



Eastleigh Borough Settlement Gap Study

On behalf of Eastleigh Borough Council

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Introduction



This Settlement Gap Study was produced by Deacon Design Ltd. in collaboration with the Eastleigh Borough Council's (EBC) planning team.

It provides an updated evidence base for the Eastleigh Borough Local Plan 2016-2036 and the modifications proposed in relation to Settlement Gaps. These were previously based on the Countryside gaps background paper (examination library document ENV002, June 2018).

This study was prepared following the Inspector's Post Hearing Advice (examination document ED71, paragraphs 26-37), the need to update the Gaps identified and a request for a stronger evidence base and a clearer and more robust justification for the proposed Gaps.

Aims and Objectives

The aim of this study is to produce robust evidence for the approach to Settlement Gaps in the upcoming EBC Local Plan 2016 - 2036.

The main objectives of the study are as follows:

- To collect a robust evidence base enabling the assessment of the existing Settlement Gaps;
- To evaluate the appropriateness of the existing Gaps;
- Where applicable, to propose modifications of the existing Gaps in line with the core criteria for their designation;
- To provide transparent and clear justifications of the proposed changes to the existing Gaps or of their retention in the current form.

Scope of the Study

The study focuses on the appropriateness of the current identified Gaps proposed in the Eastleigh Borough Local Plan 2016-2036 (see policy S8 and Figure 5 Countryside Gaps in the Local Plan and the Policies Map with additional modifications).

Methodology

Approach

There is, currently, no detailed published guidance on the assessment of Settlement Gaps. However, the proposed methodology seeks to provide a robust assessment, combining the guiding criteria from the Partnership for Urban South Hampshire (PUSH) policy documents; the local built and natural context; and good spatial planning practice. Our overall approach and details of the study are presented below.

The methodology is derived from the core criteria for the designation of Gaps recommended in the Policy Framework for Gaps produced in 2008 by the PUSH. Those core criteria were as follows:

- Assessment of the open nature/sense of separation between settlements at risk of coalescence.
- Whether the land to be included within the Gap performs an important role in defining the settlement character of the area and separating settlements at risk of coalescence.
- In defining the extent of a Gap, no more land than is necessary to prevent the coalescence of settlements should be included having regard to maintaining their physical and visual separation.

The need for the Countryside Gaps was restated in 2016 PUSH Spatial Position Statement, which emphasised that the considerable growth expected in South Hampshire until 2034 should be delivered in a way that will ensure the integrity of the highly valued natural environment and that key elements of the settlement pattern are maintained. The Position Statement S1: Strategic Countryside Gaps states:

'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.

The Meon Valley is identified as a strategic Gap of sub-regional strategic significance and should be protected from inappropriate development.

In addition to this area, Councils should identify in their Local Plans other strategic countryside Gaps of sub-regional significance as appropriate; and may also identify local countryside Gaps which are of fundamental local importance in their area. The precise extent of the Meon and other Gaps will be defined in Local Plans. Given the long term need for development, the number and extent of Gaps should only be that needed to achieve their purpose.'

Whilst both PUSH documents aim to achieve the same principal goals - preventing the coalescence of settlements and protecting their character / identity - the Position Statement S1 also identifies the important role played by Gaps in maintaining the countryside setting for local communities as part of protecting settlement identity.

We believe that whilst the original PUSH criteria for the designation of Gaps are a good starting point and should form the basis of a transparent and thorough Gap evaluation, there are additional considerations to take into account.

First, issues relating to the overall Gap which form an important context for the assessment of individual parts of the gap. These relate to the character, identity and scale of settlements separated by the gap; the overall settlement edge and the landscape character of the gap; and are described further on page 9.

Second, there are complementary Gap designation criteria that must be taken account of to achieve the broad PUSH policy goals. In the local context of Eastleigh Borough, which has undergone significant urbanisation in the past few decades and where some Gaps have been gradually eroded by development separated from the main settlements, these criteria should include:

- Preventing the fragmentation of Gaps by uncontrolled development between the existing settlements; and
- Maintaining the countryside setting for local communities where it is an integral part of settlement identity.
- Consider removing large woodland areas from the edges of Gaps as they can be protected in their own right and are at less risk of development.

Finally, in addition to the existing context the report also considers Green Infrastructure (GI) opportunities that could be integrated into the Gap designation process to strengthen and enhance existing settlement boundaries and provide appropriate transition to their rural context.

Structure of the Study

To achieve the aims of the study and to provide robust and clear justifications for the Gaps, we developed a simple assessment process that enabled verification of intermediate results before each subsequent task and a consistent application of methodology in each phase of the study (see Diagram 1).

Following the inception of the project, including data gathering, the assessment team carried out a desktop study of all the Settlement Gaps. This task focussed on the analysis of maps and published documents relevant to the subject. At this stage, initial descriptions of existing Gaps and settlements were prepared with annotated maps for each Gap.

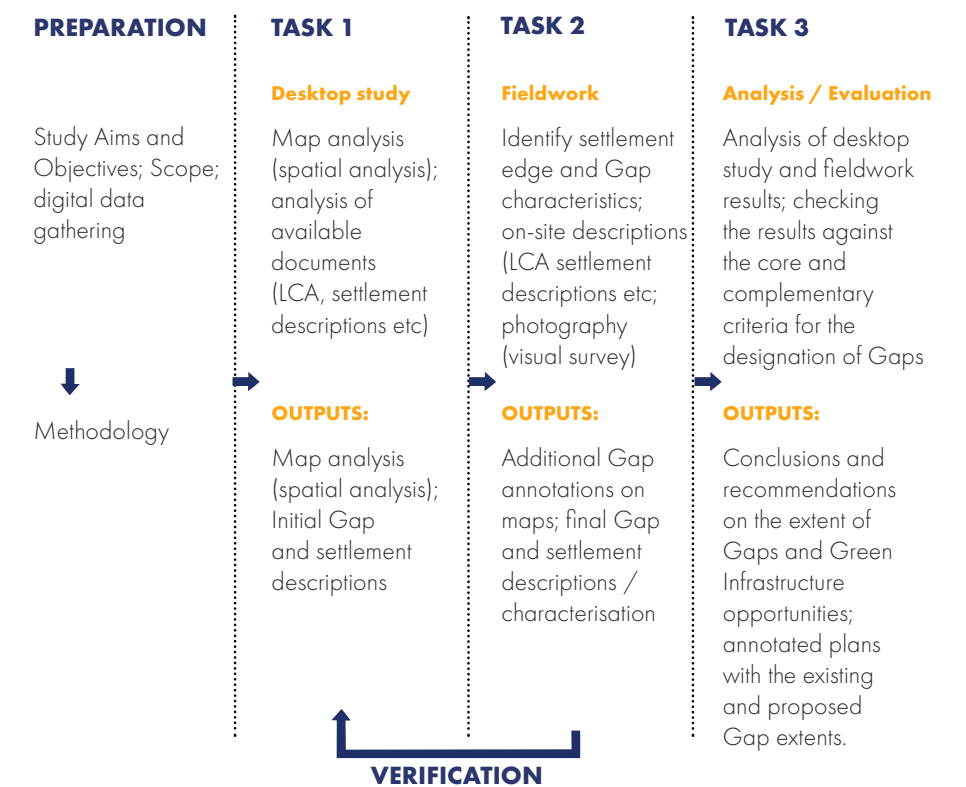


DIAGRAM 1: Outline of the Gap Study Assessment Process

Fieldwork

Once the desktop study was complete the assessment team carried out fieldwork to verify the findings of the desktop study and capture a visual and perceptual survey of the Gaps. Maps and plans prepared during the desktop study were annotated with additional field survey findings.

Following the fieldwork, final annotated maps, descriptions and characterisation of Gaps including the relevant settlement edges were prepared.

Evaluation

Conclusions and recommendations on the extent of Gaps were prepared using a transparent set of criteria, comprising both objective elements (scale of settlements, distance, visibility, intervisibility etc.); and subjective elements (static and kinetic perception of separation and character of the Gap to a range of users, nature and frequency of use etc.). Special care was taken to justify the subjective (perceptive) elements of the evaluation to demonstrate consistency across all the Gap findings.

To support the evaluation process, annotated plans showing modifications to the existing Gap extents were prepared alongside appropriate justifications.

Methodology

Task 1: Desktop Study

This task is required to gather all relevant existing information to prepare for the fieldwork study which then verifies these results.

The following Gaps are analysed in this study (EBC numbering):

1. Boyatt Wood, Otterbourne Hill and Allbrook;
2. Eastleigh and Southampton;
3. Eastleigh and Bishopstoke;
4. Bishopstoke, Fair Oak and Horton Heath;
5. Horton Heath, Boorley Green and Hedge End;
6. Botley and Boorley Green;
7. Hedge End and Botley;
8. West End and Hedge End;
9. Hedge End and Bursledon;
10. Bursledon and Southampton, Netley and Hamble;
11. Netley and Hamble;
12. Netley and Southampton.

In this study, Gaps that overlap or connect with each other are merged in order to analyse better their settlement context and to capture all settlements they should separate in one analysis. For example, settlements of Hedge End, Botley and Boorley Green are currently separated by three Gaps (see list above – Gaps 6 and 7, and partially Gap 5). However, these three settlements are in fact separated by a single rural area which requires a consistent and holistic analysis. Therefore, the Gaps may be renamed following this study and their final number and references numbers are likely to change.

The following study areas are used in this report (See Figure 1):

- Area A: Bursledon, Southampton, Netley, Hamble;
- Area B: Hedge End, Bursledon;
- Area C: West End, Hedge End, Southampton;
- Area D: Hedge End, Horton Heath, Boorley Green;
- Area E: Southampton/West End, Eastleigh;
- Area F: Eastleigh, Bishopstoke;
- Area G: Boyatt Wood, Otterbourne Hill, Allbrook;

- Area H: Horton Heath, Fair Oak, Bishopstoke;
- Area I: Botley, Hedge End, Boorley Green.

Mapping / Study Extents

Each of the nine study areas are shown on a 1:25K Ordnance Survey (OS) raster map with sufficient context to show the edges of the settlements they separate. The maps were created with the aid of Geographical Information Systems (GIS) software to ensure accuracy of Gap boundaries.

The study areas cover the settlement edge context necessary to analyse the separation and character of settlements.

The following designations and landscape related features are shown on each raster map (if relevant) to enable analysis of the Gap's function:

General

- Gap boundary;
- Administrative boundaries (for reference);
- Topography;
- Land Use (built form / fields / woodlands);
- Public Rights of Way and road connections;
- Common Land (open access);
- National Forest Inventory;

Ecology

- Ancient Woodlands;
- Sites of Special Scientific Interest (SSSI);
- Special Areas of Conservation (SAC);
- Special Protection Areas (SPA);
- Local Nature Reserves;
- Sites of Importance for Nature Conservation (SINC);

Heritage

- Scheduled Monuments (SM);
- Conservation Areas (Eastleigh Borough Council);
- Locally Listed Parks and Gardens;
- Listed Buildings (Grade I, II* and II);

Local Plan 2016 to 2036

- S3 Proposed Housing Allocation;
- S4 Proposed Employment Allocation;
- DM24 Housing Sites and Planning Permission.

Distance Measurements

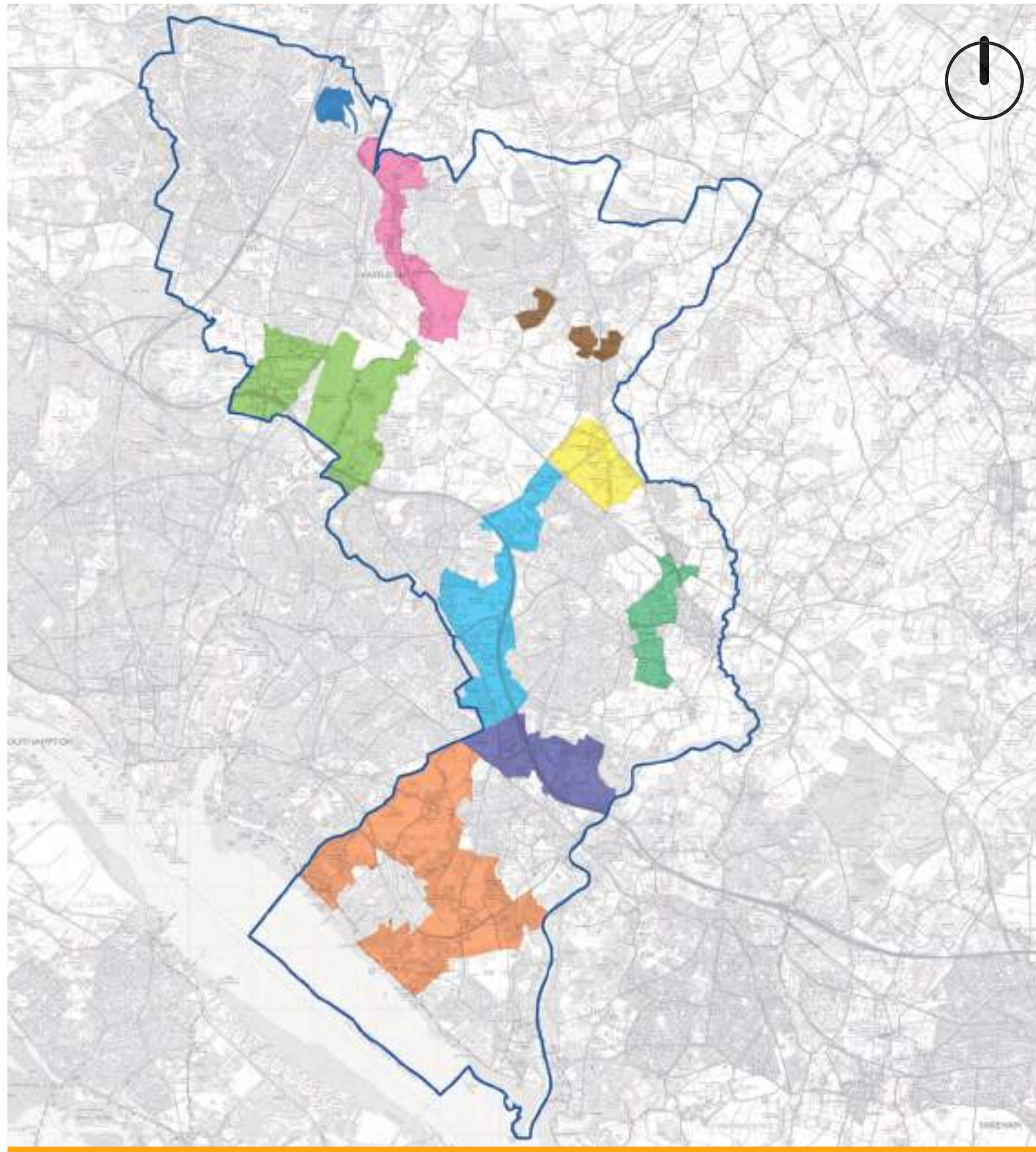
Once the designations and features were drawn on 1:25K OS raster maps, measurements of Settlement Gaps were made and annotated on raster maps to enable an understanding of the physical separation between settlements.

Sources of Information

The published documents and other sources that were used to gather assessment information on Gaps and the relevant settlements during the desktop study are set out below:

1. Partnership for Urban South Hampshire, Policy Framework for Gaps (December 2008) and Spatial Position Statement (2016) - background and criteria for Gap assessment. These papers were used as a reference for the aims and objectives of the study.
2. Eastleigh Borough Submission Local Plan 2016 – 2036. This submission Local Plan was used to extract information on the existing Settlement Gaps and the settlements they separate.
3. Eastleigh Borough Local Plan 2016 – 2036 Countryside Gaps background paper (2018). This paper was prepared in 2018 and contains detailed information on the Settlement Gaps. It resulted in numerous amendments to the Gaps and proposed them in their current form. The 2018 document was used to extract landscape and urban characteristics relevant to the Gaps, which are still valid in descriptive terms. The Settlement Gap Study 2020 draws on its own conclusions on the appropriateness of the Gaps.
4. Eastleigh Borough Council, December 2011, Landscape Character Assessment of Eastleigh Borough. This local Landscape Character Assessment covers the entire area of Eastleigh Borough and contains detailed information on the local landscape. Relevant information of landscape character within the Settlement Gaps was extracted from this study and later verified during fieldwork. The LCA also contains useful information on the settlements within the Borough.
5. Hampshire County Council, 2012, The Hampshire County Integrated Landscape Assessment. This broader, regional LCA was used to provide complementary information on the landscape of the Settlement Gaps and the settlements themselves, if necessary.
6. Google Maps – aerial photographs. Analysis of aerial photographs of settlements and Gaps were initially used to inform the study of the Gaps' nature and character.

Methodology



Key

-  Eastleigh Borough Boundary
-  Area A - Bursledon, Southampton, Netley, Hamble
-  Area B - Hedge End, Bursledon
-  Area C - West End, Hedge End, Southampton
-  Area D - Hedge End, Horton Heath, Boorley Green
-  Area E - Southampton / West End, Eastleigh
-  Area F - Eastleigh, Bishopstoke
-  Area G - Boyatt Wood, Otterbourne Hill, Allbrook
-  Area H - Horton Heath, Fair Oak, Bishopstoke
-  Area I - Botley, Hedge End, Boorley Green

Figure 1 - Current Countryside Gaps (Eastleigh Borough Local Plan 2016-2036 including modifications proposed in relation to Settlement Gaps. Countryside gaps background paper (examination library document ENV002, June 2018).

Methodology

7. EBC Conservation Area Appraisals. CA Appraisals were used to extract information on the character of some settlements.
8. EBC Character Area Appraisals SPD (2007). These urban character area appraisals were used to extract information on the relevant settlements separated by the Gaps.
9. Planning Appeals - References provided within the relevant sections of the report where applicable.

Once the above sources were analysed, the assessment of each settlement Gap starts with an analysis of the following issues, which provide important overall context for the assessment of the individual areas.

Character, Identity and Scale of the Settlements

A general description of each settlement was prepared outlining its overall character, identity and scale using settlement hierarchy table from the Submission Local Plan (Table 1, page 34) and from the PUSH Spatial Position Statement 2016 (page 44).

The following settlement hierarchy descriptions were used in the study:

- Regional centre - Southampton;
- Large town - equivalent to the settlement hierarchy level 1 in the EBC Submission Local Plan (Eastleigh);
- Medium town - equivalent to the settlement hierarchy level 2 in the EBC Submission Local Plan (i.e. Hedge End);
- Village - equivalent to the settlement hierarchy level 3 in the EBC Submission Local Plan, i.e. Bishopstoke, Botley, Bursledon, Fair Oak, Hamble, Netley, West End;
- Small village - equivalent to the settlement hierarchy level 4 in the EBC Submission Local Plan, i.e. Allbrook, Boorley Green, Horton Heath.

Settlement Edge

Each settlement edge adjacent to the Gap was then described focussing on the following characteristics and issues:

- Extant planning approvals along the edge (marked on the supporting plans);
- Type of development along the settlement edge (i.e. industrial, residential, commercial, mixed etc);
- Pattern of development (regular, irregular, mixed etc);
- Transport infrastructure;

- Landmarks along the edge contributing to the settlement character;
- Whether the settlement edge is soft (vegetated) or hard (built up with limited or no vegetation).

Gap Description

Descriptions of the Gaps' landscape were provided focussing on the following characteristics and issues:

- Topography (flat, rolling, undulating, hilly etc);
- Openness of the Gap;
- Development / Land Use within the Gap;
- Heritage within the Gap;
- Gap boundaries – whether they are clearly defined by established landscape and urban features;
- Rail, road and Public Right of Way (PRoW) network within the Gap – separating or connecting settlements;
- Presence of watercourses, hedgerows and trees within the Gap;
- Presence of Green Infrastructure within the Gap.

Task 2: Fieldwork

The purpose of fieldwork is to verify the initial findings of the desktop study and assess the subjective (perceptual) aspects of the Gaps.

Fieldwork was carried out from publicly accessible areas, such as roads, PRoW or Common Land.

The visual survey was carried out in June - September 2020 with full leaf coverage and therefore it does not represent the worst-case scenario in terms of screening or intervisibility between built up settlement edges.

Field Survey

The field survey of each study area consists of four parts:

1. Settlement and settlement edge characterisation – the aim of this element is to verify desktop findings on site and add perceptual aspects relating to assessors' experience on site.
2. Gap characterisation – whilst this section focusses generally on the same issues as the desktop study, it helps verify them and adds the perceptions of the assessor. Static and kinetic perceptual issues

(i.e. the experience of different users moving between settlements, the frequency of such use etc.) were recorded in this section. The overall coherence of the Gap was analysed to evaluate the risk of its fragmentation.

3. Recording viewpoints illustrating the landscape and function of Settlement Gaps, including intervisibility between the settlements.
4. Analysis of the key aspects of the Gaps' contribution to settlements' individual identities, perception of openness, separation function, landscape features, and opportunities for landscape enhancements/ GI improvements to strengthen Gaps' function.

Photography

Photographs were recorded from key viewpoints, especially from settlement edges, to illustrate the character of the Gaps and the visual perception of settlement separation and Gap openness. Photographs were taken within and outside the Gaps to illustrate potential changes to Gap boundaries and the minimal distances required to prevent visual coalescence of settlements with each other or other urbanising elements within the Gaps.

Map Annotations

Supplementary annotations were added on aerial view base plans previously prepared during the desktop study.

For easier reference and clear analysis, each Gap was subdivided into smaller sub areas that perform a similar function in terms of settlement separation. The sub areas were defined on site by professional judgement of the assessor.

Sense of Leaving/Arriving

The experience of leaving / arriving to the settlements separated by the Gaps was recorded during the fieldwork.

Perceptions of Gap Openness and Separation

The study evaluates how the physical distance between the settlements and the perception of this separation relate to the landscape / settlement character, scale, features, or land use.

Assessors analysed the perception of Gaps' openness and the separation between the settlements, taking account of the core criteria for the designation of Gaps.

Methodology

Task 3: Evaluation

At this stage the desktop and fieldwork findings are checked against the core and complementary criteria for the designation of Gaps.

Evaluating Gaps

The evaluation process commenced by assessing the performance of each sub area identified during the fieldwork against the principles embedded in the PUSH core criteria. This evaluation is supported by a matrix for each study area.

In addition to the core criteria check (see Table 1: matrix example for illustrative purpose), each sub area was assessed against the complementary criteria, including:

- The risk of Gap fragmentation - Gap sub areas which may not be considered necessary for preventing the coalescence of settlements when taken in isolation may be still required to maintain the coherence of the Gap and to avoid its fragmentation. It is important in case of Gaps which have started eroding away from the settlements (for example near their centre).
- The role of Gaps in maintaining the countryside setting for local communities where it is an integral part of protecting settlement identity.
- Consider removing large woodland areas from the edges of Gaps as they can be protected in their own right and are at less risk of development.

A robust justification in terms of its retention / removal from a Gap was provided using all the core and complementary criteria.

There is no hierarchy of importance of the core and complementary criteria. In practice, very few of Gaps or their sub areas would fulfil all of the criteria at the same time. For example, a sub area of a Gap may not contribute to the settlement identity but is necessary in preventing the coalescence of settlements; or it may not preserve the open nature of the Gap but plays an important role in maintaining the settlement's rural identity and preventing the erosion (fragmentation) of the Gap. In both cases the 'positive' contribution of these sub areas to one criterion may be assessed as carrying enough weight to justify their retention in a Gap despite their 'under performance' against other criteria.

GI opportunities were considered for the sub areas themselves (GI recommendations will be provided, where necessary) and also for the Gap boundaries themselves (if a Gap boundary can be substantially strengthened by adjusting it along a natural and more 'defensible' feature).

Dealing with Subjectivity

Whilst some elements of this study, such as physical Gap measurements or intervisibility (or the lack of it) can be objectively assessed, perceptual elements such as sense of leaving/arrival or the evaluation of certain Gap functions are subjective and are a matter of a professional judgement.

Deacon Design Ltd. and the Council have worked closely together to devise and test the methodology and discuss the emerging results. This has led to agreement on the vast majority of areas. In the small number of areas where a different perspective[s] remained, the commentary makes clear that it is a Council view which is being expressed.

Conclusions and Recommendations

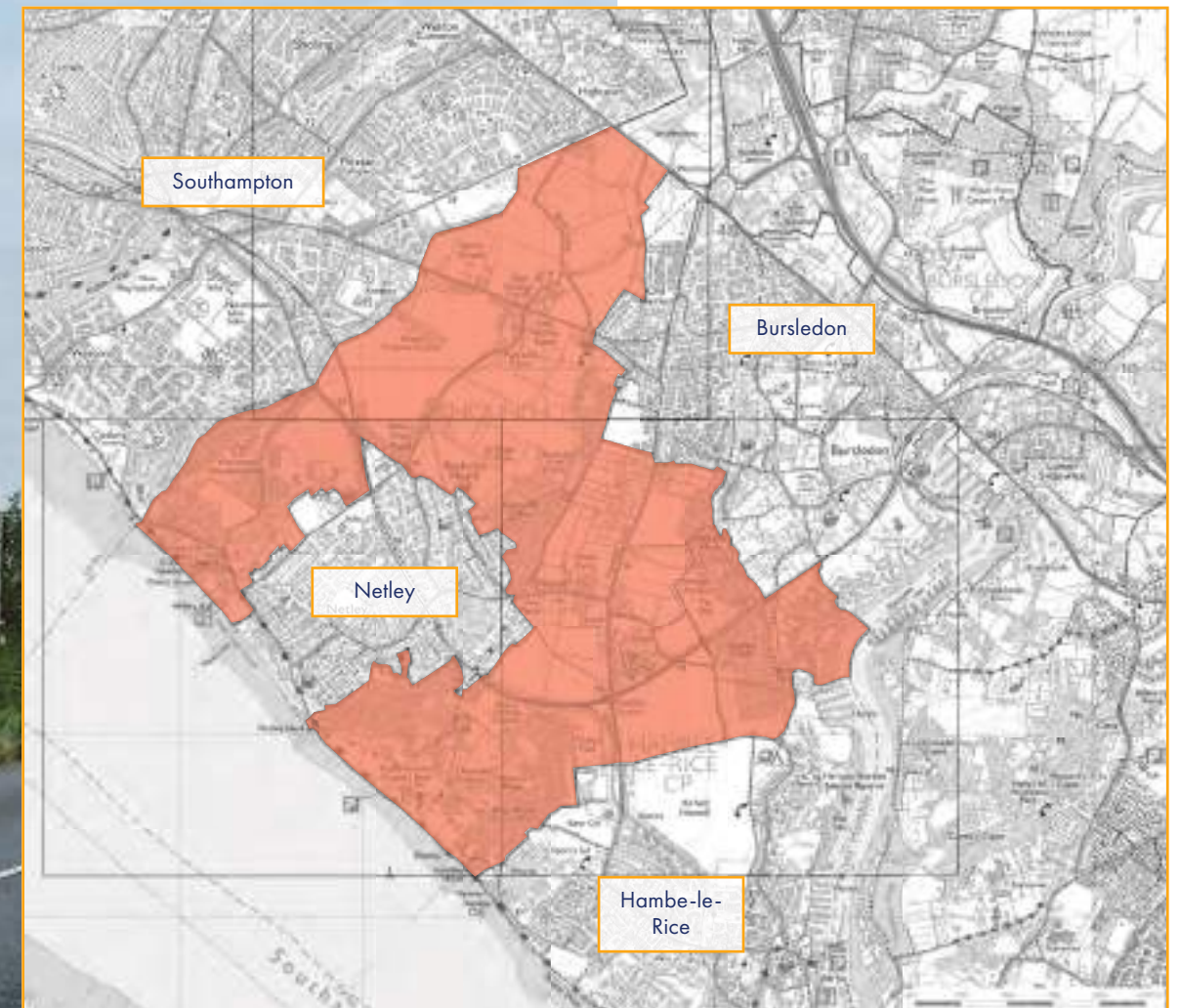
The extents of the existing Gap and the proposed amendments area were shown on annotated plans.

For each Gap, recommendations regarding the proposed Gap boundaries were prepared. Where recommendations relate to any future development proposals, this should be taken to mean any proposals which comply with the Local Plan settlement gap policy in the first instance. The study also provides a list of proposed GI improvements (both on Gap boundary and within the Gaps themselves), which would help maintain and 'defend' the Gaps in the future, as well as deliver a coherent high-quality settlement network within the Borough.

