paulbashamassociates.com www.paulbashamassociates.com

**HIGHWOODS**  
THE HIGHWOOD GROUP  
DREW SMITH LIMITED

Project Name NORTH BISHOPSTOKE SGO			
Title ALLBROOK RAILWAY BRIDGE - OPPORTUNITIES PLAN			
Project Phase PRELIMINARY			
Checked By MS	Checked Date 20.11.17	Drawn By CL	Drawn Date 20.11.17
Client Drawing No. -		Scale NOT TO SCALE (AT A1 SIZE)	
PBA Drawing No. 024.0036.005			Revision A

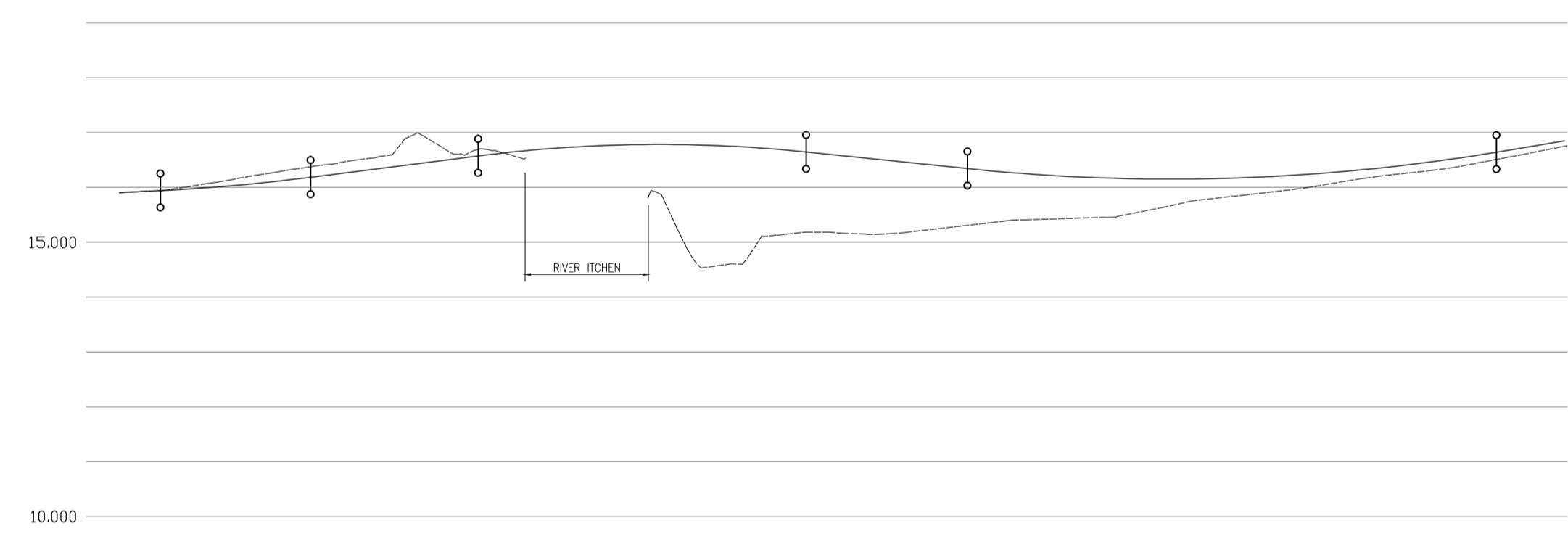
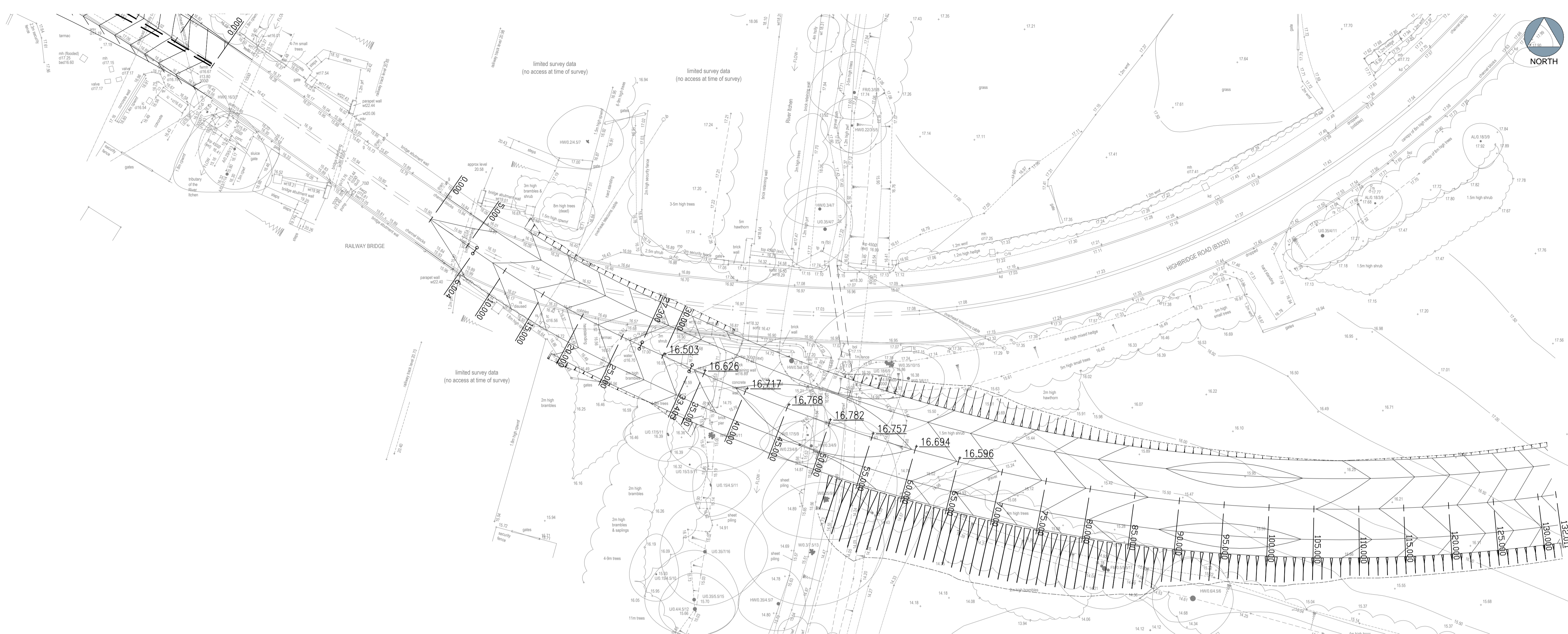
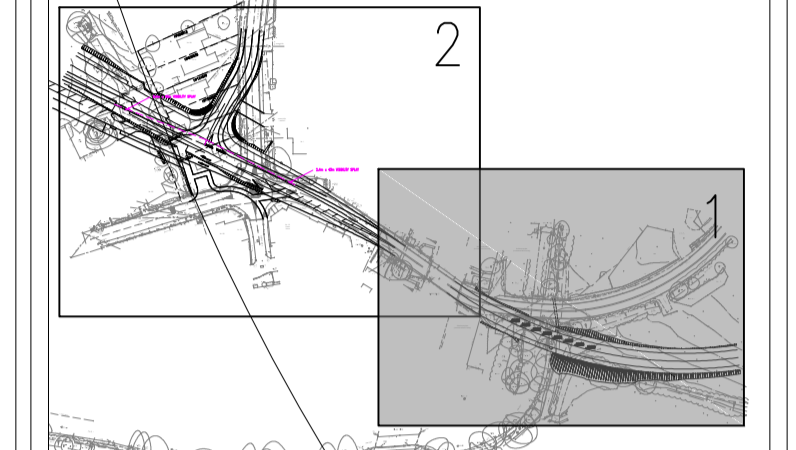