Study Area NAME / REF.	Sub Area 1	Sub Area 2	Sub Area 3	Sub Area 4	etc	etc
Criterion check for each Sub Area (Gap component area playing a similar function)						
The area helps preserve the open nature of the Gap.	●	●		●		
The area helps maintain the sense of separation between settlements.	●		●			
The area plays an important role in defining the settlement character.	●	●	●	●		
The area plays an important role in separation of settlements at risk of coalescence.	●		●			
The land is necessary in preventing the coalescence of settlements.	●		●			

TABLE 1: PUSH criteria assessment matrix - example for illustrative purpose

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

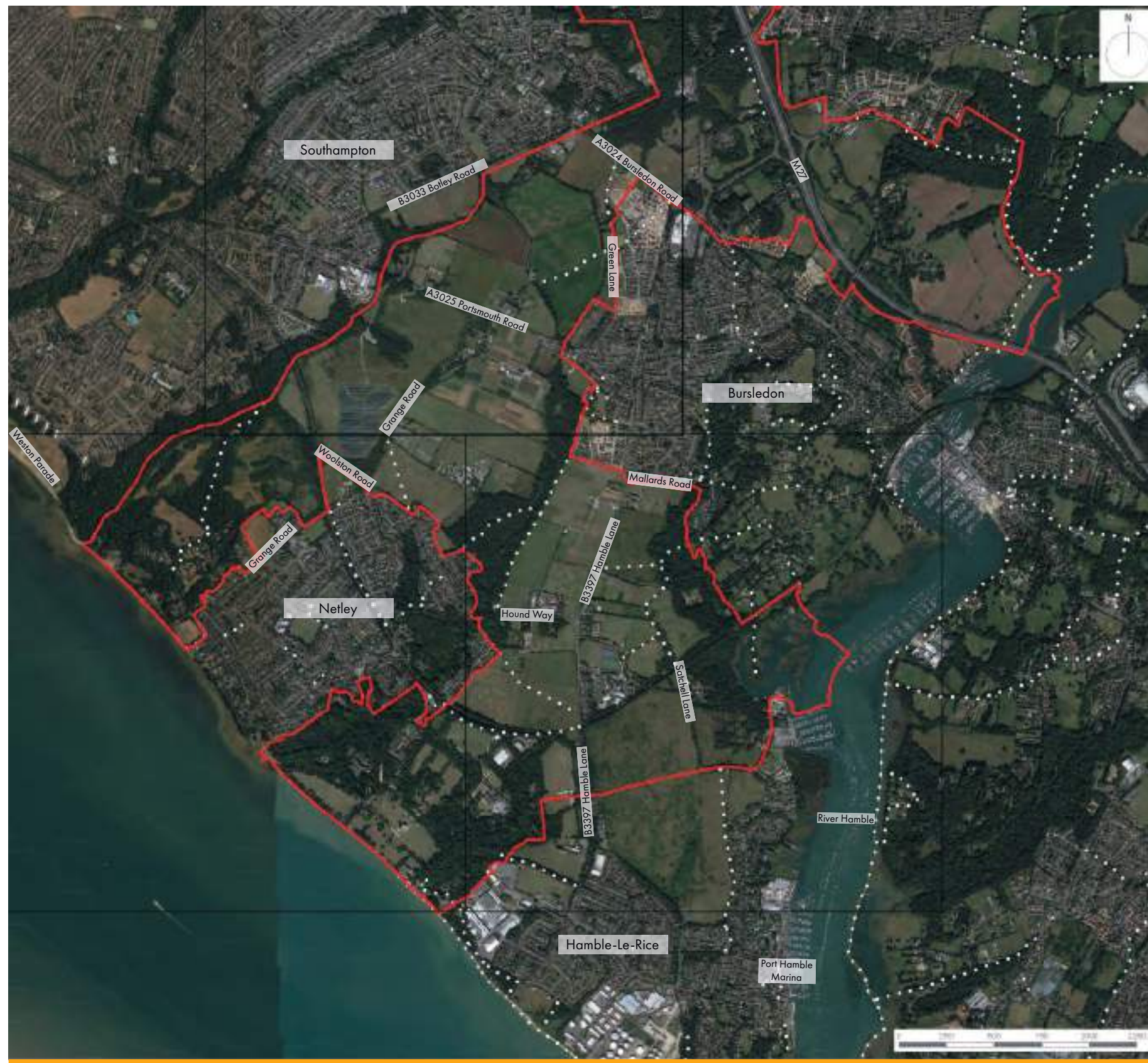


Figure A1 - Area A Bursledon, Southampton, Netley, Hamble Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Southampton (regional centre)

Southampton is a city and a major port adjacent to the western boundary of Eastleigh Borough.

The port has developed a national reputation as gateway to the world for both international trade and passenger traffic and the associated scale and mass of the shipping and dockside architecture has made probably the most significant contribution to the underlying character and image of the city. The building pattern of the central area remained largely unchanged until the mid 19th century, when Southampton enjoyed a period of massive growth and change. Today, it is a vibrant city with many historic buildings and landmarks.

Bursledon (village)

The village of Bursledon was historically an important ship building centre. It is located immediately west of the River Hamble, to the south of what was originally the main route between Bitterne and Sarisbury. The open, low-density character of the historic core has remained largely intact. However, the village has expanded significantly to the north in the last 40 years, merging it with the linear core of Lowford.

Netley (village)

Netley's historic core expanded incrementally along the main route to Hound before several large estates were constructed during the inter-war/immediate post-war period between the historic core and the railway line. During the 1970s and 1980s the village expanded further to the east between the railway line and the linear core of Butlocks Heath. For the purposes of this study we have included the settlement of Hound as it contributes to the settlement edge and has merged with Netley along its edge.

Hamble-Le-Rice (village)

The village of Hamble is a well-established centre for yachting and boat building. The historic core originally expanded incrementally along the local thoroughfares leading out of the village. During the inter-war/ immediate post-war period several large estates were constructed to the west of Hamble, adjacent to the large works in this location. In the last 50 years a number of large estates based on multi-headed cul-de-sac layouts have been developed which have joined these estates to the village centre. There has also been some recent development on the northern tip of the village, immediately to the west of the River Hamble.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Southampton

Though Southampton forms the largest settlement by far, its settlement edge to adjacent settlements within this part of Eastleigh, namely Bursledon, Netley and Hamble is well screened by a combination of relatively low-level housing and existing mature woodland blocks / tree belts and field boundary vegetation. Together, this forms a strong Green Infrastructure stretching from Bursledon Road in the north all the way to Southampton Water in the south.

Some distant views of high-rise development close to the settlement edge are available from the Eastleigh settlements. Key characteristics that define the Southampton settlement edge are summarised below:

- Sholing - Suburban late twentieth century development along one side of Botley Road offering frontages overlooking the Gap. Existing mature vegetation associated with the adjacent fields limits views across to the adjacent settlement edge of Bursledon.
- Weston / Newtown – continuation of twentieth century development, with some commercial activities along Portsmouth Road. This suburban area of Southampton is well concealed by mature woodland that runs as far as Southampton Water. High-rise residential flats are visible within Weston above the tree line.



Typical view of Southampton settlement edge along Botley Road.

Bursledon

The Bursledon settlement edge is defined by varying residential development set to the west of Hamble Lane, which forms the main transport link between Bursledon, Hamble and Hound (Netley), to the south.

The settlement edge affecting the Gap are defined by two key areas including the settlement set between Bursledon Road and Portsmouth Road which is characterised by varying periods of (largely) housing including modern housing at Kestrel Park, ribbon development along Green Lane and clusters of housing along Beverley Gardens and Wheelers Meadow.

Whilst these have varying mature garden vegetation, the consistency of field boundaries along the western edge supports a soft edge to the settlement edge facing Southampton. The exception to this being the new development at Kestrel Park which is currently under construction and forms a hard edge at the shortest section of the Gap.



Cluster of development along Green Lane with Kestrel Park on the left and ribbon development to the right.

The southern edge of Bursledon located to the east and west of Hamble Lane is defined by suburban housing overlooking open fields that continue south to the roundabout junction at Hound Road. Framed by woodland blocks and the orientation of the built form helps to orientate the settlement southwards.

The modern housing scheme known as Monarchs Keep, to the west of Hamble lane offers limited landscape structure planting to the settlement edge which combined with higher density development creates a hard edge to the settlement.

The adjacent suburban housing along Mallards Road is defined in part by the field boundary vegetation and low-lying topography, further east. Whilst this softens the settlement edge, the fragmented nature of the field boundaries dilutes its rural edge position.



View from Public Right of Way (No. 13) looking north towards Monarchs Keep modern housing with maturing Leylandii hedge defining the settlement edge.

Netley

The settlement edge of Netley is well contained by the mature woodland and associated open landscape / parkland associated with Royal Victoria Park to the east, Westwood Nature Reserve, to the west and the vegetated railway line, to the north. Grange Road forms the main road link to Southampton and northern settlements. These include mainly individual plots and shared plots with mature boundary/garden vegetation set against the backdrop of mature woodland providing a strong, landscaped settlement edge.



Grange Road, Netley

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

To the north, varying early to mid-twentieth century dwellings adjacent to Woolston Road provides some open views across the Gap. However, this is largely contained by existing woodland blocks / and field boundary vegetation.

The eastern settlement edge of Netley is well hidden by existing mature woodland blocks and the setting of Royal Victoria Country Park. The exception to this is a small cluster of mid twentieth century along Hound Road to the north east and more recent suburban housing including Hound Gardens. These offer open views from rear gardens across the Gap towards Hamble Train Station.



The Roll Call Public House forming part of the northern settlement edge to Netley (Hound).



View from the railway bridge at Hamble Train Station looking towards the cluster of housing that forms the extent of the Netley (Hound) settlement edge to the north east.

Hamble

Historically, Hamble's relationship to the waterfront has defined the settlement pattern and isolated nature of its character, whereas its northern edge is less defined and includes numerous land uses comprising the following:

- Industrial uses and the Hampshire Constabulary Training Headquarters to the west, which are well contained by mature woodland and tree belts that creates a soft and visually impermeable edge to the settlement;
- Ribbon development along Hamble Lane and Satchell Lane that largely consist of single / semi-detached twentieth century dwellings with larger gardens that back onto the former airfield; and
- Late twentieth suburban housing to the south of the former Hamble Airfield offering glimpsed views from 1st storey windows over the Hamble Railway Trail and associated vegetation.



Ribbon development along Hamble Lane

Linkages

Movement Types

Bursledon, Southampton, Netley and Hamble are connected by the following links:

Roads

- A3024 / Bursledon Road forming the main thoroughfare between Bursledon and Southampton and a strategic link to the M27 junction 8 - approximately 1 minute driving time.

- A3025 Portsmouth Road linking the southern settlement of Bursledon to Southampton south-eastern settlements - approximately 1 minute driving time.
- Woolston Road linking Netley to Bursledon Southampton - approximately 1 minute driving time.
- Hound Way linking Netley (Hound) via Hamble Lane to Bursledon - approximately 2 minute driving time.
- Hamble Lane linking Bursledon to Hamble - approximately 2 minute driving time.

Railways

- Fareham to Southampton line linking Bursledon Train station to Netley Train station via Hamble Train station - approximately 5 minute experienced travelling between the settlements.

Public Rights of Way

- Footpath No 15 (Green Lane) linking properties along Green Lane to A3024 / Bursledon Road - approximately 10 minutes walking time.
- Footpath No 4 / 13 linking the settlements north of Hound Way / The Grove to Pound Road, Bursledon - approximately 20 minutes walking time.
- Footpath No 5 linking Hound Road Gardens to Hamble Lane / Hamble Train Station - approximately 5 minutes walking time.
- Footpath No 6 linking Hound Road to Hamble Lane / Hamble Train Station - approximately 5 minutes walking time.
- Bridleway No. 9 connecting Satchell Lane, Hamble to Hungerford, Bursledon - approximately 10 minutes walking time.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Sense of Arrival / Leaving

Vehicle Users

Links to Southampton

A variety of road types run through the north-south section of the Gap, connecting the eastern edge of Southampton with Bursledon, Netley and Hamble. The experience of leaving /departing the settlements varies according to both the physical distances travelled and the degree of fragmented landscape experienced along the route, which together contribute to the sense of openness and separation.

Bursledon Road

An important, main strategic link to Southampton forming the northern extent of the study area, this short stretch of roads offers a limited experience of leaving the settlements. Recent development at Kestrel Park has placed further pressure on this part of the Gap to deliver a sense of separation between Bursledon and Southampton.

Nevertheless, the combination of wooded landscapes, remnant field boundary vegetation and long-distance views from higher orientated towards the coastline, retains some glimpsed views across the Gap and sense of separation.

Portsmouth Road

Largely defined by managed field boundaries which increases in height to mature trees belts / woodland as you get closer to the Southampton edge. The linear nature of the road offers limited views across the Gap with the exception of the horticultural parcels and associated greenhouses south of Portsmouth Road beyond the Plough Inn Public House.

The wooded character stops abruptly to reveal the commercial estates, car dealership and residential development that defines the arrival to Southampton. Both Shop Lane and Grange Road cross this section of road offering rural lane connections through the centre of the Gap. However, these do not play a key role in defining the sense of arrival between the settlements.

Woolston Road

The junction with Grange Road forms the north-western extent of the Netley (Hound) settlement and this uniform road, framed on both sides by mature woodland vegetation, provides (in comparison to other roads) a very strong and consistent landscaped experience particularly when travelling between Netley and Southampton.



Photo from Bursledon Road looking west towards Southampton from entrance to Kestrel Park.



Photo from Portsmouth Road looking west towards Southampton, with the Plough Inn to the left forming the sense of departure from the Bursledon settlement.



Typical view of Woolston Road travelling towards Southampton.

Links to Hamble

Hamble Lane

Forming the main road link between Hamble and the southern settlement edge of Bursledon, Hamble Lane also supports connections to Netley along Hound Way. Whilst the sense of arrival to Bursledon is clearly defined by built form, the sense of arrival to Hamble is somewhat un-even due to the fragmented nature of development that has established along this main road. This includes the cluster of development around the Hamble Lane/Hound way roundabout, The Hamble School, and Hamble Train Station. Nevertheless, the retained mature oaks south of the Train Station and ribbon development retain some sense of arrival to Hamble.

Satchell Lane

Located further east, Satchell Lane has a greater rural lane character and is used less than Hamble Lane to travel between the settlements. For those travelling along Satchell Lane from Hamble Lane, the sense of arrival to the settlement is not experienced until the junction to Mercury Boatyard at which point the settlement reverts to housing and ribbon development.

Hound Way

Forming a small section of road that links Netley to the roundabout junction with Hamble Lane, Hound Way is framed on both sides by mature woodland. This helps to create a strong sense of arrival to the settlement when travelling west from Hamble and Bursledon.



Photo along Hamble Lane travelling south towards the settlement arrival.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Railway Users

The section of railway that runs through the centre of the Gap connects Bursledon to Southampton via Hamble and Netley. The railway is mainly set within vegetated cuttings and/or framed by woodland with limited visual connectivity to the surrounding settlements, the exception to this being the open views afforded from Hamble Train Station across the adjacent field paddocks to the cluster of houses along the edge of Netley along Hound Road.

Public Rights of Way

Several footpaths bisect the Gap and connect to the road networks. Key footpaths that afford the user to gain a sense of countryside and departure from the settlements include:

- Footpath No. 1 connects the settlement edge along Green Lane to Ship Lane. The sense of openness afforded by the adjoining fields combined with the break in boundary vegetation and associated properties along Green Lane provides a strong sense of departure.
- Footpath No 4 links the settlement north of Hound Way / The Grove to Pound Road, Bursledon. Running alongside the mature woodland this path provides a consistent uninterrupted view across the Gap to the settlement edge of Bursledon.
- Bridleway No. 9 connects Satchell Lane, Hamble to Hungerford, Bursledon. Some parts run through mature woodland, offering a clear sense of separation both physically and visually between Hamble and Bursledon.
- Hamble Rail Trail / Royal Victoria Country Park offers a series of recreational routes along the former railway line and parkland landscape. This creates a strong sense of separation between Netley and Hamble.
- Westwood Nature Reserve is an open space which offers a strong wooded landscape and recreational space between the settlement edges of Netley and Southampton.



Typical view of railway line with vegetated slopes / embankments forming strong sense of enclosure.



Photo from Footpath No. 4 looking north towards Bursledon settlement edge.



Photo from Footpath No. 1 looking east towards Bursledon settlement edge.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

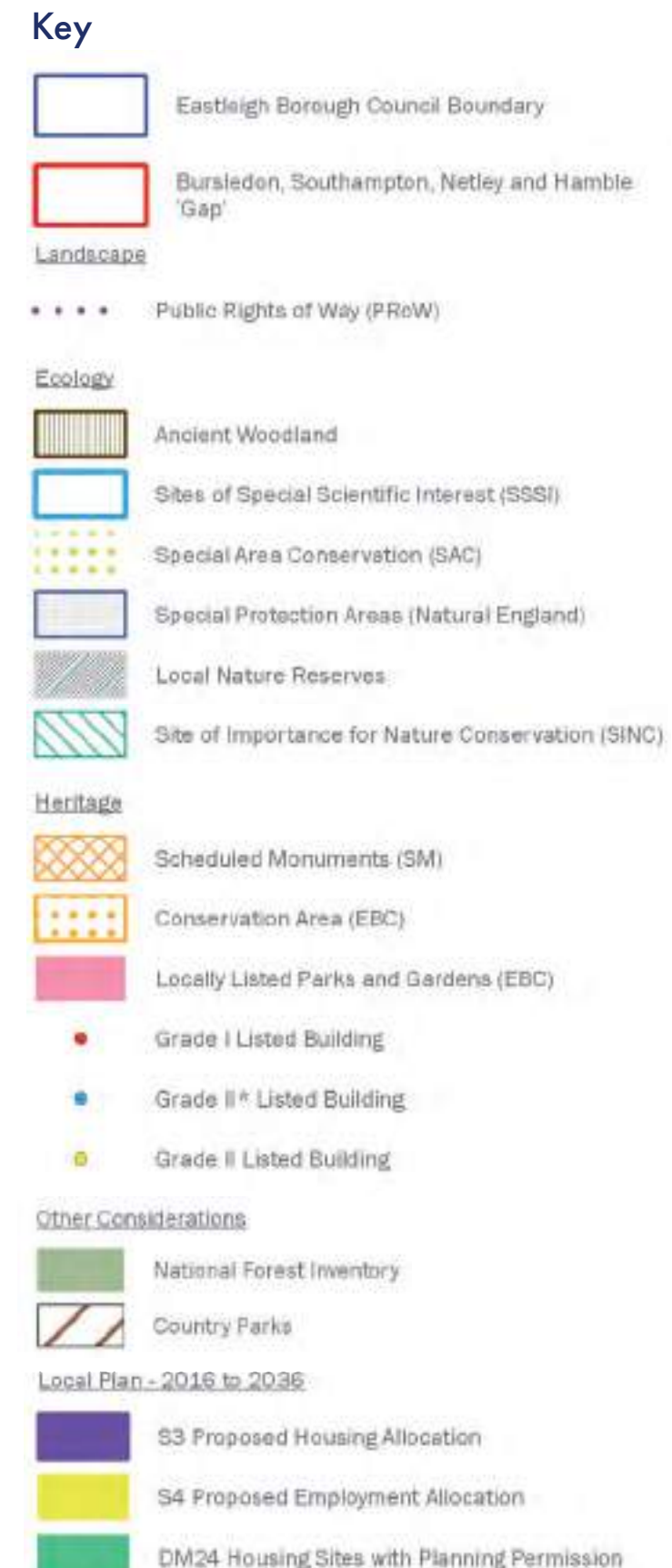
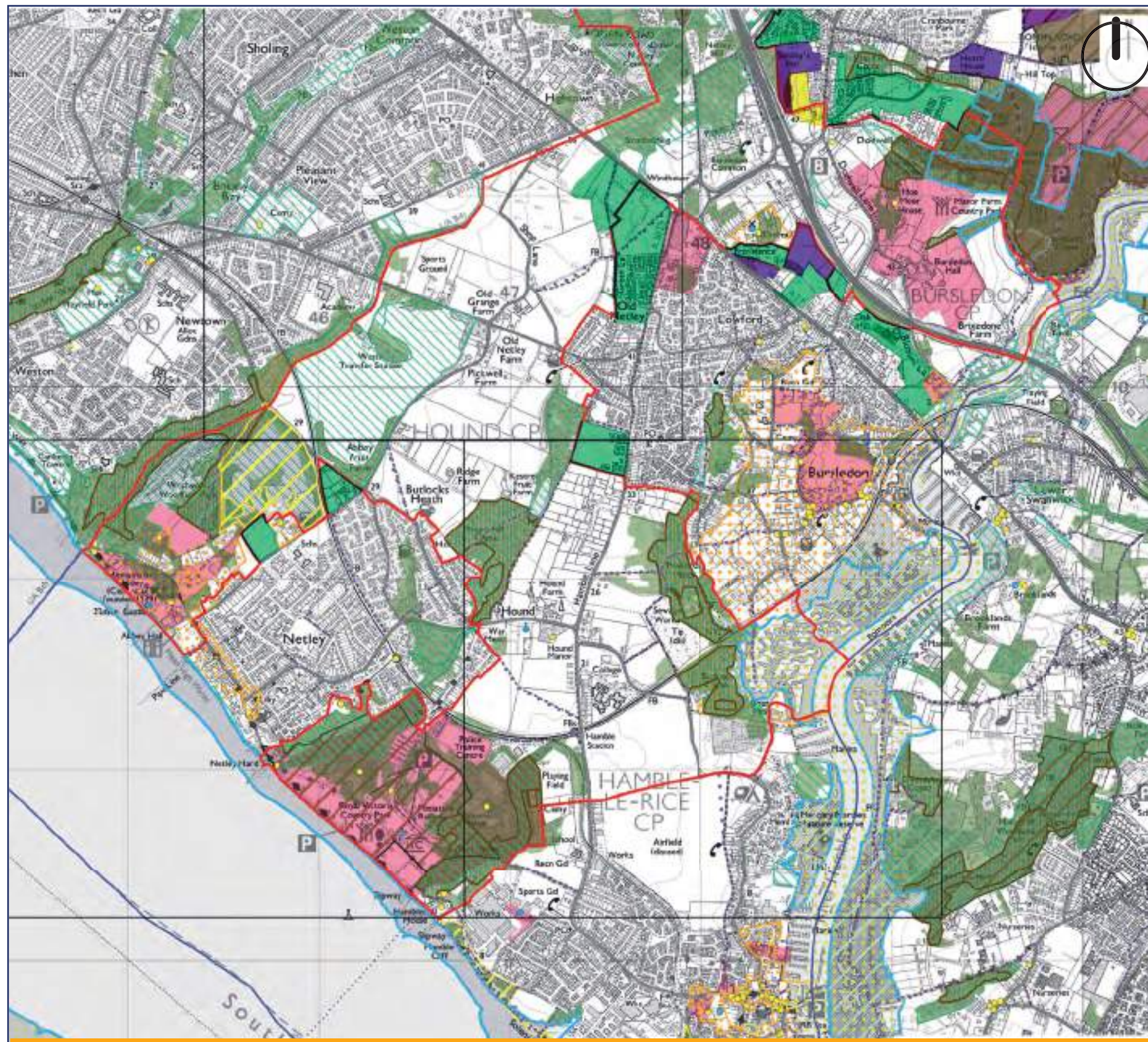


Figure A2 - Area A Bursledon, Southampton, Netley, Hamble - Designations Plan

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Gap Description / Characterisation

The Study Area A covers Countryside Gaps no. 10, 11 and 12 which separate four settlements (Southampton, Bursledon, Netley and Hamble). This large area is covered by four Landscape Character Areas (LCA): LCA 13 Hounds Plain; LCA 14 Old Bursledon; LCA 15 Netley Abbey Coastline; and LCA 16. Victorian Parkland.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure A2.

Several important ecological designations exist along the River Hamble, the wooded edge of Southampton, the Southampton Water and along the linear woodland running north south through the centre of this area. The ecological designations include: Ancient Woodlands; Sites of Special Scientific Interest (SSSI); Special Areas of Conservation (SAC); Special Protection Areas (SPA); Local Nature Reserves (LNR); and Sites of Importance for Nature Conservation (SINC).

The area is also rich in heritage assets which include:

- Grade II and 2 Grade II* Listed Buildings;
- Two Locally Listed Parks and Gardens: Royal Victoria Country Park and Netley Abbey Country Park;
- Netley and Bursledon Conservation Areas; and
- A Scheduled Monument.

Landscape Features

Topography

Gently undulating terrain with higher ground to the north, falling consistently to the south with steeper falls near Southampton Water and the River Hamble.

Development / Land Use / Vegetation

The area comprises open fields, with associated field boundary vegetation, which are mainly used for horse grazing and agricultural purposes; commercial agricultural development; and pockets of isolated residential developments around the Hamble School. Large woodland areas are present adjacent to all four settlement edges and in the central part of the area. Small watercourses and small, ponded waterbodies are present throughout the area.

Openness

Large open fields used for horse grazing and agriculture are often hidden from the settlement edges due to a combination of woodland blocks the topography and built form. Several local roads, such as Bursledon Road, Portsmouth Road or Hamble Lane, and PRoW crossing the area provide open views of the surrounding countryside.

Gap Boundaries

Mainly defined by woodland blocks, built form and local roads including:

- Wooded edge of Southampton;
- Suburban housing to edge of Netley and Bursledon with patches of defining field boundaries / oaks;
- A complex Hamble edge including industrial development, open field, hedgerows;
- To the east, the Gap boundary runs across the mudflats associated with the River Hamble and the river itself; and
- Southampton Water.

Access through the Gap

Movement / Connectivity

Motorists, cyclists and pedestrians along the B3397 Hamble Lane, A3025 Portsmouth Road, Grange Road, Abbey Hill Road and Woolston Road, train passengers and walkers on PRoW.

Presence of Green Infrastructure within the Gap

Strong, mature and intact woodland blocks associated with ecological areas of importance are flowing through the Gap areas, often following existing watercourses. Some mature field boundaries provide ecological connectivity within the field pattern. Open field pattern is more prominent where equestrian activity has given way to poor condition field boundary vegetation.

Westwood Nature Reserves and Royal Victoria Country Park connect to the existing woodland areas providing important recreational access to the waters edge at the southern edge of the Gap.

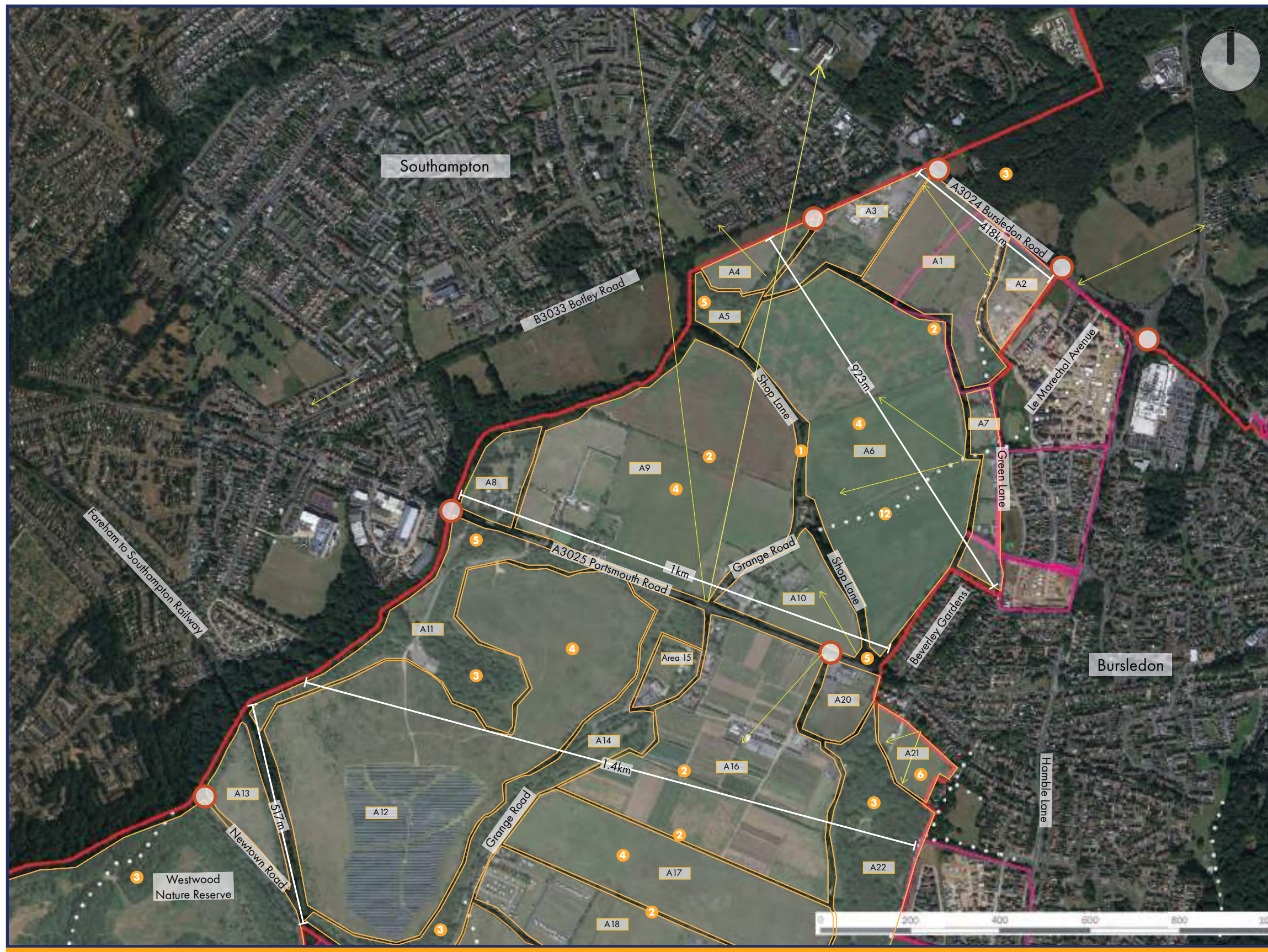


Typical view of Gap landscape showing wooded backdrop to large section of the settlement Gap.



View along Southampton Water foreshore with wooded blocks extending from the waters edge north through the Gap creating a strong green infrastructure feature to the local landscape.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



Key

- Existing Countryside Gaps
- ○ ○ ○ ○ Public Rights of Way
- A1 Gap Sub Areas
- 1 Observations
- ← Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure A3 - Area A Bursledon, Southampton, Netley, Hamble - Field Findings Plan



Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Sub Areas & Observations

Informed by the desktop studies and field study observations, the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

A1 - Open field pattern and agriculture infrastructure with high degree of visibility toward Southampton edge, particularly high-rise buildings. Winding rural lanes with field boundary vegetation help limit views. Open fields are critical toward the Gap, providing a sense of separation, inhibiting settlement coalescence and contributing to the open nature of the Gap. Improvements to the field boundary vegetation would contribute toward limiting direct views of Southampton.

A2 - Field parcel allocation on Bursledon settlement edge, currently used as a compound for the adjacent Taylor Wimpey development, which will form part of a new country park including part of Area 1. The area provides a high degree of visibility toward the Southampton edge, particularly high-rise buildings visible above the woodland belts.

A3 - Open field pattern with associated woodland GI adjacent to Shop Lane, partially used for agricultural storage/infrastructure. Glimpsed views from Southampton toward Bursledon, critical to limit settlement coalescence and maintain physical distance from Gap edge. Improvements to field boundary GI would help to limit intervisibility and provide greater sense of settlement separation.

A4 - Open field wedged between Shop Lane and Botley Road. This single parcel is predominantly used for horse grazing. The dwellings located along the Botley Road opposite forms the Southampton edge and overlooks this open space with some glimpsed further views towards Bursledon through gaps in the vegetation. Shop Lane limits further views, and intervisibility between Southampton and Bursledon. There is a sense of arrival/leaving Southampton where Shop Lane joins Botley Lane, largely derived from the change of busy suburban edge character moving to a rural lane surrounded by open fields and mature boundary vegetation.



View of sub area A1



View of sub area A2



View of sub area A4

A5 - Woodland block and associated watercourses create a physical and visual barrier to the settlement edge of Southampton. This supports the local Green infrastructure experienced mainly by users of Shop Lane and Botley Road and dwellings directly opposite.

A6 - Open field pattern and agriculture infrastructure with high degree of visibility towards the Southampton edge, particularly high-rise buildings. The sunken Shop Lane helps limit views. However, the expansive flat field patterns contribute significantly towards the openness and sense of separation between the two settlements.

A7 - Ribbon development along Green Lane with rear gardens backing onto Sub Area A6. These large residential plots are set within generous gardens and enclosed by mature boundary vegetation particularly along its western boundary. Within A7 Green Lane becomes an unmade gravel road with a more rural character. This provides a clear definition to the Bursledon settlement edges.

A8 - Large individual residential dwelling adjacent to Portsmouth Road. Open views are limited across the settlement Gap due to the presence of mature garden vegetation, low-lying topography and woodland blocks to the north west.

A9 - Open field pattern and agriculture infrastructure with high degree of visibility toward Southampton edge, particularly high-rise buildings. The expansive flat field patterns contribute significantly towards the openness and sense of separation between the two settlements.

A10 - Triangular piece of land framed by mature field boundary vegetation associated with Grange Road, Shop Lane and Portsmouth Road. With the exception of a cluster of agricultural business units, and the manicured garden to the single dwelling along Grange Road, the sub area is well enclosed.



View of sub area A6



View of sub area A7

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

A11 - Former landfill site consisting of unmanaged grassland and establishing scrub vegetation alongside a mature woodland edge to the west (outside of the Gap).

A12 - Former landfill site with artificially raised ground levels, grassland with establishing scrub land and Solar farm. Not visible from the adjacent road or footpaths due to the low-lying ground set behind mature field boundary vegetation.

A13 - Small triangular parcel field supporting horse grazing with scrub vegetation alongside the railway line. Mature boundary vegetation to Newtown Road combined, with mature woodland to the north, provides a strong sense of enclosure with limited intervisibility to the settlement edges.

A14 - Established highway vegetation alongside Grange Road possibly linked to support the visual mitigation of the former landfill site.

A15 - An island of rural development within the Gap adjacent to Grange Road, local recycling centre and scattering of detached dwellings set within large plots, enclosed by mature boundary vegetation contributing to the green infrastructure along Grange Road.

A16 - Located to the south of Portsmouth Road this area supports intense agricultural and horticultural uses with associated paraphernalia (greenhouses). Set within a relatively flat landscape with limited vegetation containment offering skyline views of Fawley refinaery, to the south.

A17 - Consistent open field providing long distant linear views across the Gap, from Grange Road to mature woodland to the east (see Sub Area A22).

A18 - Cluster of land uses comprising caravan / camping site and commercial development with limited boundary vegetation containment.

A19 - Large open grassland located to the immediate north of Netley settlement edge. Footpath No.3 crosses the field diagonally. The parcel has a central depression and is well contained by field boundary vegetation along Grange Road to the west and Woolston Road to the south. Glimpsed views across the site are afforded from the Roll Call Public House and neighbouring properties. These provide long distance views to the north across the flat landscape.

A20 - The Plough Inn, Portsmouth Road. Comprising Public house and associated car parking to the frontage with glimpsed views to poorly managed grazing land on flat ground behind. Surrounded by mature field oaks and mature woodland to the south and east limiting views towards the wider Gap countryside.

A21 - Open recreational fields surrounded by highly mature woodland vegetation and associated watercourses providing a strong edge to the Bursledon settlement.



View across sub area A21 towards Old Netley recreational field



View across sub area A19 towards northeast overlooking sub area A18



View across sub area A23 towards Bursledon



View across sub area A22 from PRoW northeast towards Bursledon



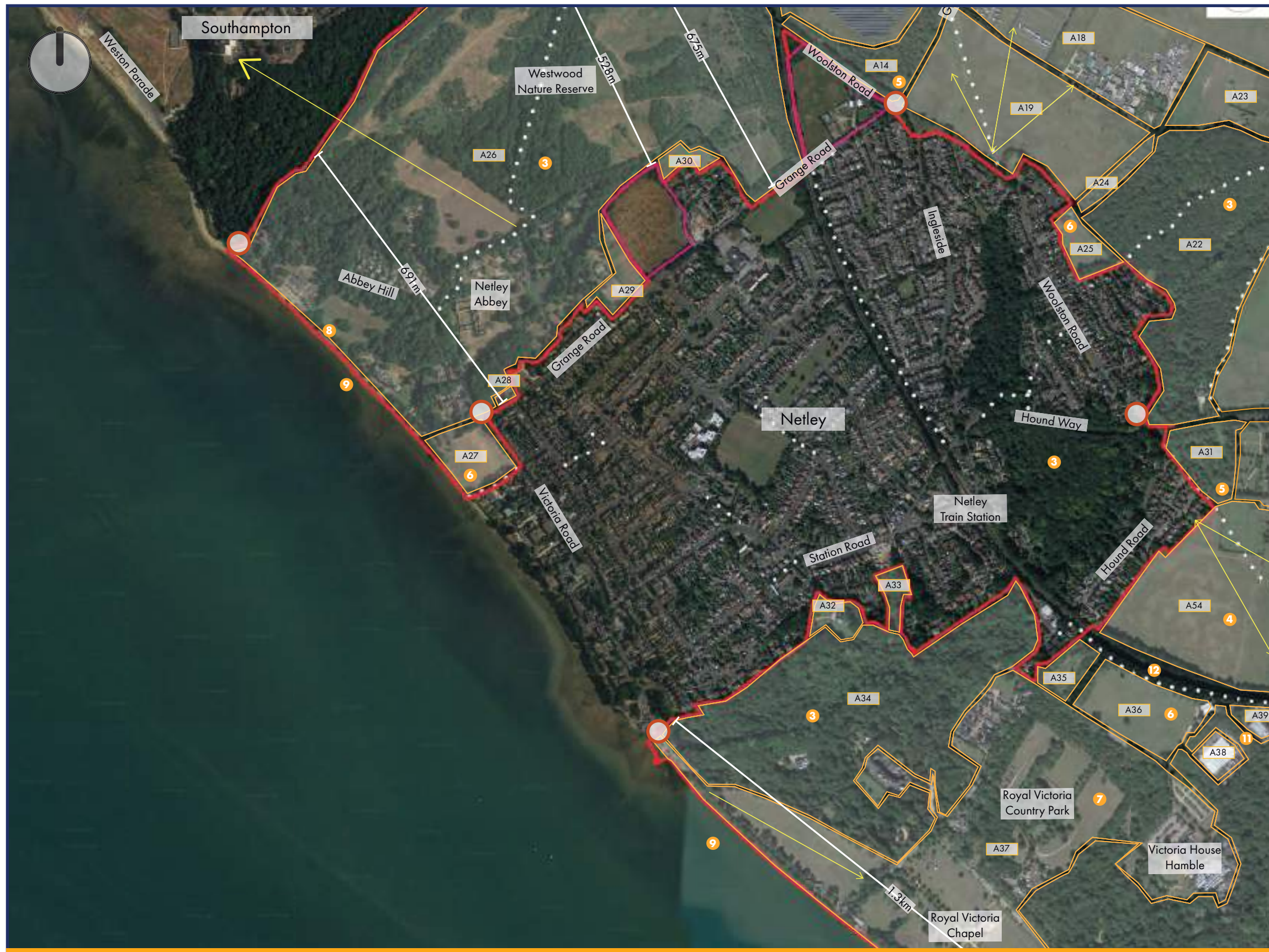
View across sub area A24 Allotments from Sub area A18

A22 - Extensive linear woodland block with watercourses and hidden ponds stretching over one kilometre from the Bursledon settlement edge south of Pound Road to Hound Road in the south. This forms a strong physical and visual barrier curtailing views east and west and helps to funnel views north and south.

A23 - Single dwelling with surrounding horse paddocks and clearly defined field boundaries with the eastern boundary dominated by mature woodland (Sub Area A22).

A24 - Allotments north of Netley, largely enclosed by mature woodland and field boundary vegetation.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



Key

- Existing Countryside Gaps
- o o o o o Public Rights of Way
- A1 Gap Sub Areas
- 1 Observations
- ← Key Views
- o Sense of Leaving / Arrival

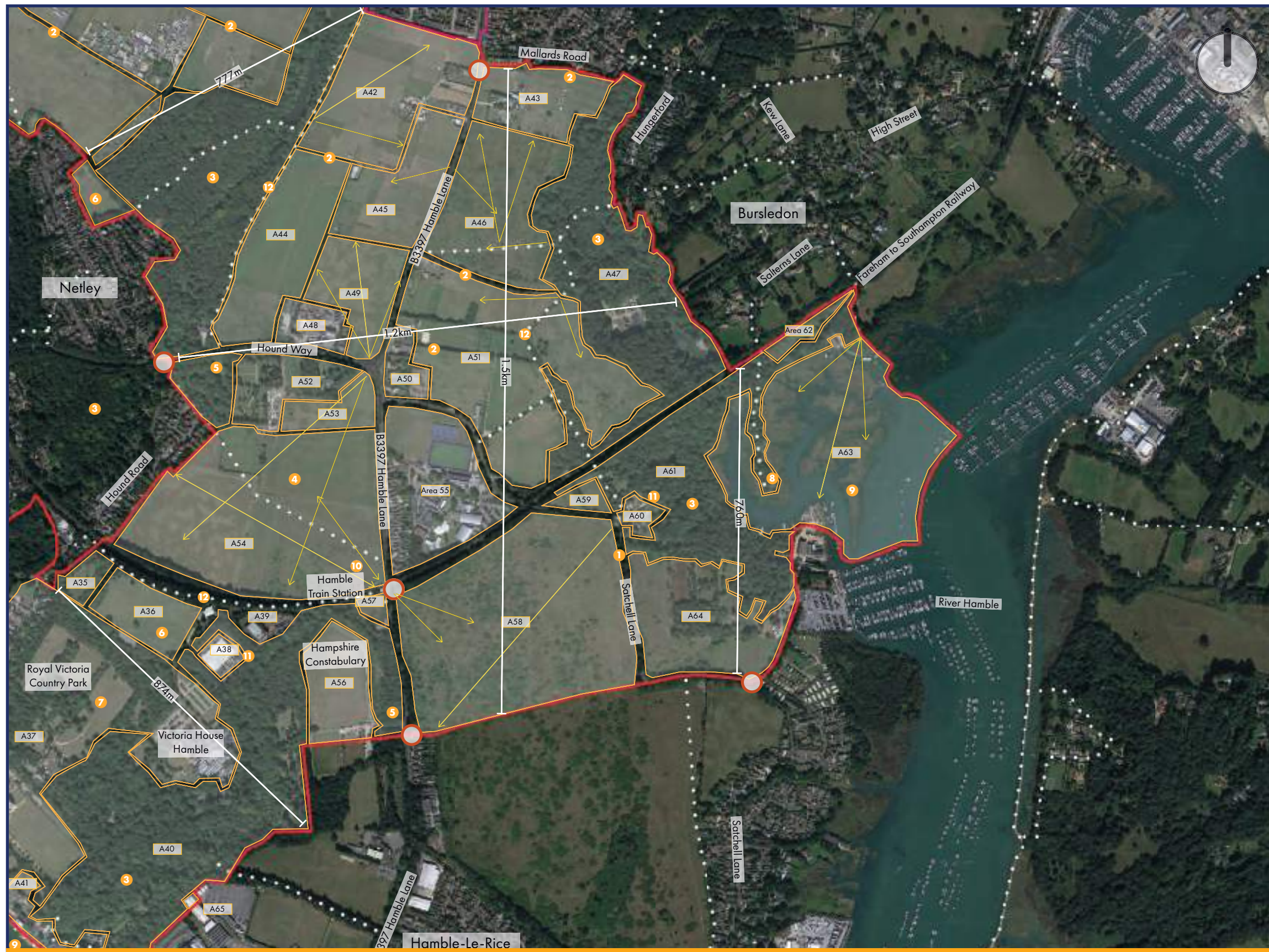
Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure A4 - Area A Bursledon, Southampton, Netley, Hamble - Field Findings Plan



Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



Key

- Existing Countryside Gaps
- ○ ○ ○ ○ Public Rights of Way
- A1 Gap Sub Areas
- Observations
- ← Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure A5 - Area A Bursledon, Southampton, Netley, Hamble - Field Findings Plan



Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

A25 - Recreational sports field and play area located north of Hound Parish Hall. Fully enclosed by the adjacent residential settlement and mature woodland vegetation to the north which limits views across the Gap.

A26 - Westwood Nature Reserve, a woodland park bounding the Southampton settlement edge known as Weston. This includes the former Netley Abbey and comprised a variety of mature woodland, open grassland and a variety of recreational routes leading to the water's edge.

A27 - The Cricket Field located south of Victoria Road, Netley. Set within the Netley conservation Area and overlooked by adjacent residential properties providing attractive views over Southampton Water.



View across sub area A25 Netley recreation field towards Bursledon



View across sub area A26 (Westwood Nature Reserve) towards Southampton



View across sub area A27 Netley recreation Cricket field



View across sub area A29



View across sub area A28

A28 - Single residential dwelling on settlement edge with mature garden boundary vegetation to rear of property preventing views to Southampton, to the north.

A29 - Small field parcels with strong vegetated boundaries used for equestrian purposes, including cluster of residential rear gardens. Not part of the adjacent woodland nature reserve.

A30 - Manicured extensive rear gardens to cluster of residential properties north of Grange Road. Enclosed to the north by mature tree belts associated with the adjacent country park (see A26).

A31 - Mature woodland block / continuation of Sub Area A22 south of Hound Lane. Provides visual containment of properties along Hound Road to the south.

A32 - Residential dwelling on the edge of the settlement on an enclosed site.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

A33 - Cluster of large individual residential dwellings accessed from Station Road set within the woodland fringe on lower ground.

A34 - Large woodland block with associated underlying watercourses on sloping topography leading to Southampton Water. This woodland forms part of the wooded setting to Netley and contributes to the wider Green Infrastructure network extending to the north.

A35 - Forming part of the wider Royal Victoria Country Park Orchard, and accessed by the Hamble Rail Trail, the area is enclosed by orchard trees and mature vegetation.

A36 - Large open field set within the Royal Victoria Park providing informal recreational uses and largely enclosed by mature vegetation south of the Hamble Rail Trail offering limited views beyond the boundaries of the field.

A37 - Royal Victoria Country Park: formal Victorian parkland with expansive open areas of lawn and formal tree avenue providing key views over Southampton Water. Enclosed on three sides by mature woodland blocks.



View across sub area A37 (Royal Victoria Country Park)

A38 - Commercial development enclosed by mature woodland.

A39 - Commercial development enclosed by mature woodland located to the south of Hamble Rail Trail.

A40 - Large woodland block with associated underlying watercourses on sloping topography leading to Southampton Water. This woodland forms part of the landscape setting, supports the recreational activities within Royal Victoria Country Park and provides visual separation between Netley and Hamble.

A41 - Single dwelling / Netley Sailing Club located alongside the foreshore, separated from Royal Victoria Country Park and the adjacent Hamble-Le Rice settlement edge by mature woodland to the north and Southampton Water to the south.

A42 - Relatively flat open field, with sub-divided, poorly defined field structure, largely used for horse grazing /equestrian and smallholdings. Intervisibility between PRoW along the mature woodland to the west (A22) and commuters using Hamble Lane. Bursledon settlement edge, including the recently developed DM24 site to the north, is clearly visible beyond the coniferous field boundary.



View across sub area A41



View across sub area A42 PRoW 13 north towards Bursledon and Monarchs Keep residential development

A43 - Cluster of sub-divided fields, with poor defining edge features. Largely used for horse grazing /equestrian and Hamble Farm which is framed by non-native coniferous planting. The land falls towards the wooded eastern edge with reduced visibility from Hamble Lane. The field boundaries to the north and along Hamble Lane are fragmented and provides limited definition of the settlement edge to Bursledon, to the north. Rear gardens associated with properties along Mallards Road to the north overlook the Sub Area.



View across sub area A43 from Hamble Lane



View towards sub area A43 edge with Mallards Road

A44 - Linear, uniform field on relatively flat ground running alongside mature woodland to the west (A22) and set back from the main Hamble Lane. Footpath No. 4 runs alongside the field boundary offering views into this parcel but no further. The well-defined boundaries and distance from Hamble Lane create a secluded experience. The linear shape of the field combined with the wooded boundaries reinforces views north and south.

A45 - Uniform field on level ground running alongside Hamble Lane with mature field boundary along the road curtailing views across the Gap. Provides a sense of symmetry to journeys along Hamble Lane in conjunction with sub area A46.

A46 - Uniform open grassland on level ground running alongside Hamble Lane with mature field boundary along the road curtailing views across the Gap. Provides a sense of symmetry to journeys along Hamble Lane in conjunction with sub area A45. Right of Way / Footpath 8a crosses the site and provides open views north towards Bursledon.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



View across sub area A45 from Hamble Lane towards Bursledon



View across sub area A46 towards Bursledon sub area A47



View across sub area A46 towards Mallard Road

A47 - Large linear woodland block with associated underlying watercourses on sloping topography leading to River Hamble. This woodland provides a woodland backdrop to the Gap between Bursledon and Hamble-Le-Rice and prevents views to the cluster of single dwellings associated with Old Bursledon Conservation Area to the east. Experienced mainly by users of bridleway, No. 9 this provides a strong recreational link between the two settlements.

A48 - Agricultural / commercial development to the north of Hound Road forming encroachment into the largely open field patterned landscape stretching all the way to the Bursledon settlement edge to the north. Mature vegetation along Hound Road contributes to the landscape character when travelling from Hamble Lane to Netley / Hound settlements.

A49 - Uniform field on level ground running alongside Hamble Lane and visible from the roundabout junction through a gap in the boundary hedgerow. Mature field boundary along Hamble Lane provides a sense of symmetry to the adjacent fields and the journey along Hamble Lane.



View of sub area A47 Woodland Belt edge to Bursledon

A50 - Cluster of residential and health centre facility located at the junction of Hamble Lane, Satchell Lane and Hound Way.

A51 - Open field pattern adjacent to Hamble Lane and Satchell Lane, largely used for horse grazing. Long distant open views are contained within the field from a combination of low lying topography and the woodland to the east.



View across sub area A51 towards sub area A47

A52 - Location of single manor house and St Mary the Virgin and cemetery south of Hound Road. Well screened from the nearby roads by mature vegetation and field boundaries. Some limited intervisibility to properties within Hound Gardens that form the Netley settlement edge.

A53 - Uniform field on level ground running alongside Hamble Lane and visible from the roundabout junction through a gap in the boundary hedgerow. Mature field boundary along Hamble Lane provides a sense of symmetry to the adjacent fields and the journey along Hamble Lane. Views of Royal Victoria Chapel above the tree line, within Victoria Country Park are afforded across the sub area from the roundabout.

A54 - Open and expansive grazing land with limited field boundary structure offering uninterrupted views from Hamble Lane to properties within Hound Gardens that form the Netley settlement edge.



View across sub area A52 Netley edge towards St Mary Church



View across sub area A53 and A54 towards Netley edge

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



View across to sub area A55 alongside Hamble Lane



View across sub area A55 from Satchell Lane

A55 - Hamble School, associated sports pitches and ribbon residential, creating a cluster of development framed by Hamble Lane, Satchell Lane and the railway line to the south. Landscape features of note are limited to the boundary vegetation of varying depth and height. The railway line vegetation provides a strong landscape barrier to the parcels of land to the south.

A56 - Hampshire Constabulary Buildings, including police recreational fields, surrounded by highly mature woodland vegetation on three sides. Provides visual containment to adjoining Gap areas and the sense of openness to the north. Not experienced from any publicly accessible areas.

A57 - Small parcel of scrub land adjacent to Hamble railway station with open view across the railway line to Sub Area A54 to the north and properties along Hound Gardens.



View across sub area A56 towards Netley.

A58 - Former airfield site. Significant uniform area of open grassland and scrub with informal recreational access stretching from the south of the railway line to the Gap boundary that runs from Satchell Lane in the east to the properties along Hamble Lane. The latter contributes to the sense of arrival to Hamble and transition from the railway station to the settlement edge to the south. The area separates the main Hamble settlement from the cluster of development established to the north of the railway line.

A59 - Small enclosed field parcel north of Satchell Lane with mature field boundary vegetation adjacent to railway line. Bounded to the east by mature protected woodland.



View across sub area A58 from pedestrian bridge at Hamble Train Station looking south east towards Hamble



View across sub area A58 from Satchell Lane towards Hamble

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

A60 - Large individual dwelling adjacent to Satchell Lane mainly enclosed by surrounding mature woodland vegetation.

A61 - Continuation of linear woodland block (A47) north of the railway line with associated underlying watercourses on sloping topography leading to River Hamble. This woodland provides a woodland backdrop to the Gap between Bursledon and Hamble-Le-Rice and prevents views to the cluster of single dwellings associated with Old Bursledon Conservation Area to the northeast.

A62 - Isolated recreational grassland south of the railway line close to the River Hamble. The elevated railway line and vegetated boundaries prevents intervisibility to adjacent settlements.



View across sub area A62 Enclosed field on Bursledon edge



View across sub area A63 River Hamble Bursledon towards Hamble

A63 - Enclosed mud flat tidal area surrounded by mature woodland to the west and the River Hamble to the east.

A64 - Parcel of land to the north of Satchell Lane containing mature woodland blocks, scrub vegetation and patches of grassland. The site is isolated from the neighbouring settlements and is visually contained by mature woodland to the north and the rural lane vegetating associated with Satchell Lane. The field falls steeply towards the River Hamble providing views to the adjacent Holiday village.

A65 - Part of a commercial building within the Gap.



View across sub area A64

Opportunities for Green Infrastructure Improvements

Observations

1. Rural lanes with strong hedgerow structure provides sense of rural character between settlements.
2. Remnant field boundaries - Scope to reinforce landscape character and soften settlement edges by reinstating hedgerow patterns. Scope for this to improve ecological connectivity between larger woodland blocks along the edges.
3. Mature woodland some with associated watercourses, provides important landscape and ecological corridor to coastal landscapes.
4. Retain simple large fields, avoiding subdivision to maintain sense of openness.
5. Maintain mature woodland blocks to reinforce sense of arrival to settlement edges.
6. Protect and enhance recreational open spaces to encourage local residents to gain exercise and connect with the external environment.
7. Conserve and protect historical landscape setting and key views to Royal Victoria Country Park.
8. Maintain important views and access to waters edge.
9. Protect and enhance coastal environment by managing human impact and potential harm from maritime activities.
10. Reinforce railway vegetation to maintain consistent green corridor and visual separation between Hamble and Netley (Hound).
11. Protect woodland block and further fragmentation / development infill that can have detrimental harm on landscape character, GI and Gap functionality.
12. Protect and maintain important traffic-free pedestrian/cycle links through the landscape that supports sustainable transport, recreational use and interaction with the natural environment.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Analysis and Evaluation

Analysis of Sub Areas

The Bursledon, Southampton, Netley and Hamble Gap separates four settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 65 sub areas, as shown in Figures A3 to A5, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

A1 - This area is fundamental for the Gap's separating function due to the short distance between the settlements at this point. It helps preserve the rural context of Bursledon. The area contributes to the Gap's openness and is necessary in preventing the coalescence of Southampton and Bursledon.

A2 - The area, once developed, will form part of a country park, will contribute to the Gap's openness and help define the rural character of Bursledon's setting. Due to its location along Bursledon Road, its inclusion in the Gap is necessary to prevent the coalescence of Bursledon and Southampton.

A3 - Whilst this area is partially developed and does not play an important role in defining the character of the settlements, it is located in a narrow and vulnerable part of the Gap and therefore should be protected from further development, in particular a residential development, which would extend the residential edge of Southampton towards Bursledon.

A4 - This area is separated from the remaining parts of the Gap by woodland and therefore its inclusion in the Gap is not necessary to prevent the coalescence of Bursledon and Southampton. In addition, the vegetated character of Shop Lane prevents intervisibility with Bursledon. The area can be removed from the Gap without compromising the primary separating function.

A5 - This woodland block is important in visually separating Southampton and Bursledon. However, it can be removed from the Gap as it is not at risk of development being protected in its own right. Also, it is not a typical component of the Gap due to its enclosed, wooded nature.

A6 - This large area is fundamental for the physical and visual separation of Bursledon and Southampton. It contributes to the open nature of the Gap and is important in both defining the rural setting of Bursledon and in preventing its coalescence with Southampton.

A7 - The Council considers that Green Lane provides a perceptual experience of the settlement edge and therefore Gap between settlements.

The transition in character from suburban to more rural is immediately apparent when crossing the Gap boundary, as the route becomes a gravel track with informal verges and hedges. The route also functions as a Public Right of Way. The Council concludes that retaining this area of land within the Gap provides a clarity to the settlement edge that can be experienced and perceived by the local community and therefore contributes to the function of the Gap.

A8 - The area defines the Gap's edge and contributes to the sense of arrival to Southampton when travelling along Portsmouth Road (1 minute by car between the settlements). Whilst the area is not open, it helps in separating Bursledon and Southampton along one of the key road connections between the settlements. The area is also adjacent to the woodland along Southampton edge which forms a natural Gap boundary. The area should be kept in the Gap as it provides an attractive gateway to Southampton with a soft transition between the countryside and the urban area.

A9 - This large area is fundamental for the physical and visual separation of Bursledon and Southampton. It contributes to the open nature of the Gap and is important in both defining the rural setting of Bursledon and in preventing its coalescence with Southampton.

A10 - The area contributes to the Gap's openness and is perceived from Portsmouth Road. Its inclusion in the Gap is necessary to prevent the coalescence of Bursledon and Southampton in both physical and visual terms.

A11 - This area of woodland plantation on a former landfill does not make a strong contribution to the open nature of the Gap, but it is important in visually separating the settlements. This newly planted woodland should be prevented from development and, once matured, will extend the existing wooded edge of Southampton.

A12 - This area of a former landfill helps preserve the open nature of the Gap and maintain the separation between the settlements. Due to its large size and views between the settlements afforded across this area, its inclusion in the Gap is necessary to maintain the separation between the settlements.

A13 - The area is important in physical and perceptual terms for the separation of Southampton and Netley along Newtown Rd and the railway. In this area the Gap is narrow and this is one of two open fields creating the Gap between the settlements.

A14 - This narrow area of established highway vegetation is important in visually separating the settlements. Whilst the area does not contribute to the Gap's openness it does prevent intervisibility between the settlements.

A15 - This parcel in the centre of the Gap plays a similar role in visual

separation of Bursledon and Southampton as the linear woodland (Area A14). This area should be prevented from further development to avoid Gap fragmentation and erosion in its central part.