The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorized recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

**GENERAL NOTES**

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

**MASTERPLAN**



DATUM 9.000

CHAINAGE	15.902	15.902	0.000	3.754	6.004	10.000	15.000	20.000	27.300	30.000	32.736	33.403	35.000	40.000	45.000	49.251	50.000	55.000	60.000	62.642	70.000	77.333	80.000	85.000	90.000	95.000	100.000	105.000	110.000	115.000	120.000	125.000	130.000	132.011					
EXISTING GROUND LEVEL	15.902	15.974	15.941	15.954	16.026	16.133	16.299	16.446	16.623	16.504	16.638	16.573	16.627	16.717	16.769	16.783	16.783	16.758	16.694	16.645	16.493	16.342	16.291	16.217	16.171	16.152	16.152	15.796	15.911	16.262	16.047	16.355	16.475	16.623	16.482	16.641	16.677	16.846	16.760
ALIGNMENT LEVEL	15.902	15.941	15.941	15.954	16.026	16.133	16.299	16.446	16.623	16.504	16.638	16.573	16.627	16.717	16.769	16.783	16.783	16.758	16.694	16.645	16.493	16.342	16.291	16.217	16.171	16.152	16.152	15.796	15.911	16.262	16.047	16.355	16.475	16.623	16.482	16.641	16.677	16.846	16.760
VERTICAL ALIGNMENT	G= 1.021% L= 98.0		KF= 9.0 L= 13.680				G= 2.541% L= 39.4				L= 29.906 KF= -6.50				G= -2.060% L= -48.5				KF= 9.0 L= 48.242				G= 3.300% L= 30.3																
HORIZONTAL ALIGNMENT	R= 114.621										R= 174.940																												

PROPOSED B3335 HIGHBRIDGE ROAD LONGITUDINAL SECTION  
(SCALE H 1:500, V 1:100)

**PRELIMINARY**  
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
A	PROPOSED ITCHEN BRIDGE LEVELS ADDED	08.03.18	CL	MS

**paul basham associates**  
Paul Basham Associates Ltd  
Lancaster Court, 9 Barnes Wallis Road, Farnham, PO15 5TU  
01499 669134  
info@paulbashamassociates.com www.paulbashamassociates.com

**HIGHWOODS**  
THE HIGHWOOD GROUP  
DREW SMITH LIMITED

Client: NORTH BISHOPSTOKE SGO

Title: ALLBROOK BYPASS - ALIGNMENT EAST OF ALLBROOK RAILWAY BRIDGE (SHEET 1 OF 2)

Project Name: NORTH BISHOPSTOKE SGO

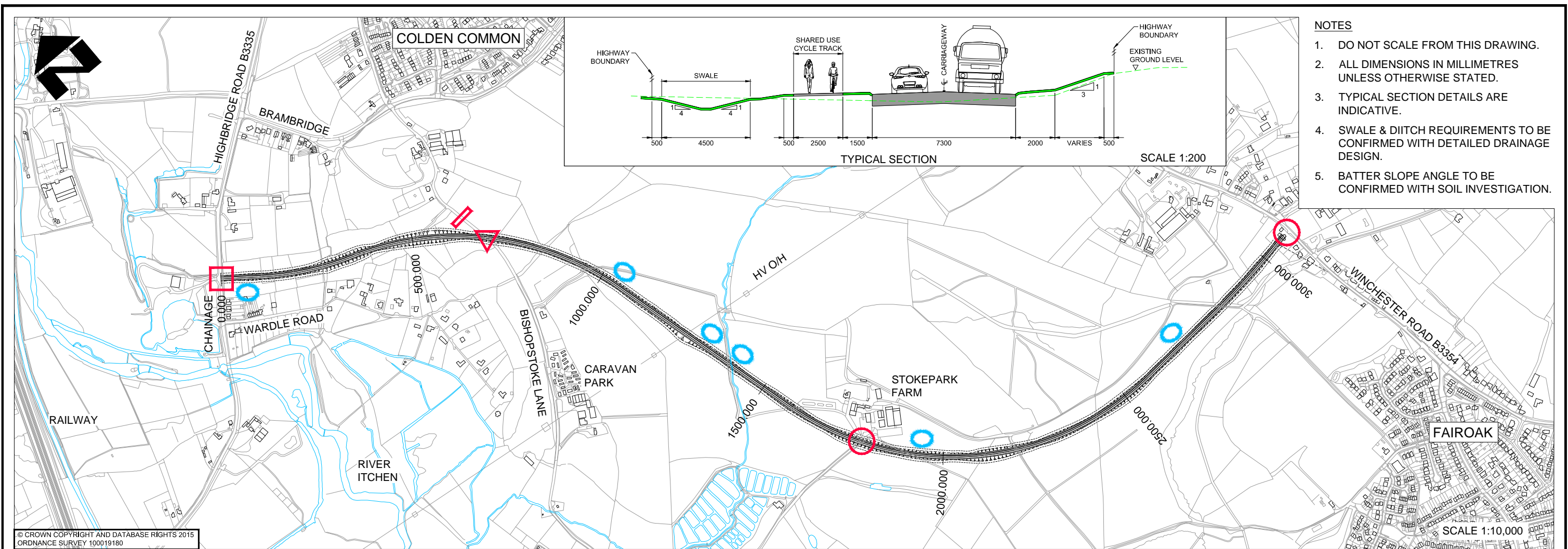
Project Phase: PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
MS	20.11.17	CL	20.11.17
Client Drawing No.	Scale	(AT A1 SIZE)	
-	1:250		
PBA Drawing No.	Revision		
024.0036.006	A		