A16 - This large area is fundamental for the physical and visual separation of Bursledon and Southampton along Portsmouth Road. It does contribute to the open nature of the Gap and is important in both defining the rural setting of Bursledon and in preventing its coalescence with Southampton.

A17 - This area plays an important role in separating the settlements due to its open nature significantly contributing to the Gap's openness and the perception of the rural character of Bursledon's setting. The field helps separate the settlements in physical and visual terms.

A18 - The area contributes to the openness of the Gap and lies between Netley and Bursledon, helping maintain the sense of separation. Whilst the woodland to the east provides strong visual separation from Bursledon, the area should remain in the Gap to prevent a significant decrease of the Gap's width in the east - west direction. The northern field boundary provides opportunities for GI enhancements to provide a soft Gap boundary.

A19 - The area contributes to the open nature of the Gap and defines Netley's rural character and rural setting. Whilst the woodland to the east provides strong visual separation from Bursledon, the area should remain in the Gap to prevent a significant decrease of the Gap's width in the east - west direction.

A20 - The Council considers that whilst the pub can be seen as marking the gateway to Bursledon, a key feature of this site are the long filtered views available into the open landscape beyond. These provide a sense of space and depth demonstrating a clear spatial separation between settlements when travelling along Portsmouth Road. The wooded belt at the eastern boundary of this land extends to the south and further supports the containment of this site within the Settlement Gap. The Council therefore concludes that despite the presence of built form, this land provides sufficient function to the Gap to warrant its retention within the designation.

A21 - This area enclosed by woodland and adjacent to Bursledon has no contribution to the Gap's open nature and can be removed from the Gap without harm to its separating function, which is ensured by much larger, open fields to the west.

A22 - Whilst this woodland area does not contribute to the open nature of the Gap, it plays an important role in visually and physically separating the surrounding settlements. However, whilst it can be considered as necessary in visually separating the settlements, it can be removed from the Gap as it is protected in its own right and is not at risk of development.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Gap A - Bursledon, Southampton, Netley, Hamble																																			
Criterion check for each Sub Area (Gap component area playing a similar function)	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	A19	A20	A21	A22	A23	A24	A 25	A26	A27	A28	A29	A30	A31	A32	A33	A34	
The area helps preserve the open nature of the Gap.									
The area helps maintain the sense of separation between settlements.
The area plays an important role in defining the settlement character.	
The area plays an important role in separation of settlements at risk of coalescence.	
The land is necessary in preventing the coalescence of settlements.	

TABLE A1: Gap A Bursledon, Southampton, Netley, Hamble Sub Area Matrix

A23 - The area contributes to the openness of the Gap and lies between Netley and Bursledon helping maintain the sense of separation. Whilst the woodland to the east provides strong visual separation from Bursledon, the area should remain in the gap to prevent a significant decrease of the Gap's width in the east - west direction. Together with the adjacent area A18, the northern field boundary provides opportunities for GI enhancements to provide a soft Gap boundary.

A24 - This narrow area provides visual separation between the settlements and, together with the neighbouring area A19, contributes to Netley's rural setting. The area should remain in the Gap to prevent a significant decrease of the Gap's width in the east - west direction and its fragmentation along the well-defined edge of Netley.

A25 - Due to its enclosed nature, the area does not contribute to the openness of the Gap. This small area is located adjacent to the significant woodland area which provides significant visual and physical separation between Netley and Bursledon and its inclusion in the Gap is not necessary to prevent coalescence of these settlements. The area can be removed from the Gap without the risk of the loss of Netley's identity,

character or the risk of coalescence with other settlements.

A26 - This Westwood Woodland Park plays a key role in preventing Netley from coalescence with Southampton due to the physical and perceptual separation it provides. The area contributes (in places) to the open nature of the Gap for walkers within the area and it necessary in maintaining the Gap between the settlements. It also contributes to preserving Netley's identity as a small village in a rural setting.

A27 - Whilst the area is open and it does contribute to Netley's character, its inclusion in the Gap is not necessary to prevent coalescence with Southampton as this is achieved by far larger area A26 – Westwood Woodland Park.

A28 - Due to the small size of the area on the edge of Netley, its inclusion in the Gap is not necessary to prevent coalescence of Netley with Southampton and it can be removed without harm to the Gap's function.

A29 - Due to the small size of the area on the edge of Netley and adjacent to a permitted development, its inclusion in the Gap is not necessary to prevent the coalescence of Netley with Southampton and it

can be removed without harm to the Gap's function.

A30 - Due to the small size of the area on the edge of Netley and adjacent to a permitted development, its inclusion in the Gap is not necessary to prevent the coalescence of Netley with Southampton and it can be removed without harm to the Gap's function.

A31 - This vegetated area does not contribute to the Gaps openness. However, it should be protected from development given its proximity to an eroding part of the Gap along Hound Way, and its contribution to a clear sense of arrival to Netley at its western boundary. Any development in this area would move the perception of arrival to Netley much closer to the existing cluster of developments to the east and would erode the Gap where it is vulnerable.

A32 - Due to the small size of the area on the edge of Netley and adjacent to a permitted development, its inclusion in the Gap is not necessary to prevent the coalescence of Netley with Southampton and it can be removed without harm to the Gap's function.



Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Criterion check for each Sub Area (Gap component area playing a similar function)	A35	A36	A37	A38	A39	A40	A41	A42	A43	A44	A45	A46	A47	A48	A49	A50	A51	A52	A53	A54	A55	A56	A57	A58	A59	A60	A61	A62	A63	A64	A65
The area helps preserve the open nature of the Gap.		•	•					•	•	•	•	•			•		•		•	•			•	•			•	•	•		
The area helps maintain the sense of separation between settlements.	•	•	•			•	•	•	•	•	•	•	•		•		•	•	•	•	•	•	•	•	•		•	•	•	•	
The area plays an important role in defining the settlement character.	•	•	•			•	•	•	•	•	•	•	•		•		•	•	•	•		•	•	•	•		•	•	•	•	
The area plays an important role in separation of settlements at risk of coalescence.	•	•	•			•		•	•	•	•	•	•		•		•	•	•	•	•	•	•	•	•		•		•	•	
The land is necessary in preventing the coalescence of settlements.	•	•	•			•		•	•	•	•	•	•		•		•	•	•	•	•	•	•	•	•		•		•	•	

TABLE A2: Gap A Bursledon, Southampton, Netley, Hamble Sub Area Matrix

A33 - Due to the small size of the area on the edge of Netley and adjacent to a permitted development the area is not necessary to prevent the coalescence of Netley with Southampton and can be removed without harm to the Gap’s function.

A34 - Whilst this woodland area wrapping around Netley to the south east does not contribute to the open nature of the Gap, it plays an important role in visually and physically separating it from Hamble. Whilst it can be considered as necessary in visually separating the settlements, it can be removed from the Gap as it is protected in its own right and is not at risk of development.

A35 - A37 - The Royal Victoria Country Park provides an important and necessary physical and perceptual separation between Netley and Hamble. The area also contributes to the character of Netley, its setting and the openness of the Gap perceived by walkers in the park.

A38 - This already developed site is completely enclosed by woodland and does not contribute to any of the Gap criteria. It lies in within a large woodland area playing an important role in separating Netley from Hamble.

A39 - This already developed site is completely enclosed by woodland and does not contribute to any of the Gap criteria. It lies on the edge of a

large woodland area playing an important role in separating Netley from Hamble.

A40 - The woodland area does not contribute to the Gap’s openness, but does play an important role in separating Netley from Hamble in physical and perceptual terms. The area also contributes to the character of Hamble and its setting. However, it can be removed from the Gap as it is protected from development in its own right and does not contribute to one of the Gaps’ key attributes – open nature.

A41 - The area does not contribute to the open nature of the Gap and is not necessary to separate Netley from Hamble as sufficient physical and visual separation is ensured by the Royal Victoria Country Park and woodland areas.

A42 - The area contributes to the openness of the Gap, rural setting of Bursledon and its inclusion in the Gap is necessary to separate Bursledon and Hamble. The protection of this area from further sprawl of Bursledon to the south is important, as it creates an appropriate physical separation from Netley, supported by the visual buffer of the linear woodland between them. The northern boundary of this area has a potential for GI enhancements of the existing settlement edge with poor landscape treatment.

A43 - The area contributes to the openness of the Gap, rural setting of Bursledon and its inclusion in the Gap is necessary to separate Bursledon and Hamble. The protection of this area from further sprawl of Bursledon to the south is important, as it creates an appropriate physical separation from Netley, supported by the visual buffer of the linear woodland between them. The openness of the Gap is perceived in full once the users, travelling along Hamble Lane reach the area’s southern boundary.

A44 - A45 - The areas, due to their size, openness and location in the centre of the Gap play an important role in separating the settlements and must remain in the Gap to avoid their coalescence.

A46 - The field, due to its size, openness and location in the northern part of the Gap, plays an important role in separating the settlements and its inclusion in the Gap is necessary to avoid their coalescence. The separation between the settlements is perceivable from the PRoW running across this area.

A47 - The woodland area does not contribute to the Gap’s openness but does play an important role in separating Bursledon from Hamble / Netley in physical and perceptual terms. The area also contributes to the character of Bursledon and Hamble. However, it can be removed from the Gap as it is protected from development in its own right and it does not contribute to one of the Gaps’ key attributes – open nature.



Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

A48 - This island of commercial/light industrial development does not contribute to the separation of settlements or open nature of the Gap. However, it is located in the centre of the Gap and is considered to be a type of development frequently seen within Gaps (edge of settlement development). It should remain in the current Gap to avoid its fragmentation and potential residential development in its central part.

A49 - The field, due to its size, openness and location in the centre of the Gap plays an important role in separating the settlements and is necessary in the Gap to avoid their coalescence.

A50 - This island of residential / health centre development does not contribute to separation of settlements or open nature of the Gap. However, it is located in the centre of the Gap and is considered to be a development adding to the erosion of the Gap in this area. The area should remain in the Gap to avoid its further erosion.

A51 - The area, due to its size, openness and location in the central part of the Gap, visible from Hamble Lane, plays an important role in separating the settlements and its inclusion in the Gap is necessary to avoid their coalescence.

A52 - The area occupied by St Mary the Virgin church, a cemetery and church buildings is enclosed. However, it contributes to the separation between the settlements, the character of the area and is typical of rural development within Gaps. It cannot be removed without fragmenting the existing Gap and further eroding its central part.

A53 - The field, due to its openness and location in the centre of the Gap, plays an important role in separating the settlements and its inclusion in the Gap is necessary to avoid their coalescence.

A54 - The area, due to its size, openness and location in the southern part of the Gap adjacent to Netley, plays an important role in separating Netley from Hamble and its inclusion in the Gap is necessary to avoid their coalescence. The southern boundary of the area follows a railway line which forms a well vegetated, impermeable boundary of the Gap.

A55 - This area, although largely developed, lies in the central part of the Gap and in the proximity of an existing cluster of developments. Although the area does not contribute to the open nature of the Gap or play any role in defining the settlement character, it should be protected from any further development to avoid fragmentation of the Gap in its central and most vulnerable part. If the area is removed from the Gap, it could lead to its coalescence with the surrounding developments and, in result, the creation of a separate area of Hamble village separated from the main settlement. In this context, the area should stay in the Gap to protect the identity of the settlement as a maritime village and the integrity of the Gap.

A56 - Whilst this area is enclosed by woodland, it lies in the vicinity of the Hamble School, developments around it and the elevated railway crossing with open views of the Gap. It contributes to the rural setting of Hamble and it should be protected from any further development to avoid fragmentation of the Gap in its central and most vulnerable part. If the area is removed from the Gap, it could lead to joining the main settlement with the Hamble School and existing developments around it, extending the settlement boundary much farther to the north and diminishing the character of Hamble.

A57 - This small area contributes to the open nature of the Gap and is perceived from the railway bridge in the vicinity of a gateway to Hamble.

A58 - This large area is important in preserving the open nature of the Gap south of the railway line and protecting the integrity of the Gap. It separates the main settlement from a cluster of developments eroding the Gap along Hamble Lane. Despite a relatively long distance from Bursledon and its location south of a railway line, it is necessary to remain in the Gap to avoid the creation of a secondary Hamble settlement separated from the main village; and to prevent the coalescence of the main Hamble village with the developments to the north of the railway line, which would be detrimental to the character and identity of the village and could lead to its coalescence with Netley.

A59 - This small area contributes to the perception of settlement separation along Satchell Lane and cannot be removed from the Gap without compromising its integrity due to its central location in the vicinity of the cluster of developments around the Hamble School.

A60 - The area is enclosed by woodland and already contains large individual dwellings that do not contribute to the separation of Netley and Hamble. It can be removed from the Gap without the risk of settlement coalescence.

A61 - The woodland area does not contribute to the Gap's openness but it plays an important role in separating Bursledon from Hamble / Netley in physical and perceptual terms. The area also contributes to the character of Bursledon and Hamble. However, it can be removed from the Gap as it is protected from development in its own right and does not contribute to one of the Gaps' key attributes – open nature.

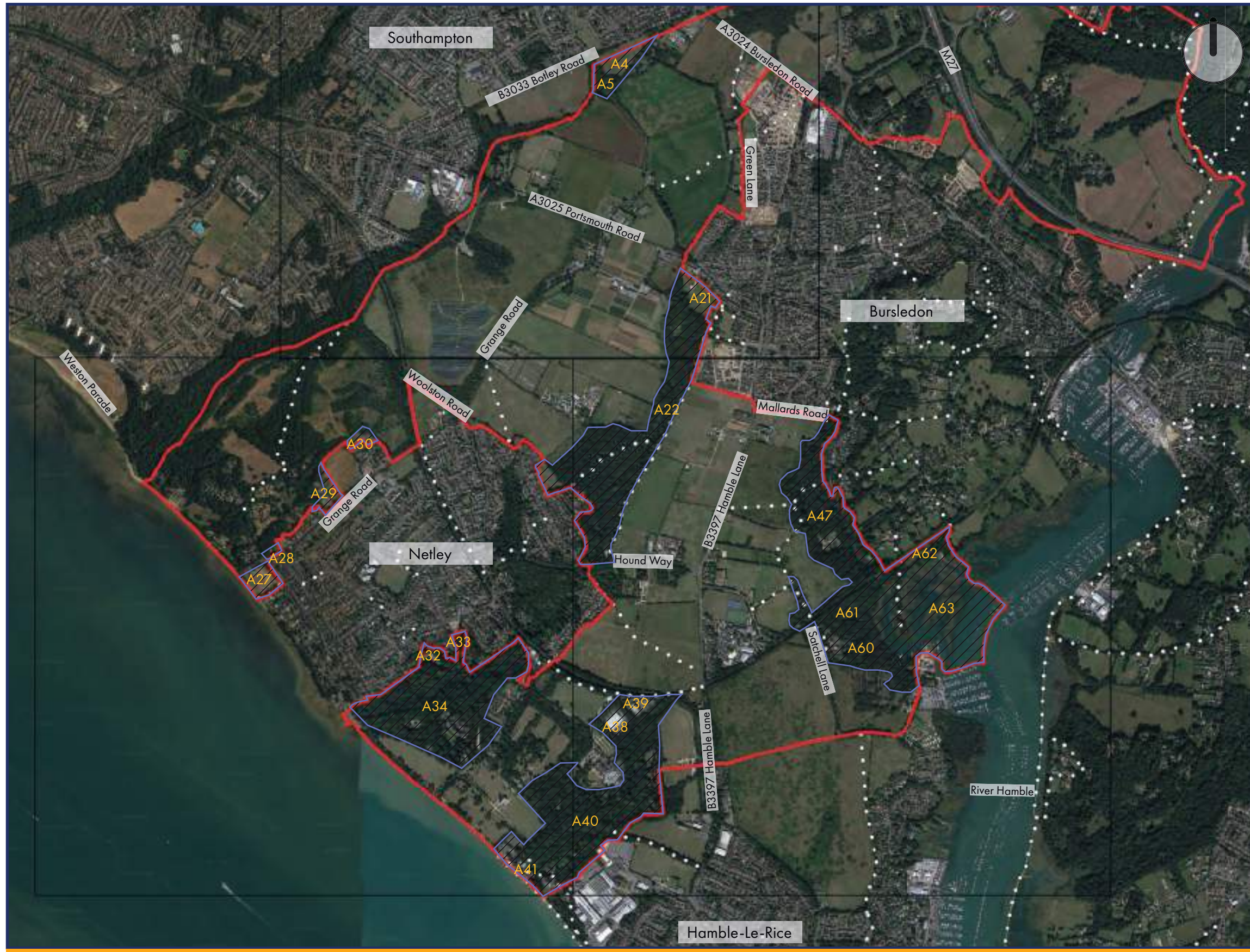
A62 - This area lying between a vegetated railway line and a mature woodland is not necessary to separate Bursledon and Hamble, as sufficient separation is provided by the land to the south.

A63 - This area separating Netley from Hamble, contributes to the open nature of the Gap and is important in defining their character. However, inclusion in the Gap is not necessary as it is protected in its own right and is not at risk of development.

A64 - This area contributes to the openness of the Gap and the character of Hamble as it is located in the immediate vicinity of the Hamble marina. It contributes to the separation of Hamble from the cluster of developments around the Hamble School. It is important for the perception of the Gap for the users of Satchell Lane.

A65 - Adjustment of incorrect Gap boundary.

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble



Key

- Existing Countryside Gaps
- Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure A6 - Area A Bursledon, Southampton, Netley, Hamble - Gap Amendment Plan

Gap Analysis - Area A Bursledon, Southampton, Netley, Hamble

Area A Conclusions and Recommendations

Areas to be Removed

- Sub Area A4 – This small paddock located along the western edge of the Gap (partly within the Unitary boundary of Southampton) does not contribute to the openness of the Gap which is better defined by the adjacent Shop Lane and associated rural lane vegetation.
- Sub Area A5 – Small woodland block along the western edge of the Gap preventing visual coalescence to the settlement edge of Southampton. Its position and nature of it being woodland protects it from being developed.
- Sub Area A21 – King George V Recreation Ground. By virtue of the adjacent woodland (Sub Area A22) this open space doesn't contribute to the Gap function.
- Sub Area A22 – Forming a continuous woodland block that helps define the extent of the Gap between Bursledon – Hamble and Bursledon – Netley. Whilst important to preventing visual and physical separation. Its importance to nature means it is protected from development.
- Sub Areas A27-A30 – Small parcels of land along the settlement edge to Netley. Neither of these areas contribute to the sense of openness between Netley and Southampton which are best defined by the adjacent mature landscape of Westwood Nature Reserve which forms a natural edge to the settlement.
- Sub Areas A32-A33 - Small parcels of land along the settlement edge to Netley. Neither of these areas contribute to the sense of openness between Netley and Hamble which are best defined by the adjacent mature woodland and Royal Victoria Country Park.
- Sub Area A34 - Forming a continuous woodland block stretching from the railway line to Southampton Water helps define the extent of the Gap between Netley and Hamble. Whilst important to preventing visual and physical separation, its importance to nature means it is protected from development.
- Sub Area 38-39 – Existing developed sites enclosed by woodland (Sub Area 40) and the adjacent railway vegetation to the north. Neither site contributes to the Gap function.
- Sub Area 40 - Forming a continuous woodland block stretching from the railway line to Southampton Water helps define the extent of the Gap between Netley and Hamble. Whilst important to preventing visual and physical separation, its importance to nature means it is protected from development.
- Sub Area 41 – Netley Cliff Sailing Club. Narrow parcel of land alongside the Southampton Water foreshore offering negligible contribution to the Gap function.
- Sub Area 47 – Forming part of a continuous woodland block that helps define the extent of the Gap between Bursledon, Netley and

Hamble. Whilst important to preventing visual and physical separation to Old Bursledon Conservation Area its ecological designation means it is protected from development and can be removed from the Gap.

- Sub Area 60 - Existing developed site enclosed by woodland and the adjacent railway vegetation to the north. Does not contribute to the openness of the Gap.
- Sub Area 61 – Continuation of the woodland block associated with Sub Area 47 and within Sub Area 60 that helps to define the extent of the Gap between Bursledon and Hamble. Whilst important to preventing visual and physical separation to Old Bursledon Conservation Area its ecological designation means it is protected from development and can be removed from the Gap.
- Sub Areas 62 and 63 – Located to the north of Badnam Creek these isolated parcels of land are enclosed by mature woodland (including Sub Area 61) and the railway line vegetation preventing any visual coalescence between Bursledon and Hamble. Furthermore, its ecological and heritage designation status protects it's against future development.

Proposed Gap Boundary Description

The Gap boundary has been revised to align with both natural and manmade landscape features including established woodland blocks, rural lanes, mature field boundaries and public open spaces / parkland. Together these help frame the Gap whilst protecting the strategic network of green infrastructure stretching from high ground along Bursledon Road in the north to the water's edge at Hamble River and Southampton Water.

The northern area of the Gap separating Bursledon from Southampton is most at risk from coalescence along Bursledon Road and the proposed Gap changes here are limited to minor changes to align with the rural lane of Shop Lane. The existing open nature, which includes important long-distance views to the south including the Isle of Wight are maintained.

Except for the linear belts of woodland which have been removed, the central area of the Gap has been maintained to retain the openness and sense of separation between Bursledon, Netley and Hamble. Whilst woodland belts by virtue of their scale and protected status help to maintain the edges of the Gap, they do not contribute to the more open areas which aren't protected. Whilst much of the central Gap is of poor landscape quality and is threatened by fragmentation caused by sporadic development, field subdivision and intense agriculture the overall sense of openness deliver a sense of separation between the identified settlement edges particularly when driving by car.

The woodland belts continue south to the water's edge and merge with the open spaces of Westwood Nature Reserve, Royal Victoria County Park

and the former Hamble Airfield to provide a consistent Gap experience particularly for recreational and footpath users. For consistency the woodland belt has been removed from the Gap as the open space areas provide enough land for the Settlement Gap to function.

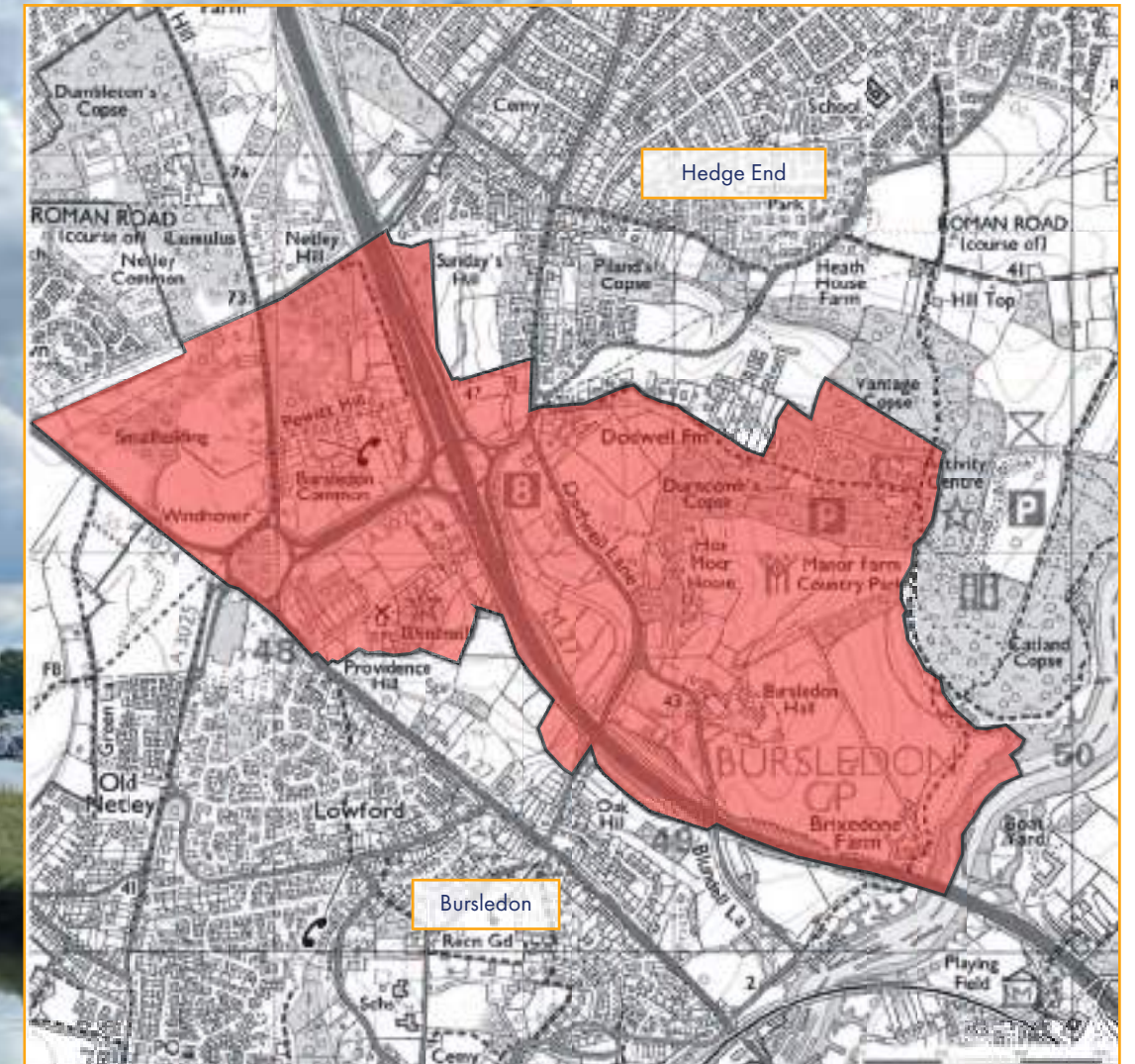
Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Retaining the visual separation between Southampton and Bursledon by protecting the remaining sense of openness provided by well-managed agricultural fields and pasture;
- Manage further fragmentation / erosion of the Gap open landscape by controlling future development and subdivision of fields and re-establish native hedgerows and tree belts that can provide east west connections to the existing woodland corridors;
- Retain and enhance important woodland / coppice and associated watercourses that combined provide a clearly defined natural barrier and important green infrastructure links to the coastal landscape. This supports a strong sense of physical / visual separation whilst supporting biodiversity and ecological connectivity through the Gap;
- Protect heritage assets and sensitive views to and from Royal Victoria Country Park by protecting the woodland blocks and parkland landscape;
- Protect and enhance tree-lined roads and railway line vegetation to reinforces the sense of enclosure to the settlements; and
- Consider future use of Hamble Airfield and the restored landscape at Abbey Fruit Farm to support strategic green infrastructure including landscape character enhancements, ecological connectivity and recreational use including improved links to the rights of way network.

Gap Analysis - Area B Hedge End, Bursledon



Gap Analysis - Area B Hedge End, Bursledon

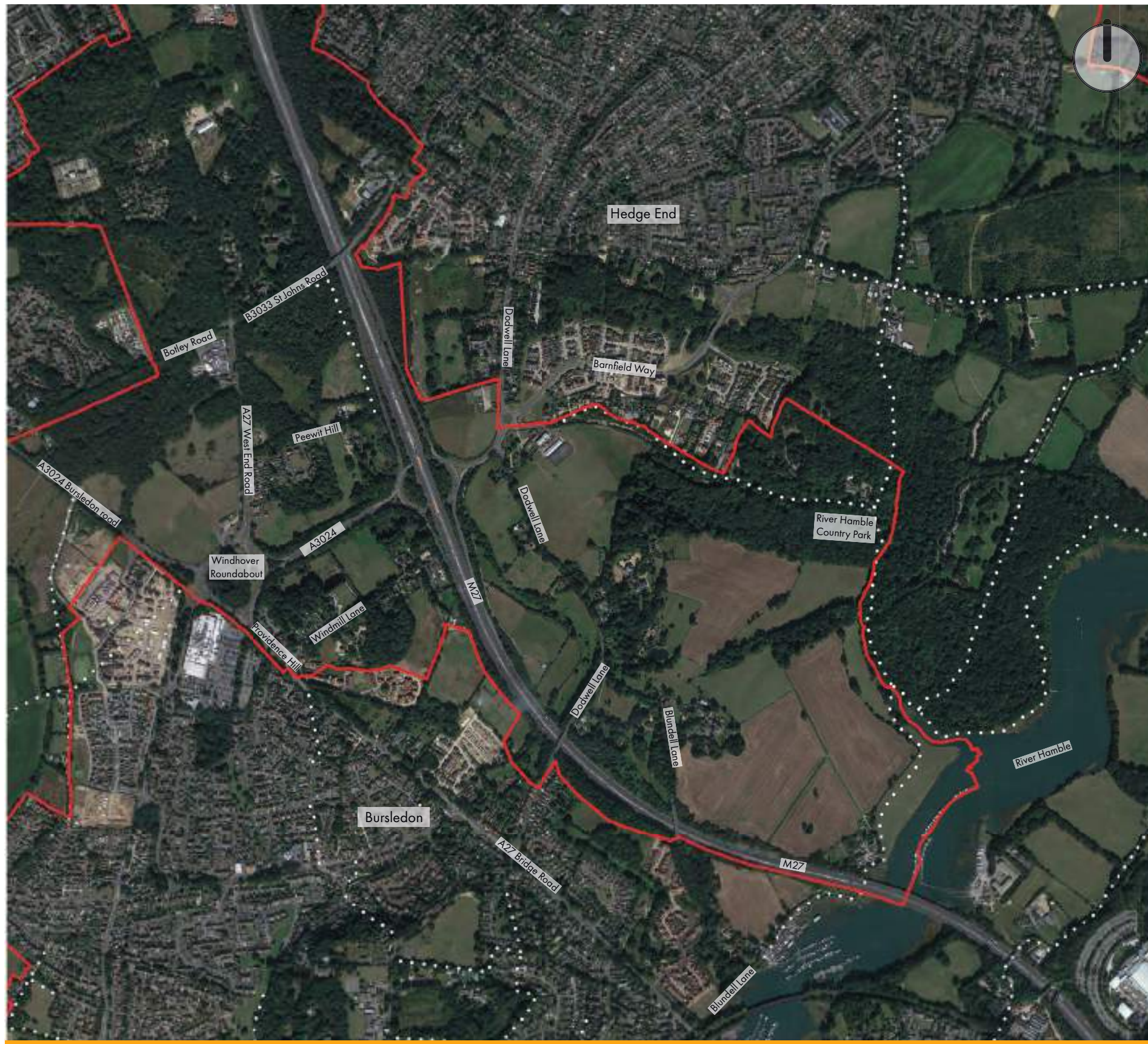


Figure B1 - Area B Hedge End, Bursledon Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Hedge End (medium town)

Hedge End is a town with a central core with its western edge defined by late 20th Century two-storey suburban residential development and employment land around Botleigh Grange.