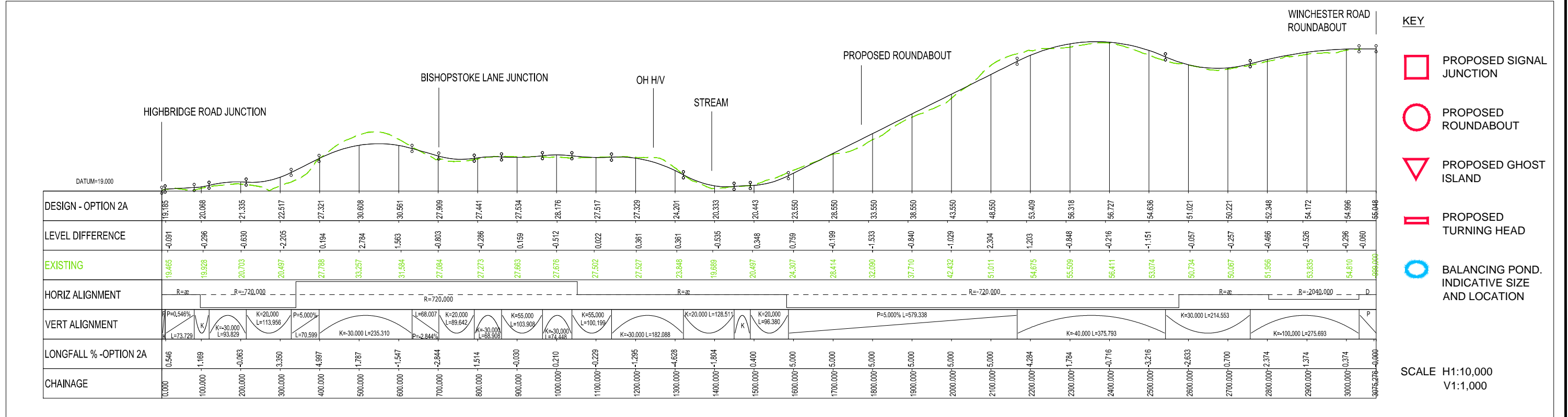




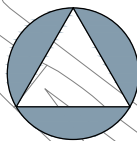


- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
  2. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED.
  3. TYPICAL SECTION DETAILS ARE INDICATIVE.
  4. SWALE & DIITCH REQUIREMENTS TO BE CONFIRMED WITH DETAILED DRAINAGE DESIGN.
  5. BATTER SLOPE ANGLE TO BE CONFIRMED WITH SOIL INVESTIGATION.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2015  
ORDNANCE SURVEY 100019180



CLIENT <b>HAMPSHIRE COUNTY COUNCIL</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT	CONSULTANT  STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT	DESIGNER <b>RW</b>	SCHEME <b>EASTLEIGH STRATEGIC TRANSPORT STUDY</b>	DRAWING TITLE <b>NORTH BISHOPSTOKE BYPASS OPTION 2A PLAN &amp; PROFILE</b>	
		CAD <b>DF</b>		JOB No. SCALE @ A3 AS SHOWN	DATE <b>24.08.2015</b>
CHECKED <b>LW LW</b>	APPROVED <b>CM CM</b>	HCC CAD PLOT: 11/12/2015 9:52:35	REV		



NORTH

Drain

CARRIAGEWAY WIDENED INTO EXISTING VERGE

EXISTING GRACELANDS ACCESS WITH SIGNALISED ARM ARRANGEMENT

CARRIAGEWAY WIDENED INTO EXISTING VERGE

EXISTING PUBLIC RIGHT OF WAY

STAGGERED ISLAND FOR PEDESTRIANS

SIGNAL EQUIPMENT NOT SHOWN, BUT TO BE AGREED AS PART OF ANY FURTHER DESIGN WORKS

PROPOSED PUBLIC RIGHT OF WAY THROUGH NEW JUNCTION

### GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

### LEGEND

- INDICATIVE HIGHWAY BOUNDARY – BASED ON HCC MAPPING RECORDS
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED PEDESTRIAN ROUTE THROUGH NEW JUNCTION

# PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
P2	PROW ADDED	05.06.18	RW	MS

Project Name NORTH BISHOPSTOKE SGO	Title HIGHBRIDGE ROAD TRAFFIC SIGNALS OPTION
Project Phase PRELIMINARY	

Client HIGHWOOD	Checked By MS	Checked Date 23.01.18	Scale 1:500	(AT A3 SIZE)	
GallifordTry Partnerships	Drawn By CL	Drawn Date 23.01.18	Client Drawing No. -	PBA Drawing No. 024.0036.011	Revision P2

**paulbasham**  
associates

Paul Basham Associates Ltd  
Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 5TU  
01489 668134  
info@paulbashamassociates.com www.paulbashamassociates.com

Client  
HIGHWOOD

GallifordTry  
Partnerships

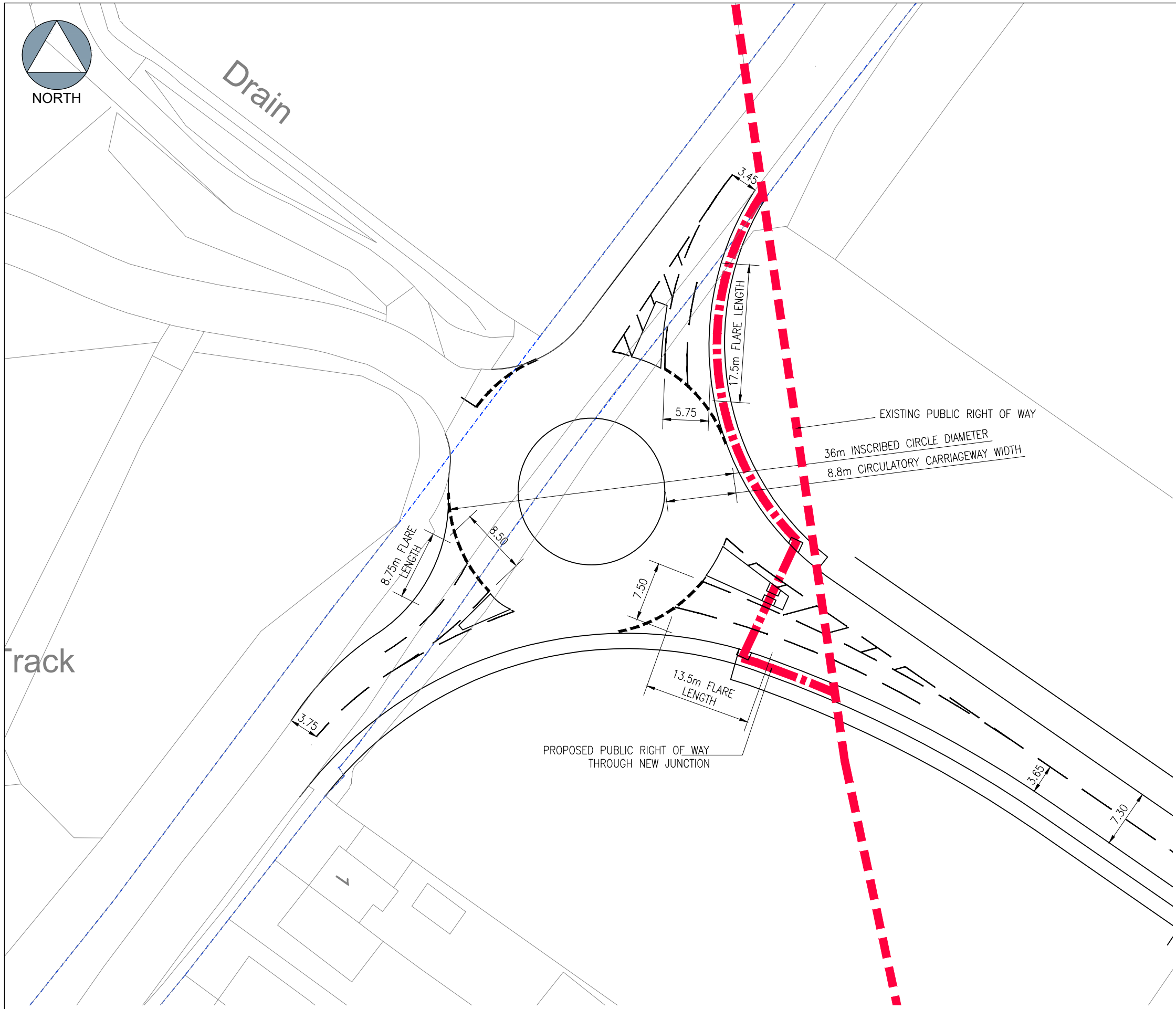
Checked By MS	Checked Date 23.01.18	Scale 1:500	(AT A3 SIZE)		
Drawn By CL	Drawn Date 23.01.18	Client Drawing No. -	PBA Drawing No. 024.0036.011	Revision P2	