Bursledon (village)

The village of Bursledon was historically an important ship building centre. It is located immediately west of the River Hamble, to the south of what was originally the main route between Bitterne and Sarisbury Green. The open, low-density character of the historic core has remained largely intact. However, the village has expanded significantly to the north in the last 40 years, merging it with the linear core of Lowford.

Gap Analysis - Area B Hedge End, Bursledon

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Hedge End

The settlement edge of Hedge End is mostly defined by large pockets of woodland and open fields creating a backdrop for residential neighbourhoods and also its relationship with the M27 as this provides a major separation point between the settlements due to its elevated position and vegetated corridor.

Recent residential development along Barnfield Way has increased the scale of Hedge End's settlement and extended the edge further south towards the motorway. Additionally, larger residential properties along Pylands Lane forms the start of the settlement. The majority of these residential properties are constructed on lower ground and have some screening. Although some views towards the M27 are available, those views are limited due to rising topography and vegetated buffer providing strong screening.

River Hamble Country Park provides a wooded backdrop to the eastern settlement edge constricting the settlement from expanding eastwards towards the River Hamble.

Bursledon

The settlement of Bursledon is protected largely by the M27 buffer vegetation providing a strong landscape edge limiting views towards the adjacent settlements. The settlement edge is mostly made up of a mixture of residential developments, pockets of woodland and large expanse of open fields. Recent residential developments along A27 Bridge Road have expanded the settlement further north against the M27, although the motorway woodland and buffer planting maintains visual mitigation to the settlement.

The settlement edge is defined by the River Hamble to the east, which contributes considerably to the character of the settlement and its land uses, with boat yards and flat land leading to the river and associated salt plains.

Additionally, further east, Bursledon Windmill CA provides an important historic backdrop to the settlement edge with the large wooded ridgeline contributing to the landscape setting. This steep land provides some long-

distance views over the settlement edge and across the M27 to higher ground beyond Hedge End.

Windhover roundabout provides a strong feature close to the settlement edge with mature vegetation centrally this limits views across. The large Tesco supermarket acts as the settlement edge with strong vegetation along its boundary, situated on lower ground.

Linkages

Movement Types

Hedge End and Bursledon are connected by the following links:

Roads

- A3024 / Bursledon Road forming the main thoroughfare between Bursledon and Hedge End beneath the M27 junction 8 - approximately 1 minute driving time.
- Dodwell Lane linking the northern settlement of Bursledon to Hedge End over the M27 - approximately 1 minute driving time.
- Blundell Lane via Dodwell Lane linking the settlement edge of Bursledon overlooking the River Hamble - approximately 1 minute driving time.

Public Rights of Way

- Footpath No 14 running alongside the River Hamble beneath the M27 through to River Hamble Country Park and beyond to the Hedge End settlement north of Dodwell Lane via footpath 16 - approximately 30 minutes walking time.



Modern housing along Barnfield Way defining the edge of settlement to Hedge End



Bursledon Windmill Conservation Area



Photo of modern housing emerging along A27 Bridge Road forming the northern extent of settlement to Bursledon alongside the M27 corridor.

Gap Analysis - Area B Hedge End, Bursledon

Sense of Arrival / Leaving

Vehicle Users

The sense of arrival is largely experienced by link roads to and over the M27 which is framed by mature vegetation, open paddocks and in some cases mature woodland blocks as can be found along St Johns Road. The main throughfares are summarised below:

- The recent roundabout leading from Junction 8 from the M27 to Dodwell Lane and Barnfield Way provides the arrival point into Hedge End which has been expanded further with this new residential development.
- The main sense of arrival to Bursledon is along Bridge Road to the east, leading over the River Hamble and the Windhover roundabout to the west, providing a vital arrival point to Bursledon leading from junction 8 off the M27. Here the strong vegetation on either side leading up to the roundabout provides a strong uniform sense of arrival.
- The rural lanes that bridge the M27, namely Dodwell Lane and Blundell Lane, are framed by vegetation and provide a short cut to Hedge End.



Recent roundabout junction north of M27 junction 8 defining the sense of arrival to Hedge End from the south.



Arrival into Hedge End along St Johns Road beyond the M27 bridge enhanced by mature tree belts and woodland that help to conceal the settlement edge.

Public Rights of Way

Footpath No. 14 connects from Blundell Lane past Brixedone Farm through to open fields adjacent to the River Hamble with views beneath the elevated M27 offering expansive views along the river to Manor Farm. This then follows a tributary off the River Hamble into a block of mature woodland leading to River Hamble Country Park. This leads onto Footpath No. 15, through strong mature woodland and further afield into the Country Park with routes leading up to Hedge End. The alternative route follows Footpath No. 16 leading to the end of Pylands Lane, at the large residential dwelling behind strong trees line which is the edge of the settlement.



Arrival into Bursledon from the M27 bridge along Dodwell Lane.



Footpath No. 14 running alongside River Hamble linking the open farmland / River Hamble Country Park to the north to the boatyard / marinas and settlement edge of Bursledon.

Gap Analysis - Area B Hedge End, Bursledon

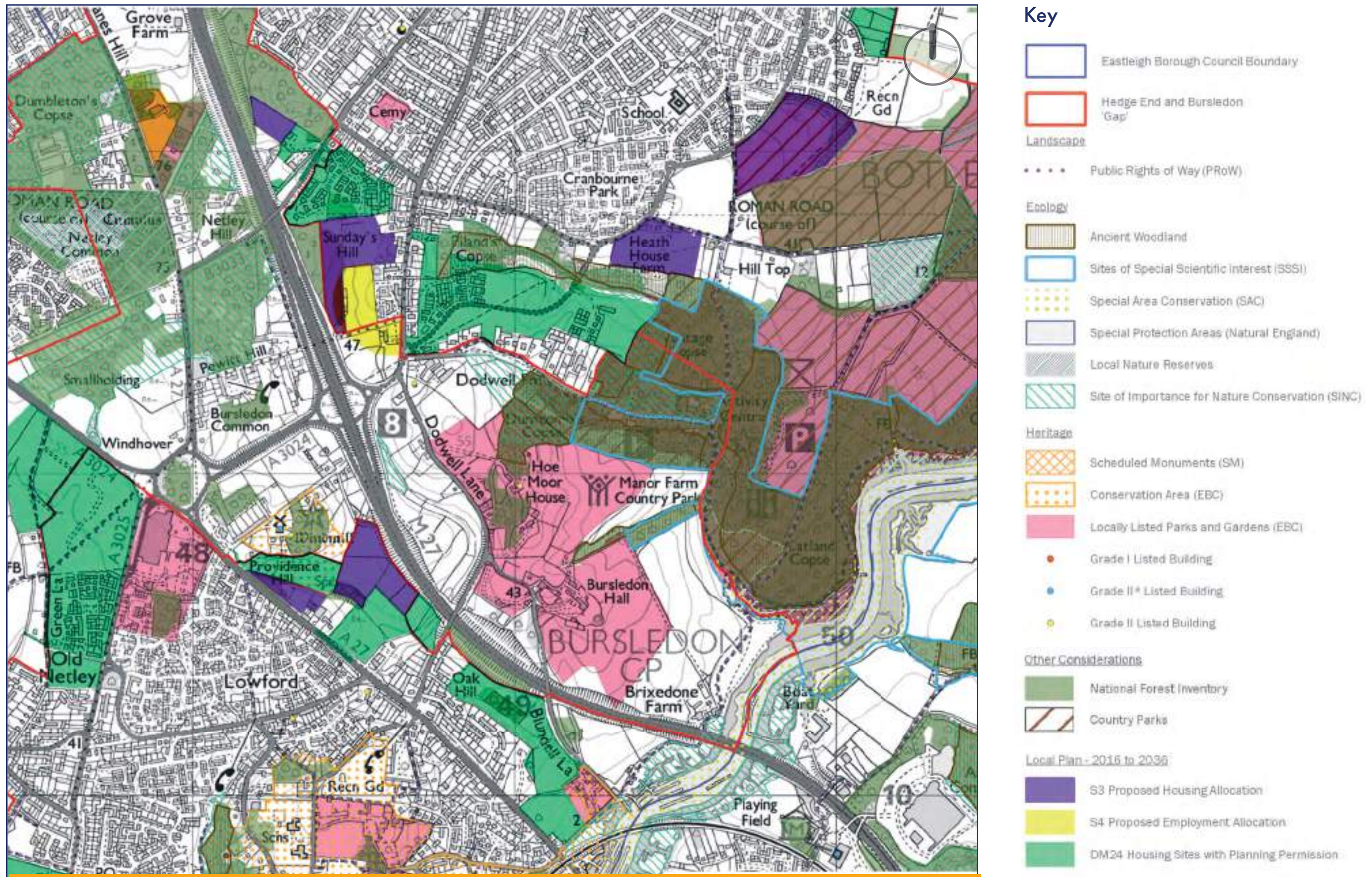


Figure B2 - Area B Hedge End and Bursledon - Designations Plan

Gap Analysis - Area B Hedge End, Bursledon

Gap Description / Characterisation

The Study Area B covers the countryside Gap no. 9 which separates Hedge End and Bursledon and a small part of the Gap no. 10 east of Bursledon Road. This area is covered by parts of LCA 11 M27 Corridor, a small part of LCA 2 Farmlands and Woodlands and LCA 19 Hamble Valley.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure B2.

Several important ecological designations exist within this area, especially along the River Hamble. The ecological designations within the area include: Ancient Woodlands, SSSI, SAC, LNR and SINIC.

The area contains the following heritage assets:

- Listed Buildings: two Grade II and one Grade II*;
- One Locally Listed Park and Garden – now functions as Manor Farm Country Park; and
- Bursledon Windmill Conservation Area.

Landscape Features

Topography

The topography of the Gap is defined by the sloping ground associated with Providence Hill and St Johns Road which falls gradually down to the River Hamble. The elevated M27 carves through the Gap creating a clear barrier and fragmentation of the landscape. Higher ground around the Bursledon Windmill provides long distance views towards the River Hamble and beyond to the South Downs.

Development / Land Use / Vegetation

The area comprises predominantly agricultural fields and woodland areas. Ribbon developments are present along local roads in this area, including West End Road, Windmill Lane, Dodwell Lane and Blundell Lane. The area

is bisected by the M27 corridor with a motorway junction located in the central part of this area.

Openness

With the exception of the open fields south of Kane's Hill offering views to the south, Bursledon is largely defined by built form and wooded landscapes on sloping ground. Windmill Lane provides long distance views to the north east. In contrast, the undulating small-scaled field parcels to the north of the M27 provide a degree of enclosure to Hedge End. As an exception to this general position, however, expansive views are provided across the salt-plains and river via the expansive fields located in-between the M27 and River Hamble Country Park.

Gap Boundaries

Gap boundaries are defined by a variety of features including:

- The River Hamble;
- The M27, woodland and field hedgerows along the northern edge of Bursledon.
- Local roads to the west: Providence Hill / Bursledon Road, Botley Road / St Johns Road, and woodlands / suburban residential development along the southern edge of Hedge End.

Access through the Gap

Movement / Connectivity

The area contains a dense network of local roads to the west of the M27, while to the east the land has more rural character with less connections. There are only two footpaths along the eastern edge of the area and one footpath along the motorway connecting Peewit Hill to St Johns Road. The main connections between the settlements include:

- Bursledon Road / Botley Road / St Johns Road;
- The A3024 through the motorway junction;
- Dodwell Lane and Blundell Lane to the east; and
- A PRoW along the eastern edge of the Gap.

Presence of Green Infrastructure within The Gap

- Strong, mature and intact woodland blocks associated with ecological areas of importance are present throughout the area. Mature field boundaries provide ecological connectivity within the field pattern. Open field pattern is more prominent in the eastern part of the area, where less development has occurred over the recent years.



View from Blundell Lane above M27 looking west towards the wooded horizon of Windmill Lane.

Gap Analysis - Area B Hedge End, Bursledon



Key

- Eastleigh Borough Boundary
- Existing Countryside Gaps
- o o o o o Public Rights of Way
- Gap Sub Areas
- Observations
- ← Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure B3 - Area B Hedge End, Bursledon - Field Findings Plan

Gap Analysis - Area B Hedge End, Bursledon

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

B1 - Motorhome and Caravan Sales located west of Kanes Hill. The site is a typical Gap development with an open, active frontage at the junction of St Johns Roads is surrounded by mature woodland. The site does not contribute to the Gap experience other than its nature of business is typical of an edge of settlement usage.

B2 - Mature woodland areas provide an important accessible open space for the local communities of Southampton, whilst providing an essential function in maintaining the sense of separation between the larger settlement of Southampton and Hedge End.

B3 - Mainly woodland with some clearings to dwellings north of Peewit Hill supporting equestrian uses. Whilst inaccessible to survey apart from views from Peewit Hill, the land contributes to the wooded landscape and sense of separation between Southampton and Hedge End.

B4 - South of Peewit Hill – Mid to late twentieth century residential housing, some with single larger well vegetated plots, others semi-detached within a crescent formation. The latter lies on higher ground with long distance views afforded from rear garden towards Hedge End above the M27. Surrounded by large sunken / open horse grazing with strong boundary vegetation and woodland contributing to the A3024 buffer planting.

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



View of sub area B5

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

B7 - Large sunken / open horse grazing with strong boundary vegetation contributing to A3024 buffer planting. Large expanse of open fields. It provides a strong sense of arrival for commuters at the roundabout junction. Encloses mixture of residential properties by screening from the road.

B8 - Open fields on rising land leading up towards woodland block, parts of which are in the Conservation Area that protects Bursledon Windmill and its historical landscape setting.

B9 - Open grassland to the north of Dodwell Lane. The single field parcel contributes to the sense of arrival to Hedge End from Junction 8 of the M27. Improved screen planting to the motorway edge would help reinforce the edge of settlement and reduce the urban influences of the elevated M27.



View of sub area B8 (in winter)



View of sub area B9

Gap Analysis - Area B Hedge End, Bursledon

B10 - Land north of Dodwell Lane (Dodwell farm). Open land and cluster of residential dwellings with stable buildings combined with topography limits views from the south towards Hedge End. Parcel largely screened by M27 vegetation and established tree belt along Dodwell Lane and Pylands Lane.

B11 - South of Dodwell Lane. Mix of grazing fields provides sense of separation to M27. Inaccessible to survey, but land slopes down towards M27 and buffer vegetation limits views between settlements.

B12 - East of Dodwell Lane. Area listed within Parks and Gardens with clusters of large developments within woodland clearing including Bursledon Hall. Strong sense of enclosure with narrow roads and mature vegetation limiting views.

B13 - Leading from Pylands Lane towards River Hamble Country Park, much of the area is strong woodland vegetation with a collection of footpaths/PRoWs leading towards the river Hamble and Manor Farm, providing important amenity space for the wider community.

B14 - Open agricultural land east of Dodwell Lane. Sloping falling towards River Hamble Country Park, following river Hamble tributary. Inaccessible but glimpsed views from PRoW into fields.

B15 - Open agricultural land with low field boundaries providing long distance views towards Bursledon Hall from the River Hamble. Scope to improve inner field boundaries to limit views and provide greater separation.

B16 - Open land with a strong relationship with the River Hamble acting as floodplain. Glimpsed views through hedgerow to open agricultural fields across the River Hamble tributary (Hoe Moor Creek) wetland environment.

B17 - Brixedone Farm. Access via underpass below M27 leading from The Chandlery Barge boatyard. Strong vegetation providing screen and enclosure.



View of sub area B10



View of sub area B11 with woodland block to Bursledon Windmill visible on the horizon.

Opportunities for Green Infrastructure Improvements

Observations

1. M27 Motorway running through Gap creates a strong man-made physical barrier between Bursledon and hedge end, terrain rises up towards road with mature vegetation on both sides limiting all views between settlements, High volumes of noises but screen by vegetation, associated highway vegetation forming strong landscape structure to separate the settlements
2. Sense of openness with views up towards Bursledon hall, low field boundaries providing intervisibility into the agricultural fields, openness to river Hamble less established field boundaries between fields. Recommend enhancing field boundaries with strong hedge rows. Visible views of M27 from PRoW
3. Wetland environment with creek forming, marsh planting leading to woodland following PRoW, strong buffer
4. Mature field boundary oaks provide strong visual separation along footpath
5. Activity Centre, surrounded by strong woodland environment
6. Edge of settlement, vegetation buffer with mature trees providing some screens but views into properties frontages
7. Open views towards new development and towards M27, limited vegetation to provide a buffer or visual separation
8. Open fields on higher ground with strong views looking down towards Southampton water, breaks in hedgerow vegetation limiting sense of separation
9. Mature vegetation in key point on Bursledon roundabout, provides screening and separation, makes area more enclosed

Gap Analysis - Area B Hedge End, Bursledon

Analysis and Evaluation

Analysis of Sub Areas

The Hedge End and Bursledon Gap separates two settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 17 sub areas, as shown in Figure B3, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

B1 - This isolated commercial site does not contribute to any Gap functions. However, it should be protected from further development (for example residential) to protect the integrity of the Gap due to its location in its narrow and vulnerable part. The site is a typical peripheral Gap development.

B2 - Whilst the area does not contribute to the Gap's openness it lies within a large woodland area playing an important role in separating Hedge and Bursledon and contributing to Bursledon's wooded setting.

B3 - Whilst the area does not contribute to the Gap's openness, it lies within a large woodland area playing an important role in separating Hedge and Bursledon, contributing to Bursledon's wooded setting and the perception of the Gap from the M27.

B4 - This area is located in a narrow and vulnerable part of the Gap and should be protected from further development, which is already eroding the Gap in its northern part, to protect the integrity of the Gap and avoid the risk of coalescence of Bursledon and Hedge End. The area contributes to the wooded setting of the settlements when perceived from the M27 and nearby local roads.

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

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

B7 - This area is located in a narrow and vulnerable part of the Gap and should be protected from development to protect the integrity of the Gap and avoid the risk of coalescence of Bursledon and Hedge End. The area contributes to the open nature of the Gap, although the perception of openness from the A3024 is reduced due to boundary vegetation. The area plays an important role in physically and visually separating the Windmill Lane residential area from the A3024, therefore reducing the perception of the Gap's erosion in its central part.

Gap B Hedge End, Bursledon																	
Criterion check for each Sub Area (Gap component area playing a similar function)	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12	B13	B14	B15	B16	B17
The area helps preserve the open nature of the Gap.				●	●	●	●	●	●	●	●			●	●	●	
The area helps maintain the sense of separation between settlements.		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
The area plays an important role in defining the settlement character.		●	●		●	●	●	●	●	●	●	●					
The area plays an important role in separation of settlements at risk of coalescence.		●	●	●	●	●	●		●	●	●	●		●	●	●	
The land is necessary in preventing the coalescence of settlements.		●	●	●	●	●	●	●	●		●	●		●	●	●	●

TABLE B1: Area B Hedge End, Bursledon Sub Area Matrix

Gap Analysis - Area B Hedge End, Bursledon

B8 - This small area contributes to the setting of Bursledon Windmill Conservation Area and the openness of the Gap when perceived from the surrounding area.

B9 - This area contributes to the openness of the Gap east of the M27 and together with the area B12, creates a buffer of open land separating Hedge End from the existing developments eroding the Gap along the A3024. The area B9 contributes to the rural setting of Hedge End and therefore defines its character to the south.

B10 - The southern part of the area plays an important role in visually separating Hedge End from the M27 and developments to the west and contributes to the Gap's openness. This area is important for travellers between Hedge End and Bursledon along Dowell Lane. The eastern part, although open, is hidden behind landform and can be removed from the Gap without harm to its functions.

B11 - The area contributes to the Gap's openness and provides the necessary separation along Dodwell Lane.

B12 - The area, although enclosed and wooded, plays an important role in the physical separation of the settlements due to its central location in the Gap along two roads connecting the settlements, Dodwell Lane and Blundell Lane. This area should be protected from any potential development to avoid fragmentation of the Gap and reducing the perception of separation.

B13 - This woodland area and a Country Park does not contribute to the open nature of the Gap. Although it helps to separate Hedge End from Bursledon visually, it can be removed from the Gap as it is protected in its own right and is not at risk of development.

B14 - This area fulfils all the Gap criteria except the contribution to the settlement character. It provides an important visual and physical separation between Hedge End and Bursledon due to its open nature and location.

B15 - B16 - It is necessary to include these areas in the Gap in order to separate the settlements along the River Hamble. They strongly contribute to the open nature of the Gap and are perceived from the M27, the surrounding local roads and a footpath connecting the settlements.

B17 - This area occupied by a farm lies in a central part of the Gap along the River Hamble and should be protected from development to avoid the fragmentation and erosion of the Gap along the river and a footpath connecting the settlements.

Area B Conclusions and Recommendations

Areas to be Removed

- Area B10 – The eastern slope of this steeply facing field parcel faces the existing Hedge End settlement edge found along Pylands Lane and doesn't contribute to the openness and semi-rural character experienced along Dodwell Lane.
- Area B13 – This woodland block forms part of the wider woodland known as River Hamble Country Park. Whilst it does provide a strong natural barrier to the separation it does not contribute to the openness of the Gap and given its multitude of protected designations its inclusion is not necessary.

Proposed Gap Boundary Description

The Gap boundary has been revised to align with woodland features associated River Hamble Country Park and topography.

The vegetated M27 corridor and connections to the settlements largely influence the experience of the Gap and should be maintained despite recent pressure to build up closer to the motorway.

To the east of the M27 remnant field patterns, mature field boundaries and undulating topography help maintain a degree of rural character particularly further east where the landscape opens to provide clear views across the River Hamble.

In contrast, to the west of the M27 lies a small scattering of dwellings and development amongst woodland clearings. This provides a sense of enclosure to the settlement. Further south Bursledon Windmill Conservation Area, despite its proximity to modern housing, maintains its historic landscape setting and should be protected.

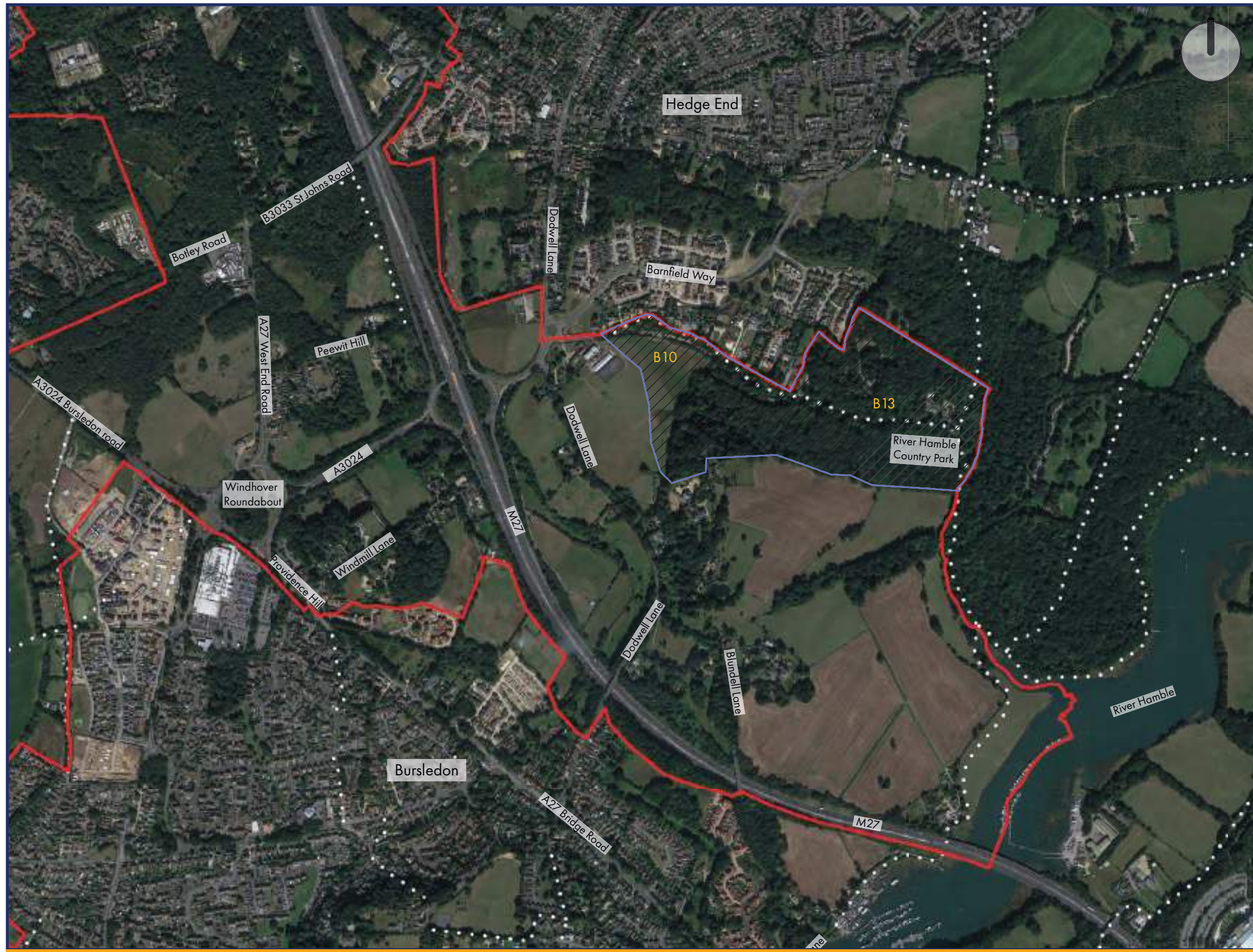
Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Retaining the visual and physical separation between Bursledon and Hedge End by protecting the open, undulating paddocks and agricultural fields north of the M27 that offer a strong buffer between the two settlements;
- Maintaining and protecting important recreational pedestrian links alongside River Hamble and River Hamble Country Park whilst implementing wetland and woodland habitat creation wherever possible to mitigate the impact of recreational activities;
- Protecting heritage assets and sensitive views associated with Manor Farm and Bursledon Windmill Conservation Area including the wooded ridgeline and associated fields that contribute to the landscape setting;
- Avoiding potential fragmentation of the vegetated M27 corridor which provides an important landscape barrier avoiding visual coalescence. Where possible enhance with native tree and shrub planting to safeguard against climate change and future loss of threatened native species such as oak and ash;
- Protecting the remaining sense of openness provided by well-managed agricultural fields and pasture whilst providing restored field hedgerow patterns to parcels influenced by less sensitive equestrian uses and associated paraphernalia; and
- Protecting important views from higher ground across the Gap, notably long-distance views to the coast from Windhover roundabout and of the South Downs from Bursledon Windmill CA.