Drain

rack



**GENERAL NOTES**

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

**LEGEND**

- INDICATIVE HIGHWAY BOUNDARY – BASED ON HCC MAPPING RECORDS
- EXISTING PUBLIC RIGHT OF WAY
- PROPOSED PEDESTRIAN ROUTE THROUGH NEW JUNCTION

**PRELIMINARY**  
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'  
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P2	PROW ADDED	05.06.18	RW	MS
Rev	Description	Date	By	Chkd

**Project Name**  
NORTH BISHOPSTOKE SGO

**Project Phase**  
PRELIMINARY

**Title**  
HIGHBRIDGE ROAD ROUNDABOUT OPTION



**Checked By**  
MS

**Checked Date**  
23.01.18

**Drawn By**  
CL

**Drawn Date**  
23.01.18

**Scale**  
1:500

**Client Drawing No.**  
-

**PBA Drawing No.**  
024.0036.012

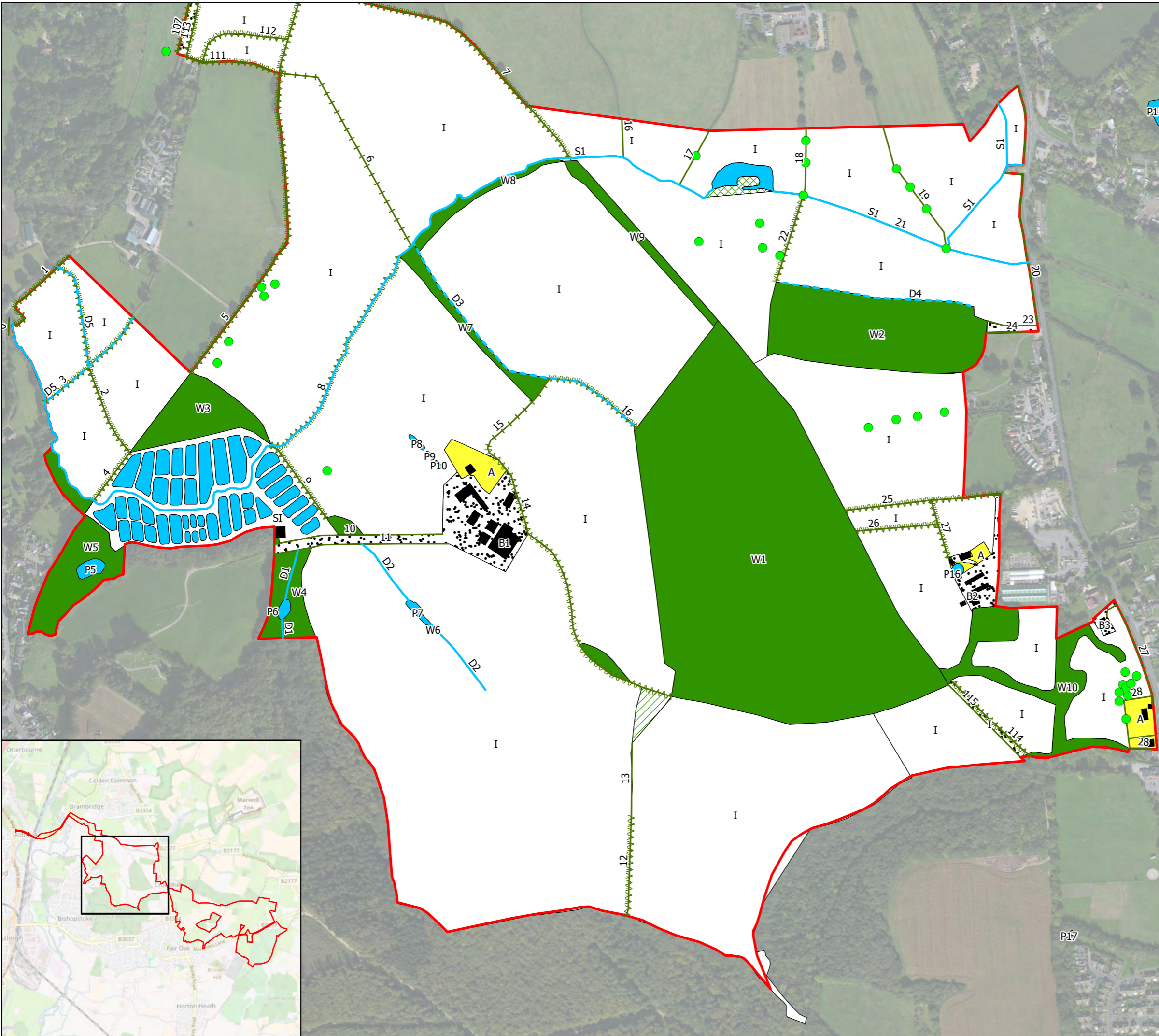
**Revision**  
P2

**(AT A3 SIZE)**

## **Appendix 3**

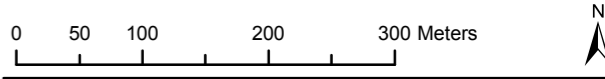
### **Phase 1 Habitat Map (Ecological site walkover surveys)**





Rev	Date	Notes
A	18/08/17	Initial map production

- Legend**
- Site boundary
  - A Amenity grassland
  - I Improved grassland
  - SI Poor semi-improved grassland
  - Dense scrub
  - Broadleaved woodland plantation
  - Broadleaved semi-natural woodland
  - Buildings
  - Bare ground
  - Standing water
  - Intact species-poor hedge
  - Intact species-rich hedge
  - Species-poor hedge with trees
  - Species-rich hedge with trees
  - Running water
  - Dry ditch
  - Tree



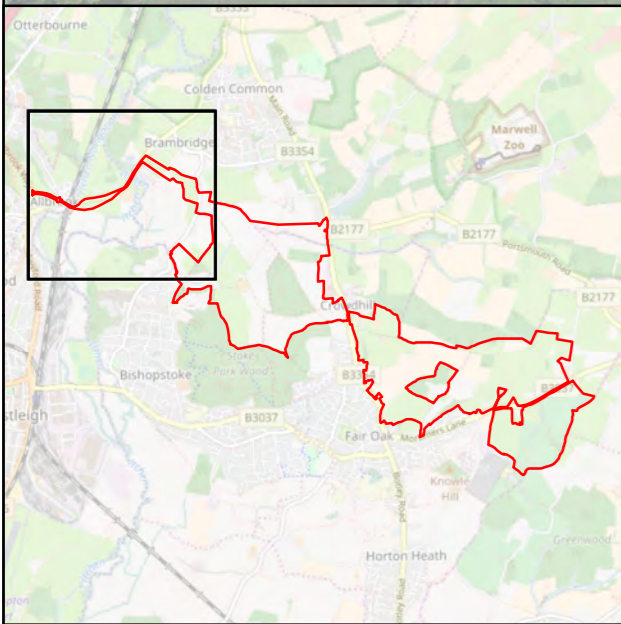
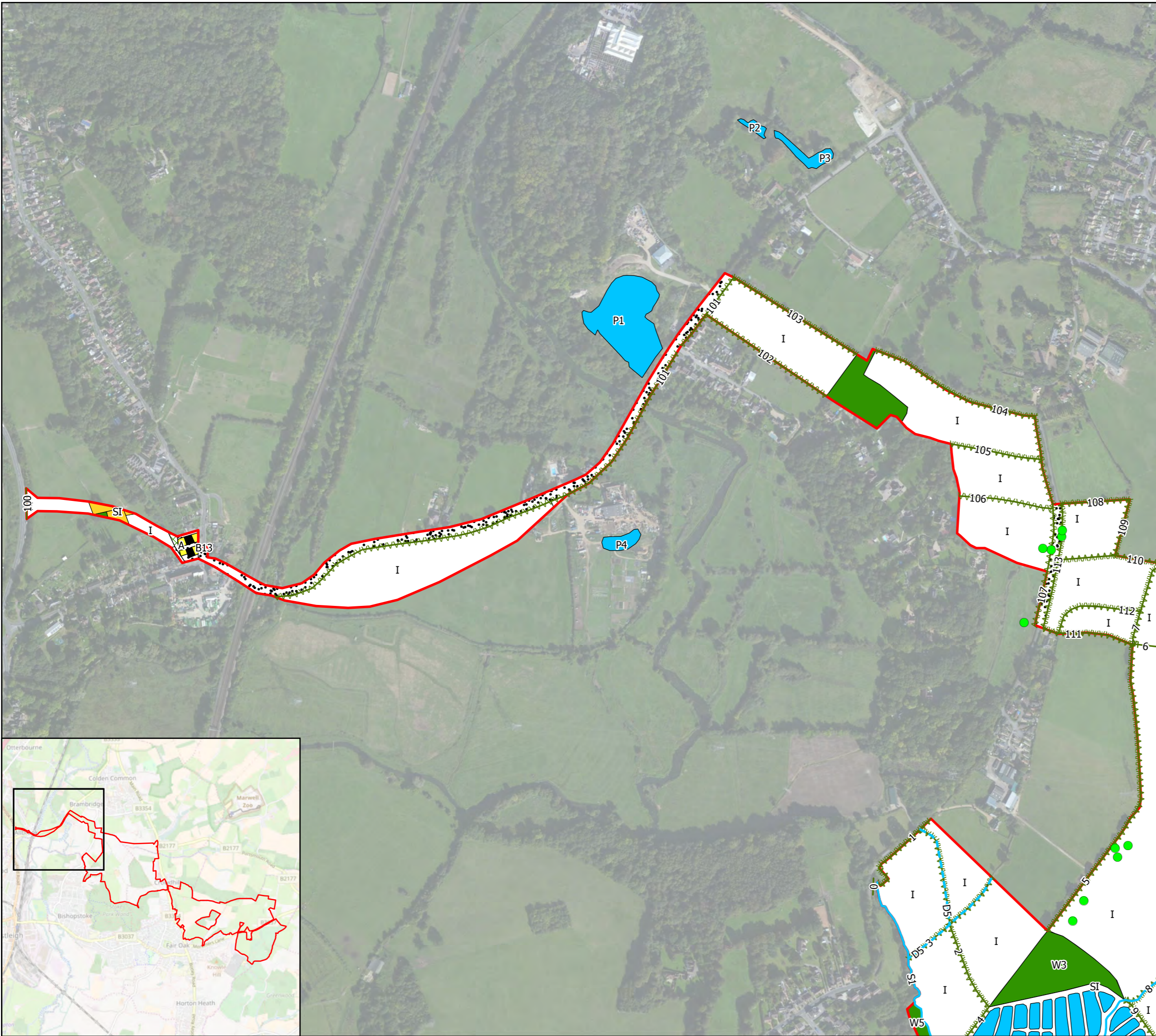
**Eastleigh Strategic**

**Figure 1c Phase 1 Habitat Map**

Scale at A3: 1:6,000	Drawn by: ben.blowers	Drawn date: 21/08/2017	Approved by:
Project No: A101764	Office division: <b>4594</b>	Drawing No: Figure 1c	Revision: A

This map is produced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of HMSO © Crown Copyright. Other Credits: © OpenStreetMap (and) contributors, CC-BY-SA

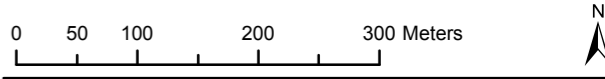




Rev	Date	Notes
A	18/08/17	Initial map production

**Legend**

- Site boundary
- A Amenity grassland
- I Improved grassland
- SI Poor semi-improved grassland
- SI Semi-improved neutral grassland
- Dense scrub
- Broadleaved semi-natural woodland
- Buildings
- Bare ground
- Standing water
- Intact species-poor hedge
- Intact species-rich hedge
- Species-poor hedge with trees
- Species-rich hedge with trees
- Running water
- Dry ditch
- Tree



**Eastleigh Strategic**

**Figure 1d Phase 1 Habitat Map**

Scale at A3: 1:6,250	Drawn by: ben.blowers	Drawn date: 22/08/2017	Approved by: david.west
Project No: A101764	Office division: <b>4594</b>	Drawing No: Figure 1d	Revision: A

This map is produced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of HMSO © Crown Copyright. Other Credits: © OpenStreetMap (and) contributors, CC-BY-SA



## **Supporting Plans**





**NOTES:**

1. This drawing is to be read in conjunction with all relevant contract drawings and specifications with any conflicting information to be brought to the attention of Deacon Design before works commence on site.
2. Do not scale from this drawing, always work to noted dimensions.
3. All given dimensions in mm.

**FINAL**

DATE	DRAWN	DESCRIPTION OF REVISION	REVISION LETTER	CHECKED BY



**DEACON DESIGN**  
 Landscape Architecture | Masterplanning | Urban Design  
 12a The Square, Wickham, Hampshire PO17 5JQ  
 Tel: 01329 557 820 Email: info@deacondesign.co.uk  
 Copyright Deacon Design

DRAWING STATUS :  
**FOR INFORMATION**

CLIENT :  
 Highwood Group / Drew Smith

PROJECT TITLE :  
**Fair Oak North Link Road  
 Landscape Appraisal**

DRAWING TITLE :  
**Mitigation Proposals  
 Location Plan**

DRAWING SCALE :	DRAWN BY :	DRAWN DATE :
1:5000	PM	09.05.18
PAPER SIZE :	APPROVED BY :	APPROVED DATE :
A3	PD	09.05.18

DRAWING NUMBER :  
**DD159L01**

DRAWING FILE LOCATION :  
 D:\Dropbox (Deacon Design Ltd)\03 PROJECTS 100-DD159 Fair Oak  
 North\04-Drawings\Autocad\1-Landscape Dwg\DD159L01-05\_Link Road Mitigation  
 Proposals.dwg





**LEGEND**

-  Extent of land within clients control
-  Line of new link road
-  New junction works (exact design to be agreed)
-  Existing Footpath
-  Existing Bridleway
-  Listed Building
-  Land Allocation (Housing) Emerging Eastleigh Borough Council Local Plan 2016-2036
-  Potential Landscape Mitigation Proposed Highway Planting (Native Tree and Shrub) to reinforce local landscape character

Note: To be read in conjunction with Link Road - Landscape Appraisal and Mitigation Proposals report Ref:DD159R01



DATE	DRAWN	DESCRIPTION OF REVISION	REVISION LETTER	CHECKED BY

**D**  
**DEACON DESIGN**  
 Landscape Architecture | Masterplanning | Urban Design  
 12a The Square, Wickham, Hampshire PO17 5JQ  
 Tel: 01329 557 820 Email: info@deacondesign.co.uk  
 Copyright Deacon Design