Gap Analysis - Area B Hedge End, Bursledon

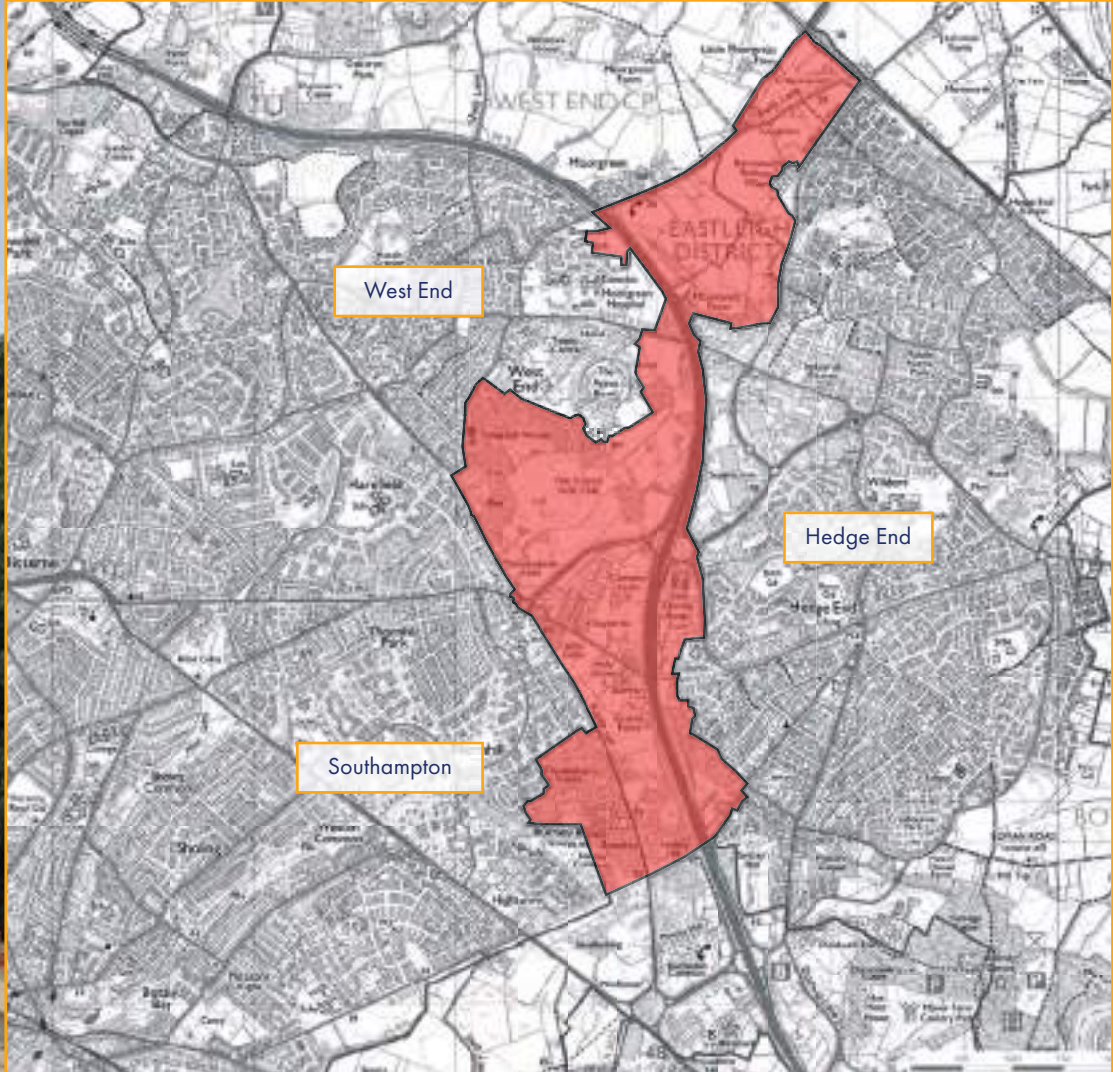


Key

- Existing Countryside Gaps
- Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure B4 - Area B Hedge End, Bursledon - Gap Amendment Plan

Gap Analysis - Area C West End, Hedge End, Southampton



Gap Analysis - Area C West End, Hedge End, Southampton

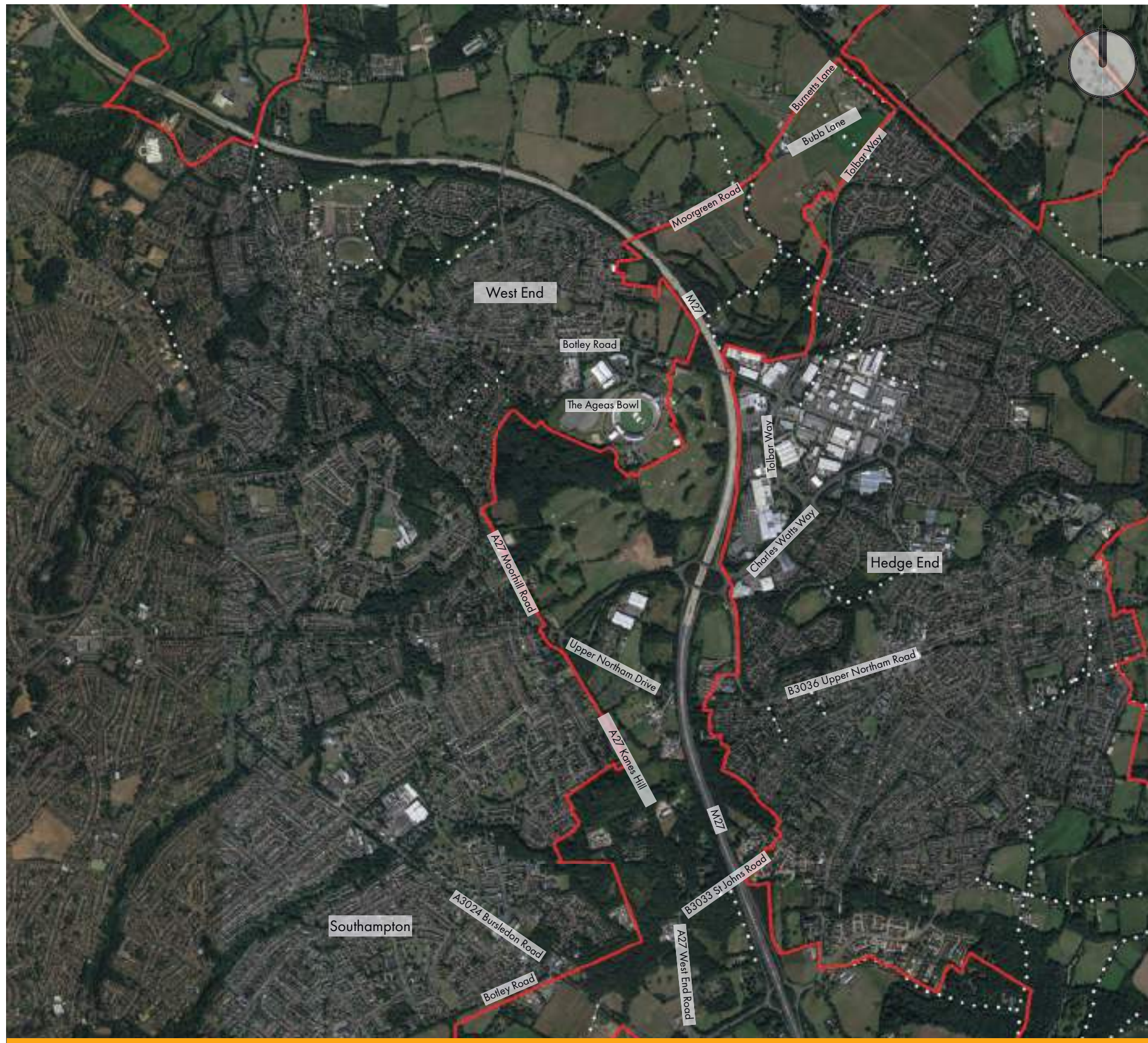


Figure C1 - Area C West End, Hedge End, Southampton Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

West End (village)

The historic core of West End developed along the main route linking the village with Botley to the east. In the last thirty years there has been significant growth to the north of the village, adjacent to the M27. There has also been significant development to the west of the A27. As a result, West End is now joined by continuous urban development with Southampton.

Hedge End (medium town)

Hedge End is a town with a central core with its western edge defined by late 20th Century two-storey suburban residential development and employment land around Botleigh Grange.

Southampton (regional centre)

Southampton settlement edge well concealed from a combination of existing mature woodland blocks / tree belt within Westwood Nature Reserve and undulating higher topography. Some distant glimpsed views of high-rise development within Gap area.

Southampton suburban late twentieth century development up to Botley Road partially concealed from existing mature woodland blocks / tree belt and field boundary vegetation. South of Botley Road development gives way to open field patterns with poor field boundary GI providing a degree of screening / glimpsed views of Bursledon, particularly the further north travelled along Botley Road.

Gap Analysis - Area C West End, Hedge End, Southampton

Settlement Edge Character

Following the methodology, a summary of the settlement edges adjacent to the Gap, its characteristics and relevant features are set out below:

West End

A significant portion of the settlement edge to West End is defined by the leisure complex at the Ageas Bowl Cricket Ground and Boundary Lakes Golf Club. In addition, Telegraph Woods to the north is set on higher ground and largely screens the settlement edge along Telegraph Road. Recent residential development on part of the Moorgreen Hospital site and further development to the north of Botley Road has pushed the settlement edge as far as the M27. This creates a well-defined edge to the settlement and the mature motorway buffer planting combined with the adjacent Moorgreen Meadows SINC prevents views further afield towards Hedge End.

The residential settlement along Moorgreen Road extends over the motorway creating a small section of ribbon development of varying styles and periods. Adjacent field hedgerows and oaks provides semi-rural character with glimpsed views into adjacent fields and allotments.



View from Botley Road overlooking The Boundary Lakes Golf Course with the Ageas Bowl Cricket Ground in mid ground and the wooded slopes associated with Telegraph Hill forming a wooded backdrop to the West End settlement edge.



Photo of ribbon development along Moorgreen Road south of the M27 / West End settlement edge.

Hedge End

The settlement edge of Hedge End is broadly split into three areas and defined by its land use, landscape character and relationship to the M27 Motorway. Together this helps define the section of settlement Gap. They include:

- To the north, late / early twentieth century suburban housing with vary depths of buffer planting along Tollbar Way providing a degree of screening and a strong landscape edge to the adjacent fields.
- Commercial and retail activities associated with the Hedge End Retail Park running alongside the M27 motorway, relying upon the associated highway / buffer planting to provide landscape screening / visual mitigation to the settlement edge.
- Higher ground between Upper Northam Close/B3036 and Dodwell Lane. This area known as St Johns Hill comprises a mix of residential neighbourhoods. The ground rises steeply here and, combined with the mature woodland and tree belts, provides a strong landscape edge to Hedge End. Recent residential development along Barnfield Way has extended the settlement edge further south. However, this is set on lower ground and whilst some views are offered to the M27, views beyond the settlement edge are limited due to the nature of the rising, vegetated topography.



View of Buffer Planting along Tollbar Way that creates a soft edge to the Hedge End settlement boundary.



Typical view of Hedge End Retail Park.



Typical housing to higher ground within the south-eastern settlement of Hedge End / Firs Drive is defined by a wooded backdrop that offer a sense of enclosure to the settlement edge and M27 corridor beyond.

Gap Analysis - Area C West End, Hedge End, Southampton

Southampton

The Southampton settlement edge that influences the Settlement Gap is largely protected by established woodland and tree belts on higher ground including the designated Country Parks at Netley Common and Dumbleton's Copse. Combined, these provide a strong visual and physical barrier to the main residential neighbourhoods along the built edge to Southampton; namely Hightown and Thornhill. These mainly comprise two-storey housing set within traditional grid / cul-de-sac layouts, albeit some taller flatted blocks built in the mid twentieth century provide some intervisibility above the tree line. Continuing north along Kane's Hill (A27), the settlement edge is defined by ribbon development and individual residential plots with well-defined mature garden vegetation. Set against a woodland backdrop, this offers a strong sense of isolation to the wider, more built up settlements. The settlement edge continues north along Moorhill Road, sharing similar characteristics to Kane's Hill after which the topography drops down to West End.



Typical view of wooded landscape along Kanes Hill forming the settlement edge to Southampton.

Linkages

Movement Types

West End, Hedge End and Southampton are connected by the following links:

Roads

- Moorgreen Road / Bubb Lane linking the northern most part of the Hedge End settlement to West End across the M27 - approximately 1 minute driving time;

- Botley Road and Charles Watts Way connecting Hedge End Retail Park to West End and Southampton Settlement edges - approximately 1 minute driving time; and
- St Johns Road that crosses the M27 linking into the historic core of Hedge End providing a link to the A27 Kane's Hill – approximately 1 minute driving time.

Public Rights of Way

- Footpath No. 9 connecting Tollbar Way to Moorgreen Road – approximately 5 minutes walking time; and
- Upper Northern Drive M27 underpass linking to Upper Northam Close (the former historic route to Hedge End prior to the M27 being built) – approximately 1 minute walking time.

Sense of Arrival / Leaving

Vehicle Users

West End

The settlements' close relationship to the M27 and associated vegetation defines its sense of arrival and departure between West End to Hedge End. The motorway bridges along Moorgreen road and Botley Road, particularly the latter provides a strong sense of departure due to the depth of woodland and openness afforded by the Boundary Lakes Golf Course.

Whilst separated from West End by the M27, the settlement along Moorgreen Road forms a transition to the rural landscape which is experienced as the ribbon development finishes close to the junction of Burnetts Lane. A line of field oaks opposite reinforces this sense of arrival when travelling south west.

Hedge End

Largely defined by the settlement edges and M27 junctions, the sense of arrival to Hedge End for vehicle users are summarised below:

- Tollbar Way / Bubb Lane – Tollbar Way forms a relatively flat and sensitively landscaped edge to Hedge End however the influences of built /suburban form reduces as you cross the railway line, at which point the landscape reverts to a stronger rural character.
- At the Southern End of Tollbar Way beyond the wooded landscape of Moorgreen Meadows SINC, the landscape changes instantly to dense large-scale, out-of-town retail units. This sense of arrival is repeated at the M27 Junction 7 / Charles Watts Way.

- Further south, the sense of arrival to Hedge End is defined by the link roads to and over the M27 which are often framed by mature highway vegetation that creates a strong contrast from wooded landscape to settlement. These create a strong sense of arrival/ departure to the southern edges of Hedge End.

Southampton

Like southern Hedge End, the sense of arrival / departure to Southampton is largely defined by linkages from the M27, the change in topography and established highway vegetation. Mainly framed by mature woodland/tree belts, they provide a strong departure from the adjacent settlements. This is experienced at key highway junctions including Kite's Hill roundabout, the T junction at St John's Road, and when travelling along Bursledon Road west of the Windhover Roundabout.

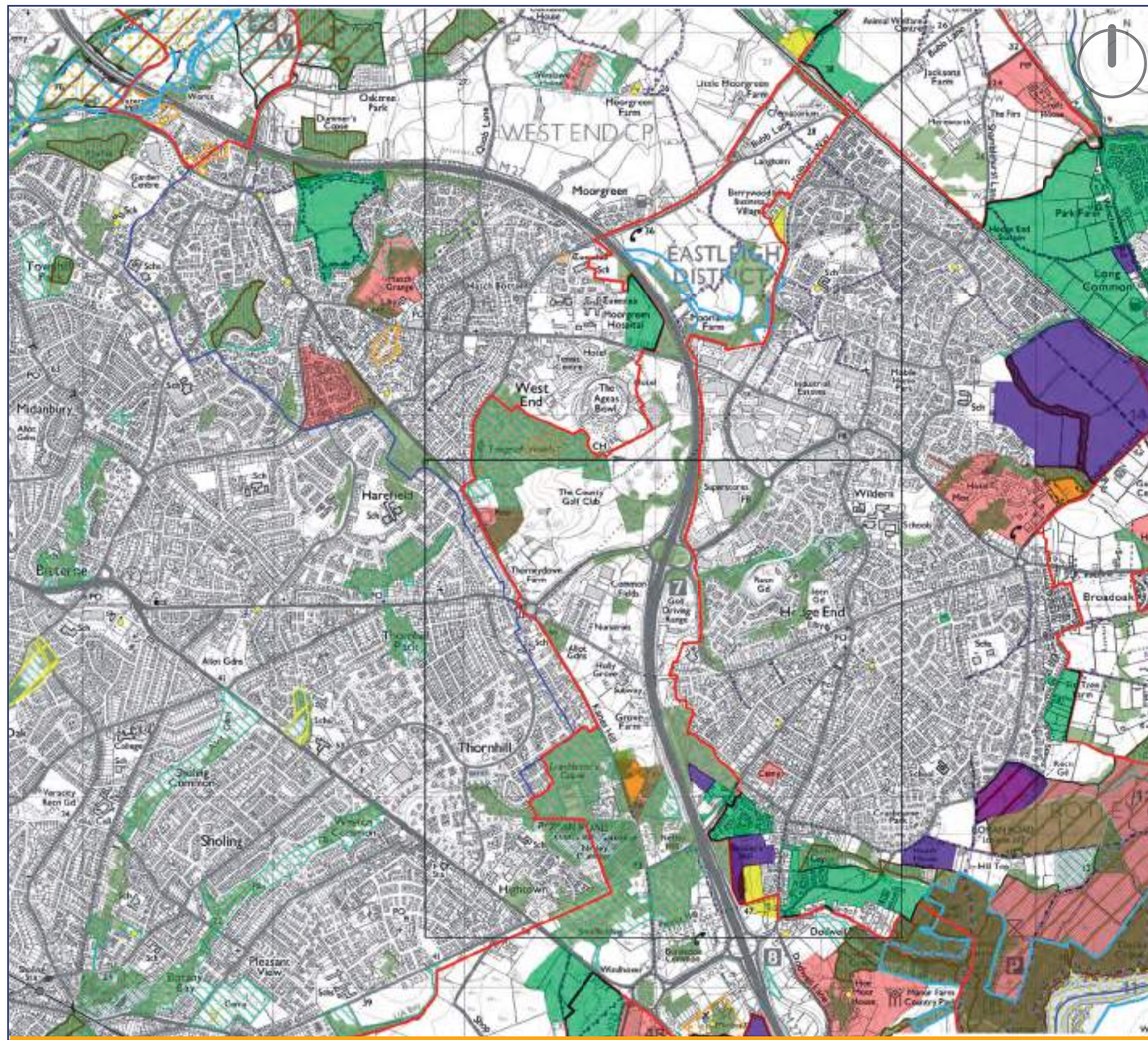
Public rights of Way

Footpath No. 9 connects Tollbar Way to Moorgreen Road and runs through Moorgreen Meadows SINC before following a line of mature field oaks towards the ribbon settlement north of the M27.



Photo from Footpath No.6 looking west along the line of field oaks that defines the route of the footpath link to properties along Moorgreen Road.

Gap Analysis - Area C West End, Hedge End, Southampton



Key

-  Eastleigh Borough Council Boundary
-  West End, Hedge End and Southampton 'Gap'
- Landscape**
-  Public Rights of Way (PRoW)
- Ecology**
-  Ancient Woodland
-  Sites of Special Scientific Interest (SSSI)
-  Special Area Conservation (SAC)
-  Special Protection Areas (Natural England)
-  Local Nature Reserves
-  Site of Importance for Nature Conservation (SINC)
- Heritage**
-  Scheduled Monuments (SM)
-  Conservation Area (EBC)
-  Locally Listed Parks and Gardens (EBC)
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building
- Other Considerations**
-  National Forest Inventory
-  Country Parks
- Local Plan - 2016 to 2036**
-  S3 Proposed Housing Allocation
-  S4 Proposed Employment Allocation
-  DM24 Housing Sites with Planning Permission

Figure C2 - Area C West End, Hedge End, Southampton - Designations Plan

Gap Analysis - Area C West End, Hedge End, Southampton

Gap Description / Characterisation

The Study Area C covers the countryside Gap no. 8 which separates West End from Hedge End. This area is covered by the LCA 11 M27 Corridor and a small part of the LCA 9 Horton Heath Undulating Farmland.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure C3. There are no landscape designations in this area.

There are few ecological designations in this area due to its urbanised character along the M27 corridor. SINC designations are associated with the woodland areas in the central and southern part of the area. A SSSI designation covers the land around Moorland Farm, immediately east of the M27.

The area contains two scheduled monuments: Hickley Wood Hillfort and Telegraph Woods Beacon.

Landscape Features

Topography

The topography of the Gap contrasts from relatively shallow low lying ground in the northeast to steeply rising wooded slopes and ridgelines to the south and west of the M27 around St Johns Hill and Telegraph Hill.

Forming a continuation of Area B, the M27 cuts through the middle of Area C, and its elevated position creates a clear distinction in landform between Hedge End and West End/Southampton.

Development / Land Use / Vegetation

The area is heavily wooded in its southern and central part. Pockets of urbanisation including two large sheds near Charles Watts Way. A golf course is located in the central part of the Gap, south of the Rose Bowl cricket ground. Allotment gardens, a small residential development and individual dwellings are located in the southern part. The northern part of the area comprises open countryside with a small area of allotments and a

small-scale commercial site.

Openness

The area contains many woodland areas and pockets of development in its southern part, which limit views across the Gap and reduce its overall openness. The golf course in the central part of the area and the farmland to the east of the M27, to the north of the area, are the most open parts of the Gap.

Gap Boundaries

Mainly defined by roads, development edges and natural features including:

- Predominantly residential development and a retail zone at the M27 – along Hedge End.
- Residential development and local roads along most of the West End edge. The Rose Bowl cricket ground and the M27 in the northern part of West End edge.
- To the north – local roads (Moorgreen Lane and Burnetts Lane) and railway.
- To the South – Botley Road (B3033).

Access through the Gap

Movement / Connectivity

The main road connections between the settlements include:

- Botley Road / St Johns Road along the southern boundary;
- Upper Northam Drive and the A334 Charles Watts Way in the southern part;
- Botley Road (B3035);
- Moorgreen Road / Tollbar Way in the northern part;
- The settlements are not directly connected by any footpaths (however, PRoW exist in the northern part of the area, to the west of the M27).

Presence of Green Infrastructure within The Gap

- Strong, mature and intact woodland blocks on the edges of settlements and within the Gap itself connected by a network of treed field boundaries and developments enclosed by vegetation.



Typical view across open farmland from Tollbar Way looking north towards the Gap boundary defined by the mature railway line vegetation.



Moorgreen Meadows to the north of the Gap has ecological designation associated with its woodland habitats.



View from St Johns Road over the M27 showing the depth of vegetation along the motorway corridor and woodland backdrop to higher ground that together provides a strong physical and visual barrier to the settlement edges.

Gap Analysis - Area C West End, Hedge End, Southampton



Key (Northern Area)

- Existing Countryside Gaps
- o o o o o Public Rights of Way
- A1 Gap Sub Areas
- 1 Observations
- ← Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure C3 - Area C West End, Hedge End, Southampton - Field Findings Plan (Northern Area)

Gap Analysis - Area C West End, Hedge End, Southampton

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

C1 - Wessex Vale Crematorium – Set within a manicured, informal landscape, the gardens provide a sense of shelter from three adjacent settlements. This containment is enhanced by the railway line vegetation to the north, field boundary hedgerows and enclosed landform which restricts long distance views.

C2 - Shergolds Farm Shop / Fields north of Bubb Lane. Development is limited to the Farm Shop at the junction of Bubb Lane and Burnetts Lane. The wider parcel (inaccessible during the survey period due to highway work restrictions) is largely open grazing land with pockets of scrub and remnant field boundaries. The hedgerows boundaries and low-lying ground helps to provide a sense of enclosure to this triangle of land.

C3 - Set on flat open ground, these series of uniform pasture offer expansive views between Bubb Lane and the Hedge End settlement edge along Tolbar Way. The sense of separation is greater as you travel north to south and the land becomes more open.

C4 - West End Allotments are accessed from Moorgreen road. This forms a rectangular indentation into what are largely simple open fields and wooded landscapes. The allotments are sited on relatively flat ground offering little visual influence upon the wider Gap.

C5 - Wrapping around the allotments, this U-shaped area forms grazing land for equestrian uses and informal access alongside the public right of way footpath that wraps around the eastern edge. The mature line of field oaks which forms a strong feature to the eastern boundary provides a strong defining feature when set against the surrounding flat open grassland.

C6 - Moorgreen Meadows SSSI (Site of Special Scientific Interest) comprises a mix of woodland and meadow supporting a range of

protected flora and fauna. The presence of mature woodland blocks provides a strong physical and visual separation between the settlement edges of West End to the south, properties along Moorgreen Road to the west, and the retail uses to south.

C7 - A small section of Gap located to the west of the M27, these school playing fields belonging to St James' Primary School includes a cluster of woodland along the motorway, which forms part of the established M27 buffer planting.

C8 - Boundary Lakes Golf Club is aligned to the Ageas Bowl Cricket Complex and wraps around the boundary of the M27 and Charles Watts Way, rising from low ground in the north to higher ground along the A27 Moorhill Road. The retained natural woodland features, combined with the openness of the golf course, provides a clear sense of separation between Hedge End and West End/Southampton settlement edge.

C9 - Designated locally as a SINC and nature reserve, the Telegraph Woods encompasses a Scheduled Ancient Monument (Hill Fort) and, as the name suggests, has been influenced by its setting high upon the neighbouring settlements of West End to the north. The mature woodland forms a strong landscape buffer between large sections of West End, Southampton and Hedge End to the east.



View of C1



View of C5



View of C3

Gap Analysis - Area C West End, Hedge End, Southampton



Key (Southern Area)

- Existing Countryside Gaps
- Public Rights of Way
- Gap Sub Areas
- 1 Observations
- ↖ Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure C4 - Area C West End, Hedge End, Southampton - Field Findings Plan (Southern Area)

Gap Analysis - Area C West End, Hedge End, Southampton

C10 - Southern Water Reservoir. Not accessible to survey but is well defined by mature vegetation along Moorhill Road and surrounding woodland associated with Telegraph Woods (C9).

C11 - Cluster of mixed uses accessed from Upper Northam Drive, the area comprises large scale storage distribution units, residential streets, allotments, children nursery and commercial activities. Together these have created a fragmented piece of landscape between the A27 / Kanes Hill and M27. The latter contributes to defining the settlement edge of Hedge End. Remnants of woodland and coppices help to retain some visual containment to the settlement edges.

C12 - Hedge End Golf Centre – Golf Driving Range running alongside M27 with associated buffer planting. Set within low level lying ground alongside the M27, the site, though largely influenced by associated golf infrastructure, does contribute to the sense of separation between Hedge End and settlements to the west of the motorway.

C13 - Car park associated with the Kings Community Church (outside of the Gap). The car park is predominantly hardstanding with limited landscape.

C14 - Horse Grazing fields with strong landscape edge to Kanes Hill and defined by mature field boundaries. Whilst inaccessible to survey, the land contributes to the wooded landscape and sense of separation between Southampton and Hedge End.

C15 - Majortek Goods Yard – A brownfield site, proposed for employment site, which is well contained by vegetation, contributing to the uniform wooded treatment found along this section of Kanes Hill.

C16 - Mature woodland comprising Netley Common / Dumbleton’s Copse – Designated as SINC and Local Nature Reserves, these mature woodland areas provide an important accessible open space for the local communities of Southampton whilst providing an essential function in maintaining the sense of separation between the larger settlement of Southampton and Hedge End. Clearings within the woodland include private residential development and a substation.

C17 - Netley Hill / Netley Firs Close – Large individual plots set within woodland / mature tree lines. This cluster of low-density residential dwellings retains much of its wooded character.

C18 - Land north of St Johns Road – Cluster of new housing, a Place of Worship and proposed housing allocation. Much of the site is already developed and is categorised by its sunken setting and wrapped by mature trees and woodland to the north and buffer planting associated with the M27 to the west.



View of C11



View of C12



View of C17

Opportunities for Green Infrastructure Improvements

Observations

1. Railway Line embankment and associated vegetation provides strong barrier / edge feature.
2. Landscape buffer to Tollbar Way / Maunsell Way over maintained preventing uniform buffer to establish.
3. Good Buffer to Tollbar Way provides strong edge to Hedge End (west)
4. Mature field boundary oaks provide strong visual separation along footpath
5. M27 buffer planting provides strong visual separation and strengthens landscape character.
6. Remnant field boundaries provide strong layer to settlement visual separation and support ecological connectivity.
7. Strong Woodland blocks provide important sense of separation
8. Strong Tree line along main road provides strong sense of settlement edge and curtails long distances views from higher ground to adjoining settlements .

Gap Analysis - Area C West End, Hedge End, Southampton

Analysis and Evaluation

Analysis of Sub Areas

The West End, Hedge End and Southampton Gap separates three settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 18 sub areas, as shown in Figure C4, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

C1 - The area lies within a narrow area of countryside between the proposed extension of Horton Heath and Hedge End and its inclusion in the Gap is necessary to prevent the coalescence of these settlements along the railway line. It also contributes to the openness of the Gap in this location when perceived from Burnetts Lane and Bubb Lane. The area does not define the character of either of the settlements. The area helps maintain a uniform width of the Gap between Tolbar Way and Burnetts Lane.

C2 - The area lies within a narrow area of countryside between the proposed extension of Horton Heath and Hedge End and its inclusion in the Gap is necessary to prevent the coalescence of these settlements along the railway line. It also contributes to the openness of the Gap in this location when perceived from Burnetts Lane and Bubb Lane. The area does not define the character of either of the settlements. The area helps maintain a uniform width of the Gap between Tolbar Way and Burnetts Lane.

C3 - Due to its open character and views across this area from the edge of

Hedge End, the inclusion of this area in the Gap is necessary for separation purposes and to maintain the open nature of the Gap. The area has also a strong contribution to the rural setting of northern Hedge End.