DRAWING STATUS:  
**FOR INFORMATION**

CLIENT:  
 Highwood Group / Drew Smith

PROJECT TITLE:  
**Fair Oak North Link Road  
 Landscape Appraisal**

DRAWING TITLE:  
**Mitigation Proposals  
 Allbrook Hill Relief Road**

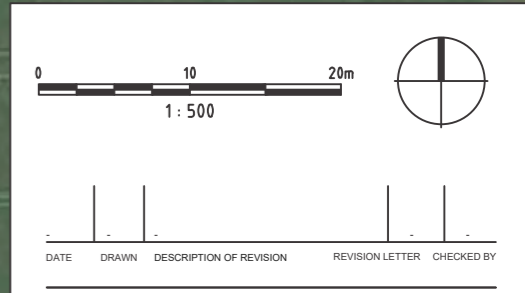
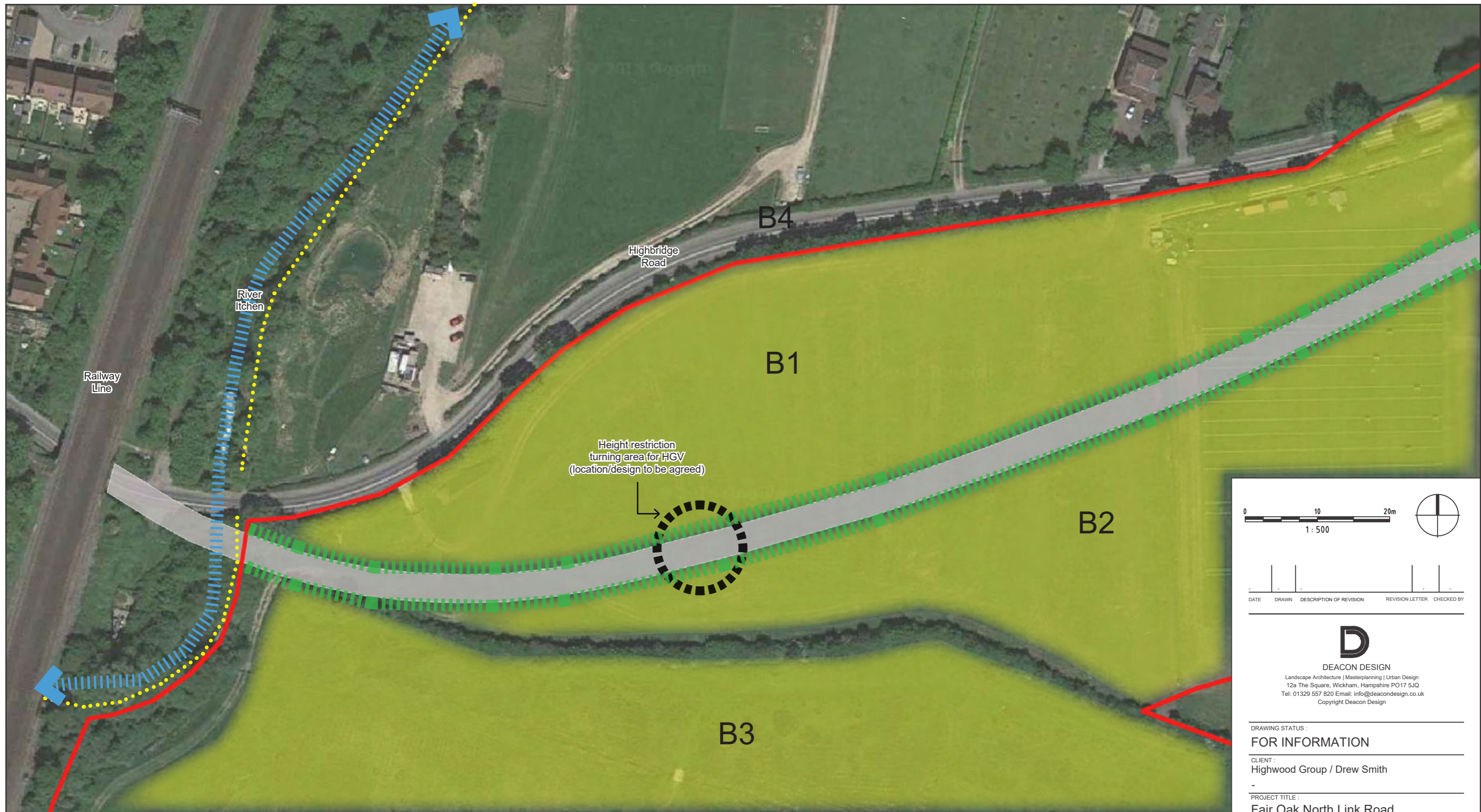
DRAWING SCALE: 1:1000	DRAWN BY: PM	DRAWN DATE: 20.04.18
PAPER SIZE: A3	APPROVED BY: PD	APPROVED DATE: 09.05.18

DRAWING NUMBER:  
**DD159L02**

REVISION:  
 -

DRAWING FILE LOCATION:  
 D:\Dropbox (Deacon Design Ltd)\03 PROJECTS 100\DD159 Fair Oak North\04-Drawings\Autocad\L-Landscape Dwg\DD159L01-05\_Link Road Mitigation Proposals.dwg





**D**  
 DEACON DESIGN  
 Landscape Architecture | Masterplanning | Urban Design  
 12a The Square, Wickham, Hampshire PO17 5JQ  
 Tel: 01329 557 820 Email: info@deacondesign.co.uk  
 Copyright Deacon Design

DRAWING STATUS :  
**FOR INFORMATION**

CLIENT :  
 Highwood Group / Drew Smith









PROJECT TITLE :  
**Fair Oak North Link Road  
 Landscape Appraisal**

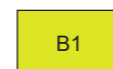
DRAWING TITLE :  
**Mitigation Proposals  
 Highbridge Road Realignment**

DRAWING SCALE : 1:1000	DRAWN BY : PM	DRAWN DATE : 20.04.18
PAPER SIZE : A3	APPROVED BY : PD	APPROVED DATE : 09.05.18
DRAWING NUMBER : <b>DD159L03</b>		REVISION : -

DRAWING FILE LOCATION :  
 D:\Dropbox (Deacon Design Ltd)\03 PROJECTS 100+DD159 Fair Oak  
 North\04-Drawings\Autocad\Landscapes Dwg\DD159L01-05\_Link Road Mitigation  
 Proposals.dwg

**LEGEND**

-  Extent of land within clients control
-  Watercourse/river
-  Listed Building
-  Line of new link road
-  New junction works (exact design to be agreed)
-  Proposed Highway Planting (Native Tree and Shrub) to reinforce local landscape character
-  Existing Footpath
-  Existing Bridleway

 Field Parcel mitigation (A1) letter / number refers to site-specific recommendations

Note: To be read in conjunction with Link Road - Landscape Appraisal and Mitigation Proposals report Ref:DD159R01





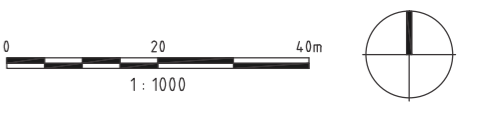
**LEGEND**

- Extent of land within clients control
- Line of new link road
- New junction works (exact design to be agreed)
- Existing Footpath
- Existing Bridleway
- Watercourse/river
- Listed Building