C4 - This area of allotment gardens is a typical edge of settlement development and whilst it does not contribute to the open nature of the Gap, like the surrounding open fields it should be protected from a further expansion of urban form in order to maintain the separation of West End and Hedge End. In tandem with the area C5, it helps maintain uniform width of the Gap along Moorgreen Road.

C5 - The area of open agricultural fields surrounds the allotment gardens, forms part of the rural Hedge End setting and contributes to the open nature of the Gap, as perceived from the local roads and footpath connecting Hedge End with Moorgreen Road. In tandem with the area C4, it helps maintain uniform width of the Gap along Moorgreen Road and should be protected from development to maintain the separation between Hedge End and West End.

Gap C West End, Hedge End, Southampton																		
Criterion check for each Sub Area (Gap component area playing a similar function)	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	C17	C18
The area helps preserve the open nature of the Gap.	●	●	●		●			●			●	●		●				
The area helps maintain the sense of separation between settlements.	●	●	●	●	●	●		●	●		●	●		●		●	●	
The area plays an important role in defining the settlement character.			●		●	●			●			●		●		●	●	
The area plays an important role in separation of settlements at risk of coalescence.	●	●	●	●	●	●		●			●			●		●	●	
The land is necessary in preventing the coalescence of settlements.	●	●	●	●	●			●			●			●		●	●	

TABLE C1: Area C West End, Hedge End, Southampton Sub Area Matrix

Gap Analysis - Area C West End, Hedge End, Southampton

C6 - The area of woodland surrounding Hedge End does not contribute to the open nature of the Gap and whilst its important in visually and perceptually separating Hedge End from West End and the ribbon development along Moorgreen Lane, it is protected in its own right from development by a SSSI designation and can be removed from the Gap without any harm to its functions.

C7 - The area occupied by school playing fields surrounded by woodland and West End urban development, does not make any contribution to the Gap functions as it lies between West End and the M27, and forms an open space within an urban area rather than a part of a countryside Gap. In this location, due to a permitted development adjacent to the area in the south, the West End settlement boundary should be adjusted to follow the M27.

C8 - This open area of a golf course with woodland patches contributes to the open nature of the Gap between West End and the M27 and Hedge End. This undeveloped and open land is important in maintaining a buffer between the cricket ground on the edge of West End and large retail sheds on the edge of Hedge End. The area is important for the perception of settlements along Botley Road, Moorhill Road, Charles Watts Way and the golf course itself.

C9 - This area (Telegraph Woods) is on the edge of West End and is protected in its own right and is not at risk of any further urban extension. The area does not contribute to the open nature of the Gap and can be removed from the Gap without any harm to its functions.

C10 - This area enclosed by Telegraph Woods on the edge of West End / Southampton is not necessary to maintain the separation with Hedge End or perception of the Gap along Moorhill Road and can be removed from the Gap.

C11 - This mixed use area between Kanes Hill Road, Charles Watt Way and the M27 lies in a vulnerable and eroding part of the Gap between Southampton and Hedge End in the vicinity of a motorway junction. It is important for the separation of these settlements and should be protected from further erosion and fragmentation between these urban areas. The progressive fragmentation of this area has already led to the loss of much of its original openness. However, some contribution to the open nature remains along Charles Watts Way and local roads within this area. The area maintains a different character to the urban area of Southampton and therefore provides a necessary perceptual separation between the settlements.

C12 - The Council considers that whilst the M27 could form a new edge, the B3036 and the associated landscaping along its boundary form a clear existing urban edge. People travelling along this road have a clear sense of arrival in Hedge End only beyond this site when they reach the

church. The site itself contributes to the sense of openness in the gap. Whilst the gap is well vegetated with no inter visibility between the settlements, the site lies within one of the narrowest parts of the Southampton – Hedge End gap, which separates two large urban areas, at a point where large numbers of people traverse the gap. This part of the gap is also under pressure due to the presence of two large warehouses and other development in the West Road area. Therefore the Council conclude that this area should remain in the gap.

C13 - This small area can be removed from the Gap as it does not contribute to any of the Gap functions and now forms part of the Hedge End settlement.

C14 - This open area is very important in preserving the open nature of the Gap between Kanes Hill Road and the M27. It plays an important role in physically and perceptually separating the settlements and is necessary to maintain the Gap.

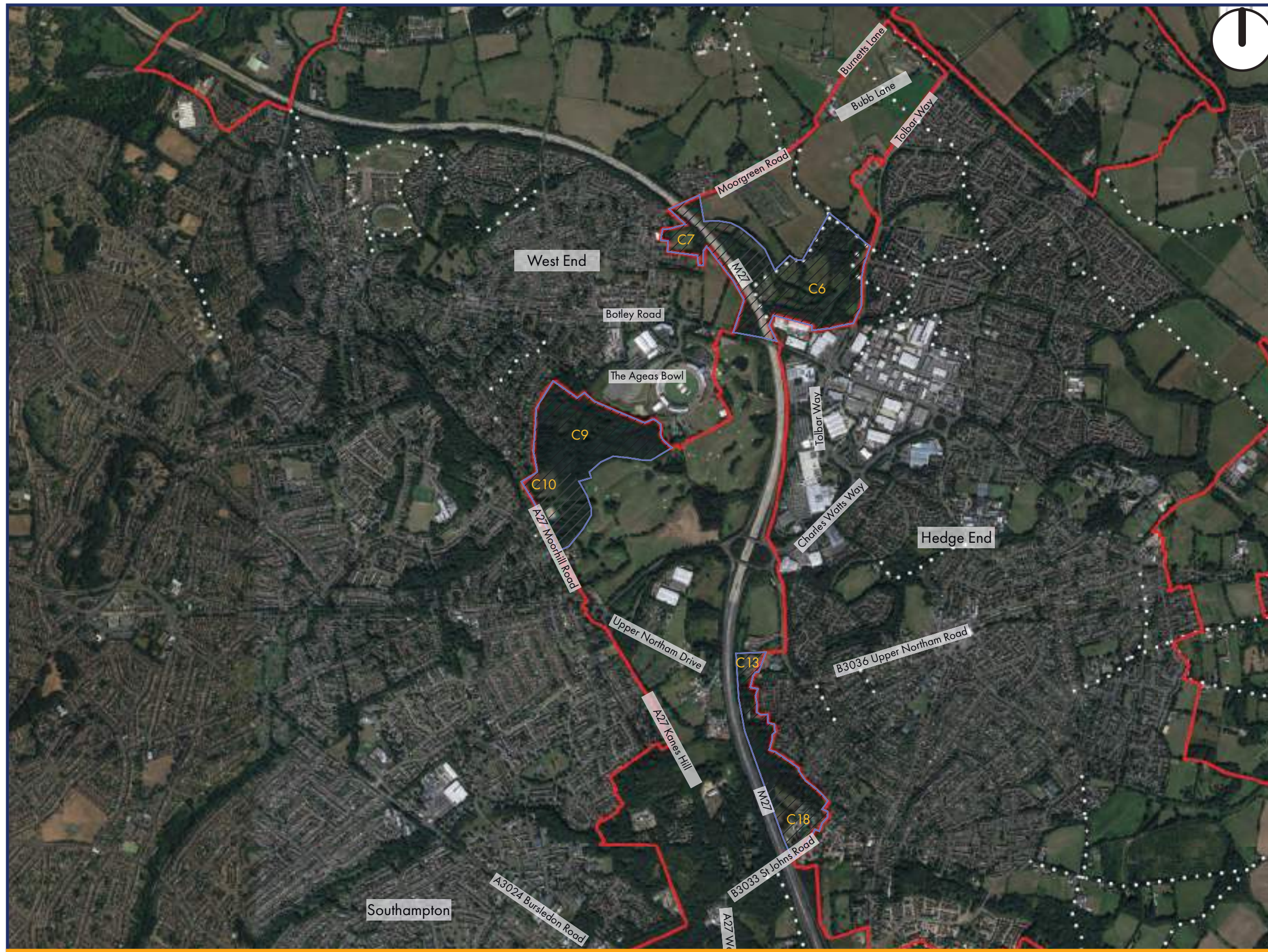
C15 - This area, allocated for a new development, lies in the central part of the Gap and whilst it does not contribute to the Gap functions, it should be retained to avoid fragmentation.

C16 - This wooded area of a Country Park with an island of residential development plays an important role in defining the character of Southampton edge and whilst it does not contribute to the open nature of the Gap due to its wooded character, it is important in physically and visually separating the two urban areas. The area lies in the narrow and vulnerable part of the Gap along Botley Road/St Johns Road and should be protected from any additional development to avoid coalescence of these settlements.

C17 - This wooded area lies in the narrow and vulnerable part of the Gap along Botley Road/St Johns Road and should be protected from any additional development to avoid coalescence of these settlements.

C18 - This area should be removed from the Gap due to its enclosed character and the fact that it makes no contribution to any Gap functions. The area is partially covered by a permitted development and will form a part of Hedge End once developed.

Gap Analysis - Area C West End, Hedge End, Southampton



Key

- Existing Countryside Gaps
- ○ ○ ○ ○ Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure C5 - Area C West End, Hedge End, Southampton - Gap Amendment Plan

Gap Analysis - Area C West End, Hedge End, Southampton

Area C Conclusions and Recommendations

Areas to be Removed

- Sub Area C6 – Moorgreen Meadows SSSI - Largely woodland block that combined with the vegetated M27 corridor helps to define the extent of the Gap between West End and Hedge End. Whilst important to preventing visual and physical separation between the two settlements and retail uses to the south its ecological designation means it is protected from development and can be removed from the Gap.
- Sub Area C7 – School playing fields that do not contribute to the Gap function. The gap should be aligned to the adjacent vegetated M27 corridor which provides a greater definition to the extent of the Gap between West End and Hedge End.
- Sub Area C9 – Telegraph Hill Woods. This mature woodland set on higher ground provides a prominent backdrop to West end and Southampton settlement edge preventing views to Hedge End. Whilst important to preventing visual separation its ecological and heritage designation means it is protected from development and can be removed from the Gap.
- Sub Area C10 - Existing developed site enclosed by woodland (Sub Area C9) and does not contribute to the Gap function.
- Sub Area C13 - Existing car park hardstanding associated with Kings Community Church (outside Gap). Realign to form settlement edge.
- Sub Area C18 - The area is partially covered by permitted development and will form a part of Hedge End once developed.
- For consistency align remainder of Gap between C13 and St Johns Road to the M27 Corridor to exclude the wooded backdrop to the settlement edge. This mature woodland set on higher ground provides a prominent backdrop to the Hedge End settlement edge preventing views to the west. Whilst important to preventing visual separation its protection from development means it can be removed from the Gap.

Proposed Gap Boundary Description

Where appropriate the boundary has been realigned to the M27 corridor where this creates a more defensible line to the central southern edge of Hedge End.

Irregular development along Upper Northam Drive between the M27 and Kanes Hill Road has eroded the woodland character of the Gap. Nevertheless, large areas of woodland and mature field boundaries still provide a strong visual and physical barrier between Hedge End and Southampton. Future development within this part of the Gap should be carefully controlled and where possible enhanced to maintain visual separation and the integrity of the vegetated M27 corridor.

To the north east of the motorway, Tollbar Way provides a consistent settlement edge. The adjacent fields in-between Bubb Lane and Tollbar Way creates a strong, uniform, rural character that defines the Gap and stretches north into Area D. Future erosion of the Gap including the potential impact of allotment uses should be managed to maintain this rural edge.

To the north west of the M27, Boundary Lakes Golf Course maintains a sense of openness between the settlement edge of Southampton, which lies on higher ground, offering long distance views towards Hedge End and beyond to the South Downs. Whilst these views are limited to glimpsed views from Moorhill Road, the change in topography between the M27 and the Southampton settlement edge means it is important to retain the depth of Gap. Future development of the golf course should be designed sensitively to maintain the Gap character and sense of openness.

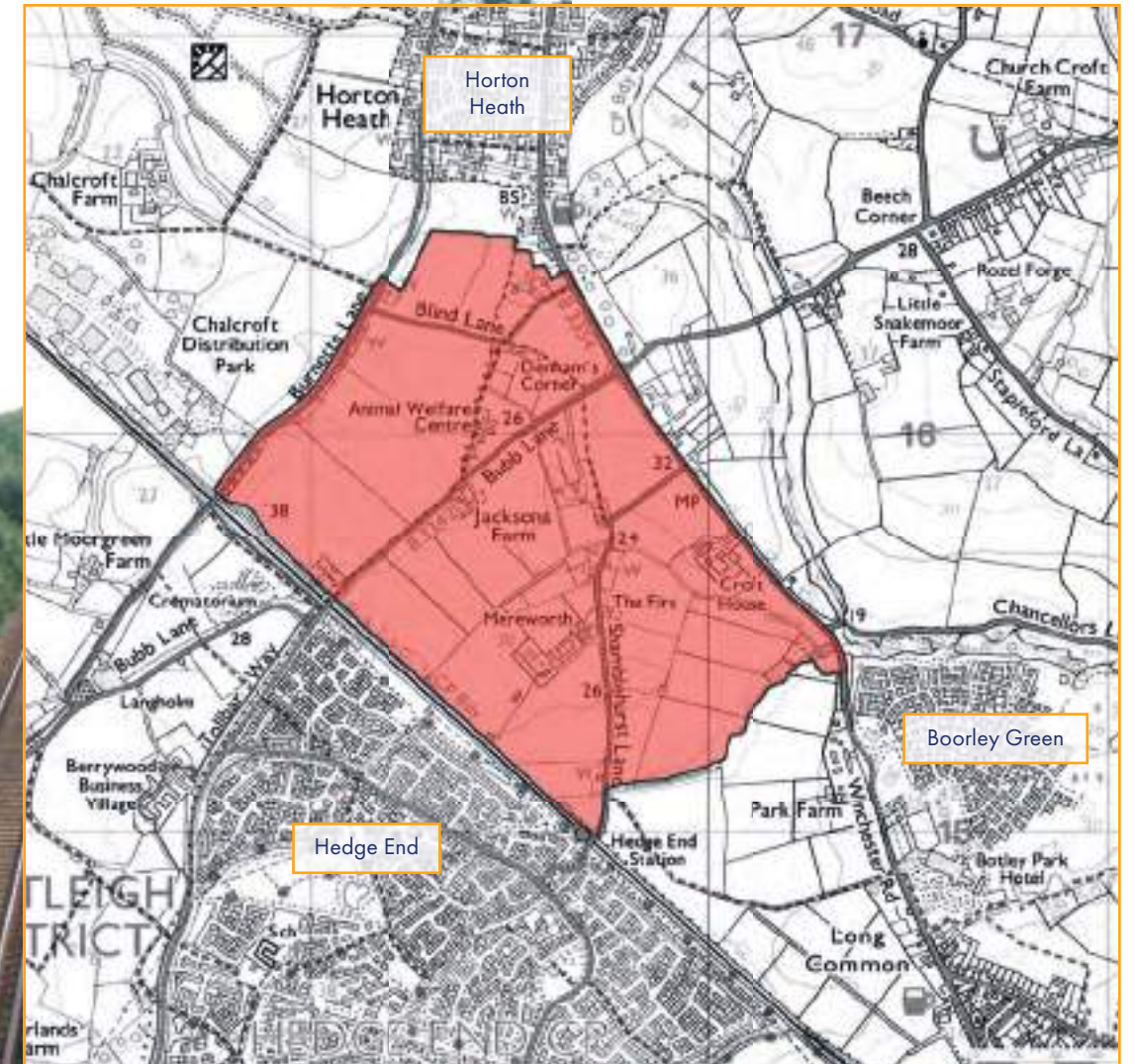
Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Retaining the visual and physical separation between West End and Hedge End settlement along Tollbar Way/Bubb Lane by protecting the openness of the Gap provided by uniform fields and retention of important fields oaks;
- Future development of the Ageas Bowl and Golf Course should be designed sensitively to maintain its contribution to the openness of the Gap and landscape character by protecting existing woodland blocks and open grassland on sloping ground which together contributes to the sense of separation between Southampton and Hedge End;
- Managing further fragmentation/erosion of the Gap between Kane's Hill and the M27 corridor by controlling future development and reinforcing wooded landscape character using native planting. Explore opportunities to include improved pedestrian access to Hedge End via Northam Road;
- Retaining and protect the wooded landscape along Kanes Hill including Dumbleton Copse and Netley Common which together contributes to the sense of separation between Southampton, West End and Hedge End; and
- Protecting and reinforce highway vegetation associated with the elevated M27 which offers a strong landscaped barrier between the settlement edges.

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green



Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

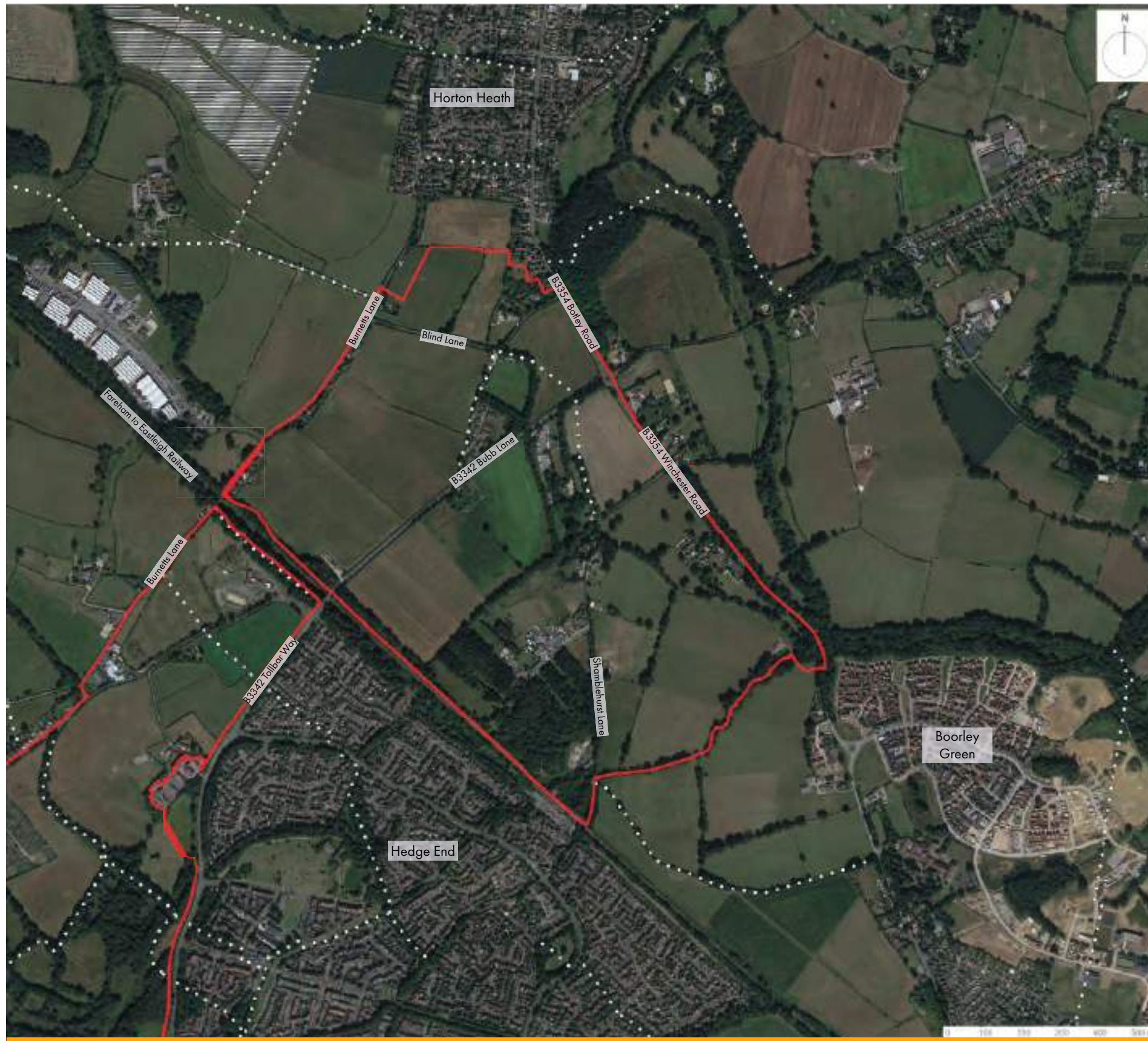


Figure D1 - Area D Hedge End, Horton Heath and Boorley Green Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Hedge End (medium town)

Hedge End is a town with a central core with its western edge defined by late 20th Century two-storey suburban residential development and employment land around Botleigh Grange.

Horton Heath (small village)

The small historic core of Horton Heath village is located at the southern end of the village and has expanded incrementally to the north along the main thoroughfare during the 20th century. In the last 40 years there has been significant growth to the east and west of this main spine of development, based predominantly on multi-headed cul-de-sac route structures. This growth includes some backland development to the west of the main thoroughfare.

Boorley Green (small village)

Boorley Green is a low-density residential village, wedged between the confluence of Winchester Road and Maddoxford Lane, largely consisting of mid to late 20th century residential development and leisure employment facilities.

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Hedge End

The settlement edge to Hedge End as shown on the Gap boundary is defined by the railway line and associated vegetation. This is further bolstered by the landscape buffer planting that runs alongside the railway. Despite its linear nature, the railway line and associated vegetation provides a defensible and strong landscaped edge to the suburban housing to the south.

Horton Heath

Currently the settlement edge is set back some distance from the Gap boundary. However, the proposed (DM24) development known as One Horton Heath (OHH) will bring development up to the Gap boundary along Burnetts Lane (new proposed policy HH1). This will also include a strategic road link stretching from Bubb Lane through to Allington Lane.

Whilst the detailed masterplan for OHH is still being progressed, it is likely to create significant change to the current landscape characterised by soft undulating open fields with well-defined field boundaries.

Boorley Green

Boorley Green is defined by the Ford Lake stream and associated woodland belts that wrap around the western edge of Boorley Park and the emerging (DM24 site) development at Boorley Gardens. The latter lies immediately adjacent to the Hedge End settlement north of the railway line, which may put future pressure on the settlements visual coalescence. However, the maturity of the railway line vegetation, coupled with the current masterplan for Boorley Gardens, suggests that a landscape buffer will be provided to create a soft edge to the settlement and help retain a sense of separation.



Photo from Tollbar Way along the railway line looking east. This view demonstrates the importance of the associated vegetated embankments in maintaining separation between the adjacent settlement of Hedge End and Boorley Green.



Photo of the emerging modern housing development at Boorley Park forming the western edge to Boorley Green.



Existing settlement edge properties to Horton Heath along Burnetts Lane.



Strategic road access to One Horton Heath (currently under construction) linking Bubb Lane to Allington Lane.



Extent of future One Horton Heath development along Burnetts Lane that forms the current Gap boundary.

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Linkages

Movement Types

Hedge End, Horton Heath and Boorley Green are connected by the following links:

Roads

- B3354 Botley Road / Winchester Road - (Main thoroughfare between Horton Heath and Boorley Green) – approximately 1 minute driving time;
- Shamblehurst Lane North – connecting Hedge End with Boorley Green and with Horton Heath (via B3354) – approximately 1 minute driving time;
- B3342 Bubb Lane connecting Hedge End with Boorley Green and with Horton Heath via B3354 – approximately 1 minute driving time;
- Burnetts Lane – possible alternative departure/arrival to Horton Heath though less direct than the above routes – approximately 1 minute driving time;

Railway

- No direct railway connection between the three settlements. Railway station at Hedge End for passengers arriving from / leaving to Botley / Eastleigh.

Public Rights of Way

- No direct PRoW connection between Horton Heath and the other two settlements.

Sense of Arrival / Leaving

Vehicle Users

Burnetts Lane

Running alongside the western boundary of the Settlement Gap boundary linking Horton Heath to Hedge End. From the suburban built edge at Horton Heath, travelling south along the settlement Gap boundary there is a strong sense of leaving the settlement edge into the adjacent open fields with mature hedgerow and tree planting. Rural lane with some individual properties to the east. In the future, this Gap boundary / link will be strongly influenced by the DM24 site development.

B3342 Bubb Lane

Forming the main thoroughfare between Hedge End and Horton Heath. Intersects the Gap running from west to north east, from the Tollbar Way to the Winchester Road roundabout and it forms a clear sense of leaving to the suburban edges of Hedge End.

B3354 – Botley Road & Winchester Road

Running alongside the northern boundary of the Settlement Gap, this forms another key link between Horton Heath and Boorley Green. From Horton Heath, travelling south along the boundary (Botley Road), the sense of leaving Horton Heath is more evident closer to the Blind Lane junction. At the Winchester Road roundabout, the ribbon development along this road limits the sense of leaving / arriving until we arrive at the Boorley Park roundabout. Strong sense of arrival at Boorley Green adjacent to the new development's roundabout.

Shamblehurst Lane

Rural lane framed by mature hedgerows and trees, this route meanders from Hedge End train station through to Winchester Road, providing a sense of leaving Hedge End as the line of development and settlement stops abruptly at the bridge over the railway. Scattered properties and woodlands help to reinforce the sense of countryside and separation to the suburban settlements.

Public rights of Way

There is no direct PRoW connection between Horton Heath and the other two settlements. However, a few PRoW exist within the northern part of the Gap and provide a connection between settlements if combined with the local rural roads.



Winchester Road forms the main thoroughfare linking Horton Heath to Boorley Green.

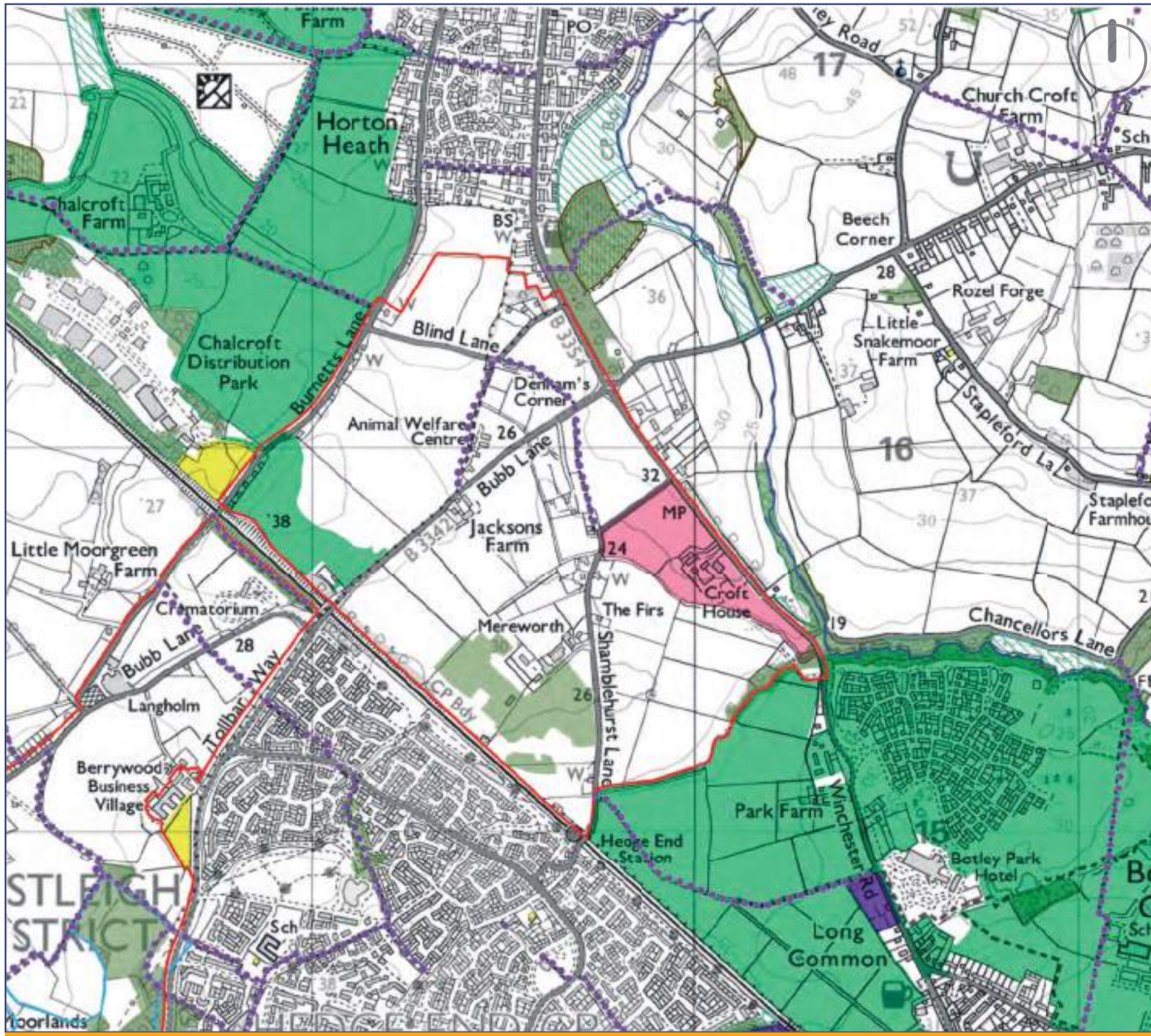


The railway bridge along Bubb Lane / Tollbar Way forms a clear sense of leaving the Hedge End settlement.