**Potential Landscape Mitigation**

- Proposed Highway Planting (Native Tree and Shrub) to reinforce local landscape character
- Field Parcel mitigation (A1) letter / number refers to site-specific recommendations

Note: To be read in conjunction with Link Road - Landscape Appraisal and Mitigation Proposals report Ref:DD159R01



DATE	DRAWN	DESCRIPTION OF REVISION	REVISION LETTER	CHECKED BY

**D**  
**DEACON DESIGN**  
 Landscape Architecture | Masterplanning | Urban Design  
 12a The Square, Wickham, Hampshire PO17 5JQ  
 Tel: 01329 557 820 Email: info@deacondesign.co.uk  
 Copyright Deacon Design

DRAWING STATUS:  
**FOR INFORMATION**

CLIENT:  
 Highwood Group / Drew Smith

PROJECT TITLE:  
**Fair Oak North Link Road  
 Landscape Appraisal**

DRAWING TITLE:  
**Mitigation Proposals  
 Highbridge Road to Bishopstoke Lane**

DRAWING SCALE: 1:1000	DRAWN BY: PM	DRAWN DATE: 20.04.18
PAPER SIZE: A3	APPROVED BY: PD	APPROVED DATE: 09.05.18

DRAWING NUMBER:  
**DD159L04**

REVISION:  
 -

DRAWING FILE LOCATION:  
 D:\Dropbox (Deacon Design Ltd)\03 PROJECTS 100\DD159 Fair Oak North\04-Drawings\Autocad\L-Landscape Dwg\DD159L01-05\_Link Road Mitigation Proposals.dwg





**LEGEND**

- Extent of land within clients control
- Line of new link road
- New junction works (exact design to be agreed)
- Existing Footpath
- Existing Bridleway
- Watercourse/river
- Listed Building

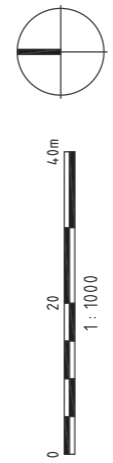
**Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak**  
 Stoke Park North - Masterplanning Framework April 2018 - Land uses

- Developable Area
- Potential Sports Pitch Provision
- Potential Informal Public Open Space

**Potential Landscape Mitigation**

- Proposed Highway Planting (Native Tree and Shrub) to reinforce local landscape character
- Field Parcel mitigation (A1) letter / number refers to site-specific recommendations

Note: To be read in conjunction with Link Road - Landscape Appraisal and Mitigation Proposals report Ref:DD159R01



DATE	DRAWN	DESCRIPTION OF REVISION	REVISION LETTER	CHECKED BY



**DEACON DESIGN**  
 Landscape Architecture | Masterplanning | Urban Design  
 12a The Square, Wickham, Hampshire PO17 5JQ  
 Tel: 01329 557 820 Email: info@deacondesign.co.uk  
 Copyright Deacon Design

**DRAWING STATUS:**

**FOR INFORMATION**

**CLIENT:** Highwood Group / Drew Smith

**PROJECT TITLE:** Fair Oak North Link Road Landscape Appraisal

**DRAWING TITLE:** Mitigation Proposals  
 Bishopstoke Lane to Stoke Park Farm

DRAWING SCALE:	DRAWN BY:	DRAWN DATE:
1:1000	PM	20.04.18

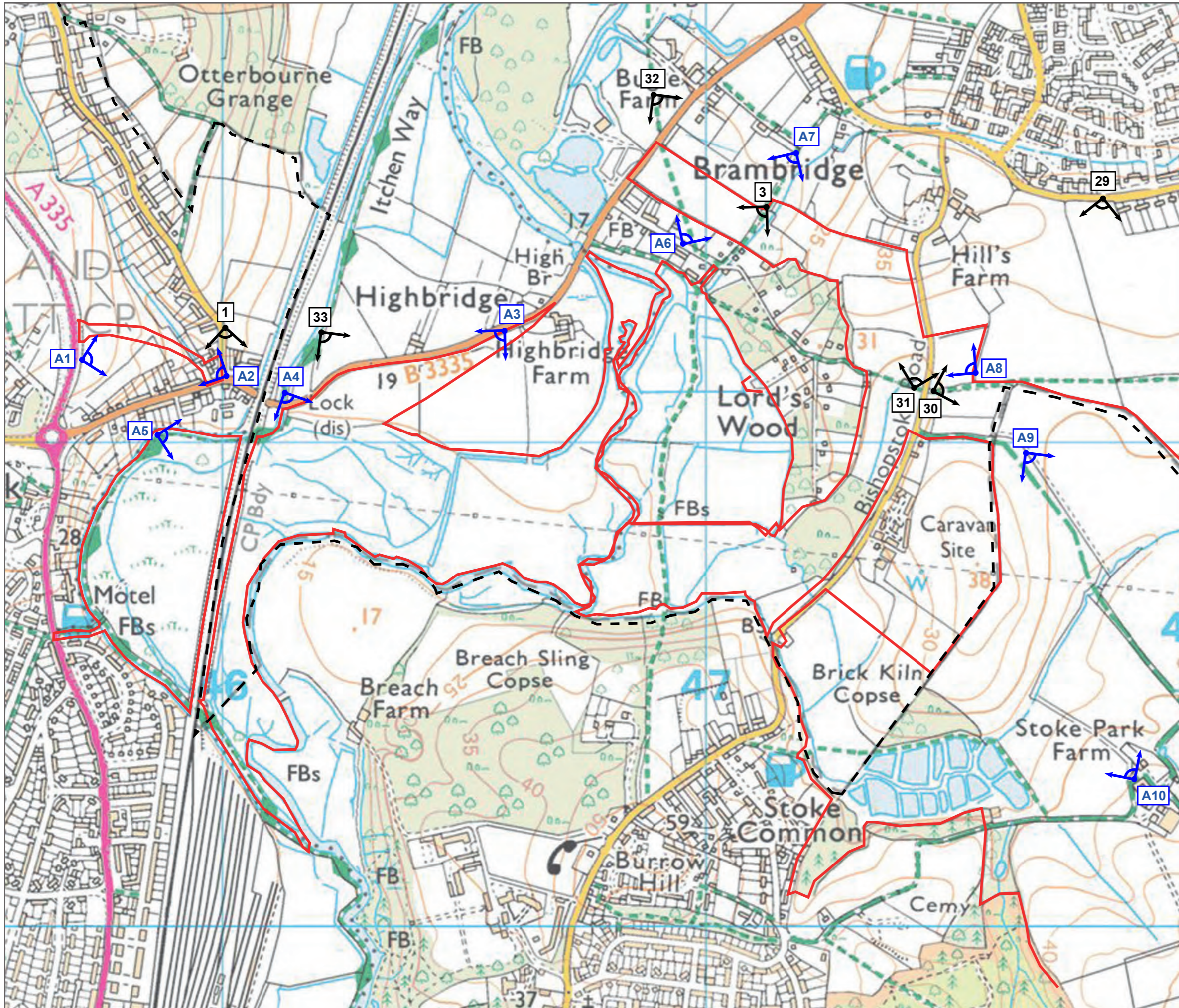
PAPER SIZE:	APPROVED BY:	APPROVED DATE:
A3	PD	09.05.18