Typical photo of Shamblehurst Lane with its rural characteristics

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green



Key











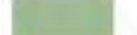



-  Eastleigh Borough Council Boundary
-  Hedge End and Horton Heath 'Gap'
- Landscape**
-  Public Rights of Way (PRoW)
- Ecology**
-  Ancient Woodland
-  Sites of Special Scientific Interest (SSSI)
-  Site of Importance for Nature Conservation (SINC)
- Heritage**
-  Locally Listed Parks and Gardens (EBC)
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building
- Other Considerations**
-  National Forest Inventory
- Local Plan - 2016 to 2036**
-  S3 Proposed Housing Allocation
-  S4 Proposed Employment Allocation
-  DM24 Housing Sites with Planning Permission

Figure D2 - Area D Hedge End, Horton Heath and Boorley Green - Designations Plan

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Gap Description / Characterisation

The Study Area D covers the countryside Gap no. 5 which separates Hedge End, Horton Heath and Boorley Green. This area is covered by the LCA 9 Horton Heath Undulating Farmland (including sub area 9B).

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure D3. There are no landscape designations in this area.

There are no ecological designations in this area and one heritage designation: Locally Listed Park and Garden along the BB54 in the eastern part of the Gap.

Landscape Features

Topography

Gently undulating.

Development / Land Use / Vegetation

The area comprises a mosaic of open farmland, woodland, some ribbon residential development and individual properties and commercial activities along the central part of Shamblehurst Lane.

Openness

The area is predominantly open except pockets of enclosed fields and development in the central part of the Gap and a woodland area along the southern section of Shamblehurst Lane.

Gap Boundaries

Mainly defined by railway roads, development edges and natural features including:

- Eastleigh – Botley Railway line with vegetated edge and Hedge End development set back by approximately 50 metres.
- Natural boundary - a stream with riparian vegetation along the south

eastern Gap boundary; field hedgerow to the north.

- B3354 Winchester Road / Botley Road with woodland, hedgerows and scattered individual properties.
- Burnetts Lane with mature hedgerow and trees and some individual properties to the west. In the future, this boundary will be influenced by the DM24 site development.

Access through the Gap

Movement / Connectivity

The main road connections between the three settlements include:

- B3354 Botley Road / Winchester Road - (Main thoroughfare between Horton Heath and Boorley Green).
- Shamblehurst Lane North – connecting Hedge End with Boorley Green and with Horton Heath (via B3354).
- B3342 Bubb Lane connecting Hedge End with Boorley Green and with Horton Heath via B3354.
- Burnetts Lane – possible alternative departure / arrival to Horton Heath though less direct than the above routes.

There is no direct railway connection between the three settlements. Railway station at Hedge End for passengers arriving from / leaving to Botley / Eastleigh.

There is no direct PRoW connection between Horton Heath and the other two settlements. However, a few PRoW exist within the northern part of the Gap and, if combined with the local rural roads, they can be used by walkers to move between the settlements. Access for pedestrians is possible from Hedge End to Boorley Green via Shamblehurst Lane. The existing PRoW will form part of the proposed development on the DM24 site. A new footpath running between Shamblehurst Lane and the golf course development along the Gap boundary is also proposed within this site.

Presence of Green Infrastructure within The Gap

- A network of mature hedgerows on field boundaries provide ecological connectivity.
- Woodland area in the southern part of the Gap is connected to the hedgerow network.
- A south eastern boundary of the area is delineated by a watercourse with a mature tree belt.



Typical view across open farmland looking north towards the junction of Winchester Road and Bubb Lane.



Emerging development at the edge of Boorley Green (Boorley Park).



Typical view of isolated properties within the centre of the Gap defined by small-scale field parcels with well kept field hedgerows, mature woodland rural lanes.

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green



Key

- Eastleigh Borough Boundary
- Existing Countryside Gaps
- o o o o o Public Rights of Way
- A1 Gap Sub Areas
- 1 Observations
- ← Key Views
- Sense of Leaving / Arrival
- Proposed Roads

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure D3 - Area D Hedge End, Horton Heath and Boorley Green - Field Findings Plan



Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

D1 - Undulating open field with strong boundary vegetation surrounding (railway buffer on the western boundary and field hedgerow on the east). Works undergoing on site DM24 – One Horton Heath – provision for a new access road with associated roundabout (agriculture use identified for this area)

D2 - Large undulated open field surrounded with mature field boundary hedgerow. Western boundary formed by ribbon development along Burnetts Lane back gardens. Views are contained within the field, a strong mature vegetation following the watercourse on the east. Partial views from PRow (Footpath No 6 – Parish West End) to Burnetts Lane house's roofs. Critical contribution toward the sense of separation between Bubb Lane and DM24 mixed use future development.

D3 - Enclosed area mature hedgerow along Blind Lane. Two distinctive parcels, one open field and an agriculture field separated by a strong line of trees and hedgerow. Important to the separation of scattered houses along Burnetts Lane and Blind Lane visually and perceptually.

D4 - Strong mature vegetation at the back of the properties at the edge of Horton Heath and woodland blocks from woodland area opposite to Botley Road. Provides a natural barrier to the scattered houses between Blind Lane and Botley Road.

D5 - Scattered houses with generous frontages and gardens enclosed by mature boundary vegetation around plots.

D6 - Open field with single house delineated by line of trees and vegetation associated to water stream.

D7 - Pet adoption centre and associated buildings enclosed by mature boundary vegetation.

D8 - Open field with strong field boundary hedgerow. Partial views from PRow to house adjacent to Winchester Road roundabout.

D9 - Mayfair Park – Caravan Park screened with scattered tree planting and closeboard fence along Bubb Lane and enclosed by mature boundary vegetation around park.



View 1 of sub area D2



View 2 of sub area D2



View of sub area D1



View of sub area D6

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

D10 - Large arable field with associated agriculture infrastructure. Strong mature vegetation around field in part associated to water stream.

D11 - Agricultural field with strong field boundaries.

D12 - Open field with strong field boundary structure. Partial views from PRoW (Footpath No 7b – Parish West End) to ribbon development adjacent to Winchester Road and Croft House - listed Parks and Gardens.

D13 - Scattered cottages grouped on the wavy section of the Shamblehurst Lane (very strong rural lane). Cottages with generous frontages and gardens enclosed by mature boundary vegetation around plots.

D14 - Houses with generous frontages and gardens enclosed by mature boundary vegetation around plots. Strong mature vegetation around sub area, in part (southern boundary) associated to water stream.

D15 - Semi-industrial site (auto services and car parts) and associated buildings with agricultural field pattern and boundary GI. Limited views to this area from Shamblehurst Lane.

D16 - Large woodland block adjacent to railway contributing to visual separation between Hedge End and Boorley Gardens development north of the railway line.

D17 - Open fields surrounded by mature hedgerow and tree planting. Occasional agriculture infrastructures. Critical to provide sense of openness within the Gap and separation to the future development DM24 – Boorley Gardens.



View of sub area D8



View of sub area D10



View of sub area D12

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Opportunities for Green Infrastructure Improvements

Observations

1. Existing hedgerow has been cleared to allow One Horton Heath works (DM24 site)
2. Ribbon development rural dwellings with soft back garden boundaries to sub area 2. Rural character on Burnetts Lane will be compromised once DM24 comes forward.
3. Blind Lane – Strong tall hedgerows on both sides of the lane.
4. Strong line of trees associated to water stream that runs southeast and intercepts Bubb Land and Shamblehurst Lane
5. Bubb Lane – Busy road main link between Hedge End and Horton Heath. Strong hedgerows and tree planting both sides.
6. Strong buffer along railway – defines a soft edge on the south west Gap boundary
7. Really strong line of trees associated to water stream. Defines soft edge to south east Gap boundary
8. Very strong rural lane - Shamblehurst Lane
9. Scope for stronger / clear boundary between north Gap boundary and Horton Heath



View of Strong GI corridor forming eastern boundary to Boorley Green

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Analysis and Evaluation

Analysis of Sub Areas

The Hedge End, Horton Heath and Boorley Green is under pressure from development on the existing or proposed settlement edges of Boorley Green and Horton Heath and within the centre of the Gap, where a cluster of development has begun eroding it and has led to a risk of fragmentation.

The Gap has been subdivided into 17 sub areas, as shown in Figure D3, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

D1 - This area is essential to maintain the Gap between Hedge End and the permitted development on the DM24 site, which will form an extension of Horton Heath to the south, as it is the only area that will ensure the separation of the settlements lying on both sides of the railway line. The area should be protected from any housing development especially in the context of the permitted road providing a more direct connection between Hedge End and the DM24 site. The area contributes to the open nature of the Gap and ensures the rural setting on Horton Heath.

D2 - This area strongly contributes to the open nature of the Gap and creates a physical and visual separation between Horton Heath and Hedge End. It is important in maintaining the perception of this separation for users of Bubb Lane and Burnetts Lane.

D3 - Whilst the site contributes to the open nature of the Gap and currently sits within the countryside surrounding Horton Heath and creating its rural character, the site is not necessary for the separation of Horton Heath from Hedge End due to a strong screening value of vegetation along Blind Lane. The open fields to the south provide sufficient physical and perceptual separation in tandem with the vegetated railway line creating a strong and impenetrable edge to Hedge End.

D4 - D5 - These areas are already developed and they do not contribute to any functions of the Gap except defining the character of this small settlement, as part of its well-vegetated, rural edge.

Gap D Hedge End, Horton Heath, Boorley Green																	
Criterion check for each Sub Area (Gap component area playing a similar function)	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17
The area helps preserve the open nature of the Gap.	●	●	●			●		●	●	●	●	●		●	●		●
The area helps maintain the sense of separation between settlements.	●	●	●			●		●	●	●	●	●	●	●	●	●	●
The area plays an important role in defining the settlement character.	●	●	●	●	●	●		●		●	●	●		●			●
The area plays an important role in separation of settlements at risk of coalescence.	●	●				●		●	●	●	●	●	●	●	●	●	●
The land is necessary in preventing the coalescence of settlements.	●	●				●		●	●	●	●	●	●	●	●	●	●

TABLE D1: Area D Hedge End, Horton Heath and Boorley Green Sub Area Matrix

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

D6 - This field contributes to the perception of the open nature of the Gap and the separation for users of the footpath connecting Horton Heath edge with Bubb Lane.

D7 - This area already contains a cluster of development (non-residential) and, being well-screened by boundary vegetation, does not contribute to the open nature of the Gap. However, it should remain in the Gap due to the location in its central part to avoid further Gap fragmentation by any additional development in this area, which would be detrimental to the perception of the Gap and lead to its further erosion.

D8 - This area contributes to all functions of the Gap and is important for the Gap experience of users of Winchester Road.

D9 - Despite being occupied by a caravan storage, the area has some contribution to the Gap openness for users travelling along Bubb Lane and represents a typical 'Gap development'. It should be protected from any form of development that would lead to the fragmentation of the Gap in its central part. The site contributes to the separation of the settlements and its inclusion in the Gap is necessary to avoid their coalescence.

D10 - D11 - These areas strongly contribute to the open nature of the Gap and create a physical and visual separation between Horton Heath and Hedge End. They are important in maintaining the perception of this separation for users of Bubb Lane.

D12 - This area contributes to all functions of the Gap and is important for the Gap experience of users along Winchester Road.

D13 - This area already contains a cluster of residential development and, being well-screened by boundary vegetation, does not contribute to the open nature of the Gap. It should remain in the Gap, however, to avoid its fragmentation by any additional development, which would be detrimental to the perception of the Gap and would lead to its gradual erosion potentially leading to the creation of a large 'island' of development in the centre of the Gap.

D14 - This area contributes to all functions of the Gap and is important for the Gap experience of users along Winchester Road.

D15 - This area fulfils all the Gap criteria except its southern part which is occupied by car garages and small industrial-type sheds. The presence of this development in this central part of the Gap strengthens the need for the protection of this area, in particular its open, northern part, against any additional development to avoid Gap fragmentation.

D16 - This woodland area does not contribute to the open nature of the Gap but provides visual and physical separation between Hedge End and the surrounding countryside and Horton Heath and the approved Boorley Gardens development. Due to significant development pressures around the railway station, it should remain in the Gap to avoid its further gradual erosion to the north.

D17 - This area strongly contributes to all Gap criteria and must remain in the Gap to ensure the sufficient separation of all three settlements and maintain the open nature of the Gap west of the natural boundary of the Gap along the proposed Boorley Gardens development.

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green



Key

- Existing Countryside Gaps
- Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure D4 - Area D Hedge End Horton Heath and Boorley Green - Gap Amendment Plan

Gap Analysis - Area D Hedge End, Horton Heath, Boorley Green

Area D Conclusions and Recommendations

Areas to be Removed

- Sub Area D3 – This single field parcel is not required to maintain the sense of separation between Horton Heath and Hedge End/Boorley Green due to the nature of its shallow topography. Blind Lane and the associated rural lane character of mature field hedgerow and trees forms a natural edge to the settlement Gap.
- Sub Areas D4 and D5 - These areas are already developed, and they do not contribute to any functions of the Gap. Accessed from Blind Lane, this provides a more defensible edge to the settlement Gap.

Proposed Gap Boundary Description

The Gap boundary is largely unchanged and follows clearly defined natural edges (hedgerows / woodland / watercourses / topography) and man-made (existing development / roads / railway) features that retain a clearly defined and defensible edge in the long term.

The revised changes to Horton Heath settlement edge retains the integrity of the Gap continuing north from the railway line between Bubb Lane and Burnetts Lane/Blind Lane to the north edge at Winchester Road. The future development of the link road that crosses the Gap should seek to retain the sense of openness to the west. This combined with the emerging settlement edge to One Horton Heath provides an opportunity to deliver landscape enhancements as part of the landscape and ecological mitigation scheme.

Boorley Green is already defined by the existing watercourse that defines the western edge of settlement whereas Hedge End is defined by the vegetated railway line. The landscape buffer associated with the urban extension to Boorley Green should seek to retain as much visual and perceptual separation between these two settlements, even if physically the distances are very limited.

The central part of the Gap associated with Shamblehurst Lane should be protected to prevent future infill development from eroding the Gap. Existing mature trees, woodland blocks and the rural character should be maintained and enhanced to retain the rural character and sense of separation between the three settlement edges.

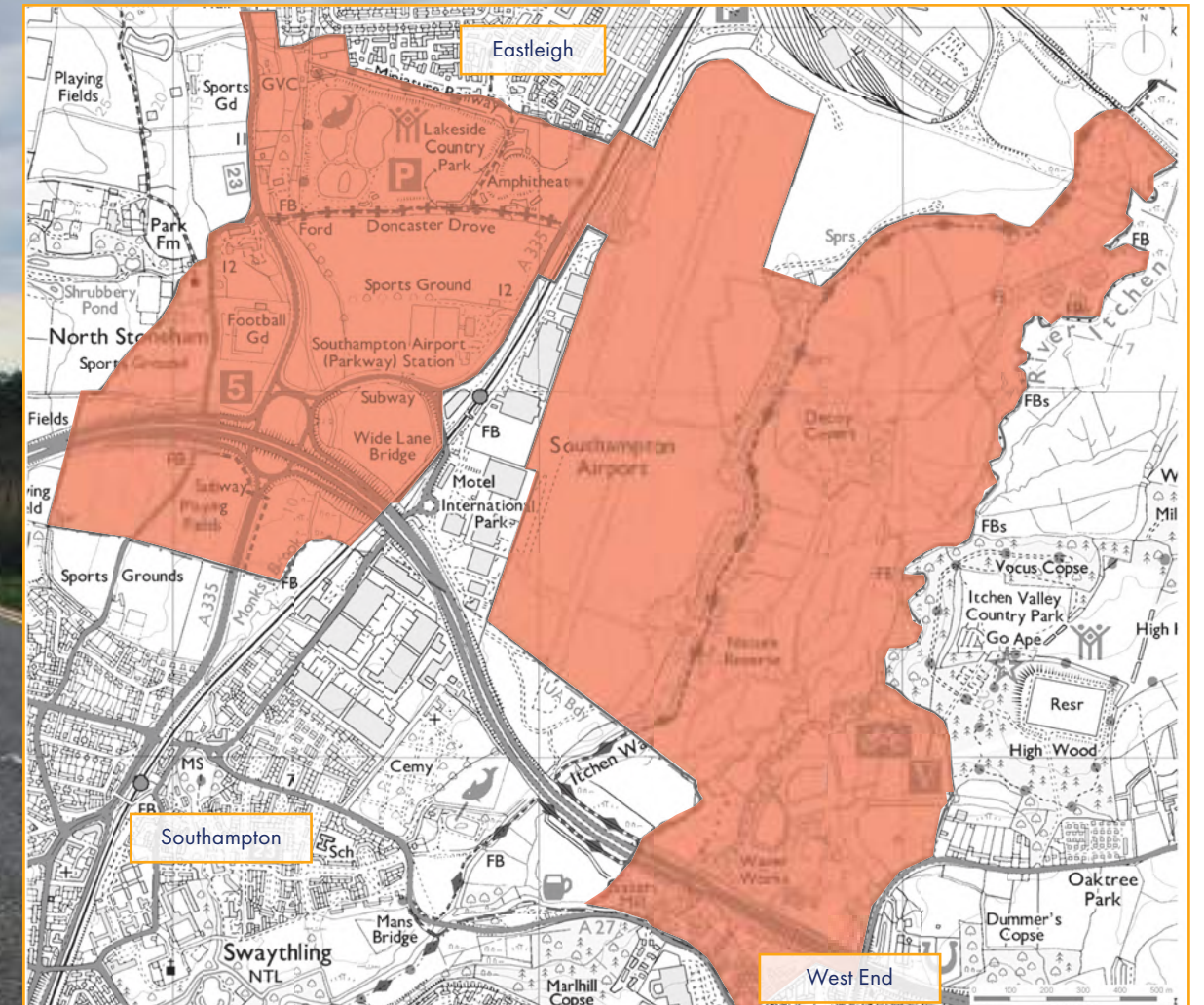
Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Managing potential fragmentation/erosion of the central Gap by controlling future development, retaining the rural character of Shamblehurst Lane and Blind Lane protecting its small-scale uniform field parcels, field hedgerows, rural lanes and mature woodland blocks;
- Maintain the openness of the Gap between Bubb Lane and Burnetts Lane and uniform nature of the landscape stretching further south to the adjoining Gap landscape west of Tollbar Way;
- Retaining and enhancing important riparian vegetation along existing watercourses that provides a clearly defined natural barrier to Boorley Green and supports a strong sense of physical / visual separation to Horton Heath whilst supporting biodiversity and ecological connectivity through the Gap;
- Protecting heritage assets associated with Croft House Parks and Gardens designation including its parkland setting;
- Protecting and enhance tree-lined roads and railway line vegetation to prevent visual intrusion across the Gap, reinforce the sense of leaving/arrival each settlement and reinforce the landscape character; and
- Reviewing the potential for improved pedestrian/cycle links to the countryside by integrating public rights of way with less trafficked cycle-friendly rural lanes with reinforced links to Hedge End Train Station.

Gap Analysis - Area E Southampton/West End and Eastleigh



Gap Analysis - Area E Southampton/West End and Eastleigh



Figure E1 - Area E Southampton and Eastleigh Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Southampton (regional centre)

Southampton is a city and a major port adjacent to the western boundary of Eastleigh Borough. The port has developed a national reputation as gateway to the world for both international trade and passenger traffic and the associated scale and mass of the shipping and dockside architecture has made probably the most significant contribution to the underlying character and image of the city .

The building pattern of the central area remained largely unchanged until the mid 19th century, when Southampton enjoyed a period of massive growth and change.

Today, it is a vibrant city with many historic buildings and landmarks.

West End (village)

The historic core of West End developed along the main route linking the village with Botley to the east. In the last thirty years there has been significant growth to the north of the village, adjacent to the M27. There has also been significant development to the west of the A27. As a result, West End is now joined by continuous urban development with Southampton.

Eastleigh (large town)

At the end of the 19th century the town underwent a period of rapid development on a grid. By the end of the 19th century, Eastleigh had expanded from a village of around 300 houses to a town with a population of over 6000 people.

Eastleigh continued to grow during the inter-war and immediate postwar period when a number of large estates based on inter-connected networks of streets were developed to the north and west of the town centre. This expansion also included the Aviary Estate which is based on a series of open public spaces at the centre of loops on cul-de-sacs. In the last 50 years a number of large estates based on loop and cul-desac route structures have expanded the town to the north west, effectively joining Eastleigh with Chandler's Ford.

Gap Analysis - Area E Southampton/West End and Eastleigh

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Eastleigh

Forming the southern extent of Eastleigh, stretching from Stoneham Lane, in the west to the Itchen Valley, in the east,. The settlement edge comprises a range of land uses and built form that influences the perception of the settlement edge including:

- North Stoneham Park, an emerging modern housing development on the former Stoneham Sport Pitches and set within a parkland landscape creating a relatively soft edge to the settlement west of Stoneham Way;
- New housing to the north of Lakeside Country Park with a strong line of frontages some three / four storeys with balconies overlooking the Park. This has created a hard edge to the settlement offering long distance views towards Southampton.
- Southampton Airport and the associated infrastructure, combined with the railway standings and industrial units to the north creates an urbanised edge with limited landscape mitigation;
- In contrast the adjacent River Itchen and associated floodplains provide a soft edge to the north east settlement edge and wraps around to define the entire eastern Gap boundary alongside the Itchen Valley Country Park and Allington Lane.

Southampton/West End

The Settlement edge to Southampton is mainly defined by the Eastleigh Borough boundary and the Southampton airport complex. With the exception of the boundaries that wrap around the airport, many of these boundaries do not relate to any recognisable landscape or urban edge features. They are summarised below:

- A cluster of new housing, carehome and the Gaters Mill Conservation Area along Mansbridge Road to the south of the M27 motorway;
- The Stoneham Sports Complex to the south of the M27; and
- Predominantly residential development in West End and a shopping mall with associated car park on the southern side of the M27.



North Stoneham Park



Ambassadors Walk



The Stoneham Sports Complex to the south of the M27



Southampton Airport



Itchen Way



Mill Gardens along Mansbridge Road

Gap Analysis - Area E Southampton/West End and Eastleigh

Linkages

Movement Types

Southampton/West End and Eastleigh are connected by the following links:

Roads

- The M27 which bisects the Gap and runs in the east – west direction.
- Stoneham Way (principal) and Stoneham Lane (secondary) provide two road connections to Southampton from Eastleigh.
- Wide Lane (A335) runs under the M27 and connects Southampton Airport Parkway Station with the south eastern part of Eastleigh.
- West End is connected with Southampton through a network of several minor routes as both settlements have effectively merged in many areas.

Railways

- Southampton and Eastleigh have a direct railway connection.

Public Rights of Way

- The Itchen Way (PRoW id 49) – long distance footpath connecting Southampton with the eastern parts of Eastleigh alongside Southampton Airport - approximately 30 minutes walking time.
- Two PRoW, a bridleway (29) and footpath (30) exist within the Gap and in the Lakeside Country Park. The footpath provides an arrival point for walkers to Eastleigh approximately 5 minutes walking time.
- Footpath 56 exists in the western part of the Gap and will provide a connection to Eastleigh once the DM24 development is complete - approximately 10 minutes walking time.

Sense of Arrival / Leaving

Vehicle Users

1. Recent highway upgrades to Stoneham Way and the associated North Stoneham Park development has helped to define the extent of the urban edge to this area of Eastleigh. Both Stoneham Way and the more rural Stoneham Lane is contained on both sides with a strong landscape framework of remnant field hedgerows, trees and vegetation associated with the Monks Brook watercourse that travels south as far as the M27 motorway. Except for the motorway infrastructure and intensified development around Eastleigh Football Club, there is a relatively consistent landscape buffer that stretches as

far as the Southampton settlement edge.

2. Further east, Wide Lane forms the main thoroughfare into Eastleigh Town Centre from the south. Whilst the Gap is at its shortest at this point (less than 300 metres), the change from open landscape associated with Lakeside Country Park and the adjacent airport landscape buffer to residential development north of Ambassador Walk creates a very strong sense of arrival to Eastleigh.
3. Allington Lane, which runs alongside the south east corner of the Settlement Gap boundary, forms another key link to Southampton from the Borough; and the roundabout to the south of M27, at the junction of Mansbridge Road, forms a clear sense of arrival to the suburban edges of Southampton. From here, travelling west along the settlement Gap southern boundary (Mansbridge Road), the road then drops down beyond the Haskins Garden Centre, at which point the built form gives way to the Itchen Valley.

Railway Users

Given the numerous built form land uses situated alongside the Railway line, including the former Ford factory, airport complex and Industrial units to the south of Eastleigh Train station, there is a limited perception of leaving and arriving between the two settlements.

Public rights of Way

The section of the Itchen Way that runs through the Gap transcends the lower River Itchen Valley floodplain. This flat expansive landscape does create a sense of isolation from both settlements, which is helped by the visual containment obtained by the adjacent woodland and tree belts associated with Itchen Valley Country Park and the airport buffer.



View of Wide Lane looking north.



View from Mansbridge Road looking west towards the edge of the settlement as the road drops to the Itchen Valley.

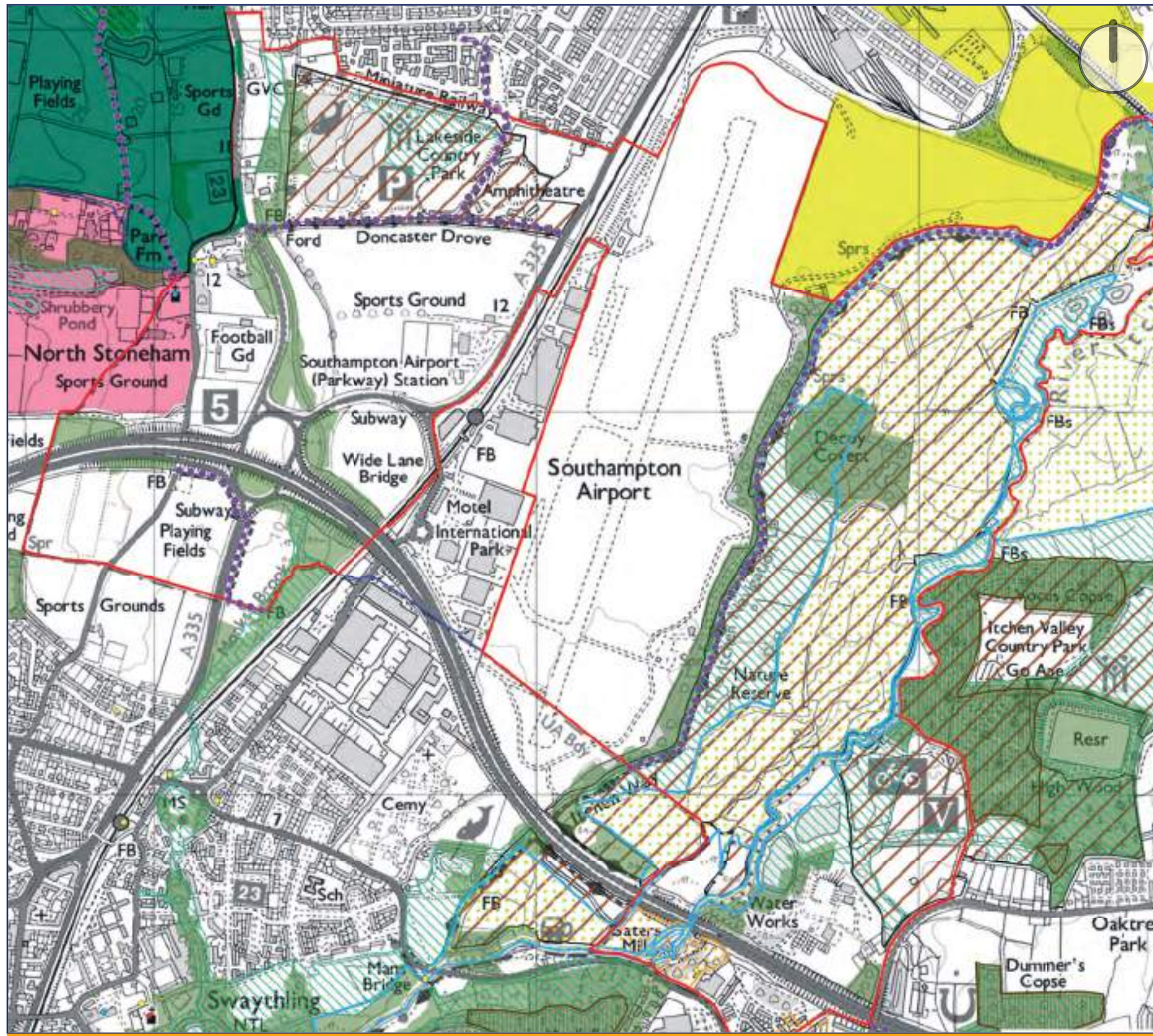


View from Stoneham Lane looking south.



Typical view of Itchen Way and associated riparian vegetation.

Gap Analysis - Area E Southampton/West End and Eastleigh



Key

-  Eastleigh Borough Council Boundary
-  Southampton and Eastleigh 'Gap'
- Landscape**
-  Public Rights of Way (PRoW)
- Ecology**
-  Ancient