DRAWING NUMBER:	REVISION:
DD159L05	-

DRAWING FILE LOCATION: L:\1003 PROJECTS\_1004\DD159 Fair Oak North\04-Drawing\Autocad\1-Landscape\_Degr\DD159L05\_Link\_Road\_Mitigation\_Proposals.dwg

## **Viewpoint Sheets**





**KEY**

- Highwood Land LLP
- Administrative boundaries
- LVBR Viewpoints
- Additional Viewpoints



12a The Square, Wickham, Hampshire, PO17 PJQ  
 Tel: 01329 557 820  
 Email: info@deacondesign.co.uk  
 www.deacondesign.co.uk

**Client**  
 Highwood Land LLP

**Project Name**  
 Fair Oak North Link Road Landscape Appraisal

**Drawing Title**  
 Viewpoint Locations

**Drawing Number:** DD159\_R01\_PL01  
**Date:** 24/05/18 **Scale:** As Shown  
**Drawn by:** MN **Checked by:** PD





Application Site

Additional Viewpoint A1 - LEFT SIDE- Top of Embankment along the A335 Allbrook Way



Allbrook Hill

Additional Viewpoint A2 - LEFT SIDE - Pitmore Road / Allbrook Hill / Highbridge Road Roundabout



**Client**  
Highwood Land LLP

**Project Name**  
Fair Oak North Link Road Landscape Appraisal

VP No.	DATE	TIME	OS GRID REF.	ELEVATION	EYE LEVEL	HORIZ. FoV	CAMERA, LENS
A1	25/04/2017	10:02	445714,121175	39.8m AoD	1.7m	130°	Canon 6d, 50mm
A2	16/03/2017	15:08	446014,121145	21.2m AoD	1.7m	160°	Canon 6d, 50mm

**NOTES:**  
- Additional Viewpoint location plan - see Figure DD159\_R01\_PL01  
- Display/print on facing A3 pages

**Drawing Number:** DD159\_R01\_VPA01\_A  
**Date:** 08/06/18  
**Drawn by:** MN  
**Paper size:** A3  
**Checked by:** PD





Additional Viewpoint A1 - RIGHT SIDE- Top of Embankment along the A335 Allbrook Way



Additional Viewpoint A2 - RIGHT SIDE - Pitmore Road / Allbrook Hill / Highbridge Road Roundabout





Additional Viewpoint A3 - LEFT SIDE- Highbridge Road



Additional Viewpoint A4 - LEFT SIDE - Itchen Way near Highbridge Road



**Client**  
Highwood Land LLP

**Project Name**  
Fair Oak North Link Road Landscape Appraisal

VP No.	DATE	TIME	OS GRID REF.	ELEVATION	EYE LEVEL	HORIZ. FoV	CAMERA, LENS
A3	24/04/2017	13:18	446588,121237	19.1m AoD	1.7m	140°	Canon 6d, 50mm
A4	24/04/2017	13:24	446137,121111	20.3m AoD	1.7m	140°	Canon 6d, 50mm

**NOTES:**  
- Additional Viewpoint location plan - see Figure DD159\_R01\_PL01  
- Display/print on facing A3 pages

**Drawing Number:** DD159\_R01\_VPA02\_A  
**Date:** 08/06/18  
**Drawn by:** MN  
**Paper size:** A3  
**Checked by:** PD





Additional Viewpoint A3 - RIGHT SIDE- Highbridge Road



Additional Viewpoint A4 - RIGHT SIDE - Itchen Way near Highbridge Road





Additional Viewpoint A5 - LEFT SIDE- Itchen Way



Additional Viewpoint A6 - LEFT SIDE - Wardle Road



**Client**  
Highwood Land LLP

**Project Name**  
Fair Oak North Link Road Landscape Appraisal

VP No.	DATE	TIME	OS GRID REF.	ELEVATION	EYE LEVEL	HORIZ. FoV	CAMERA, LENS
A5	24/04/2017	13:03	445872,121023	17.1m AoD	1.7m	140°	Canon 6d, 50mm
A6	24/04/2017	14:06	446957,121421	20.4m AoD	1.7m	150°	Canon 6d, 50mm

**NOTES:**  
- Additional Viewpoint location plan - see Figure DD159\_R01\_PL01  
- Display/print on facing A3 pages

**Drawing Number:** DD159\_R01\_VPA03\_A  
**Date:** 08/06/18  
**Drawn by:** MN

**Paper size:** A3  
**Checked by:** PD





River Itchen floodplain

Additional Viewpoint A5 - RIGHT SIDE- Itchen Way



Wardle Road

Additional Viewpoint A6 - RIGHT SIDE - Wardle Road



**Client**  
Highwood Land LLP

**Project Name**  
Fair Oak North Link Road Landscape Appraisal

**NOTES:**  
- Additional Viewpoint location plan - see Figure DD159\_R01\_PL01  
- Display/print on facing A3 pages

**Drawing Number:** DD159\_R01\_VPA03\_B  
**Date:** 08/06/18  
**Drawn by:** MN

**Paper size:** A3  
**Checked by:** PD





Additional Viewpoint A7 - LEFT SIDE- PRoW north of Wardle Road



Additional Viewpoint A8 - LEFT SIDE - PRoW east of Bishopstoke Lane looking north west



**Client**  
Highwood Land LLP

**Project Name**  
Fair Oak North Link Road Landscape Appraisal

VP No.	DATE	TIME	OS GRID REF.	ELEVATION	EYE LEVEL	HORIZ. FoV	CAMERA, LENS
A7	24/04/2017	14:12	447189,121599	21.5m AoD	1.7m	130°	Canon 6d, 50mm
A8	25/04/2017	10:19	447558,121149	28.4m AoD	1.7m	130°	Canon 6d, 50mm

**NOTES:**  
- Additional Viewpoint location plan - see Figure DD159\_R01\_PL01  
- Display/print on facing A3 pages

**Drawing Number:** DD159\_R01\_VPA04\_A  
**Date:** 08/06/18  
**Drawn by:** MN  
**Paper size:** A3  
**Checked by:** PD





Additional Viewpoint A7 - RIGHT SIDE- PRoW north of Wardle Road



Grade II Listed Building (Hill Farm House)

Additional Viewpoint A8 - RIGHT SIDE - PRoW east of Bishopstoke Lane looking north west





Additional Viewpoint A9 - LEFT SIDE- PRoW near Caravan Park



Additional Viewpoint A10 - LEFT SIDE - Stoke Park Farm PRoW - View towards Caravan Park



**Client**  
Highwood Land LLP

**Project Name**  
Fair Oak North Link Road Landscape Appraisal

VP No.	DATE	TIME	OS GRID REF.	ELEVATION	EYE LEVEL	HORIZ. FoV	CAMERA, LENS
A9	25/04/2017	10:27	447654,120990	28.4m AoD	1.7m	130°	Canon 6d, 50mm
A10	25/04/2017	10:40	447881,120313	30.1m AoD	1.7m	130°	Canon 6d, 50mm

**NOTES:**  
- Additional Viewpoint location plan - see Figure DD159\_R01\_PL01  
- Display/print on facing A3 pages

**Drawing Number:** DD159\_R01\_VPA05\_A  
**Date:** 08/06/18  
**Drawn by:** MN  
**Paper size:** A3  
**Checked by:** PD





Additional Viewpoint A9 - RIGHT SIDE- PRoW near Caravan Park



Additional Viewpoint A10 - RIGHT SIDE - Stoke Park Farm PRoW - View towards Caravan Park



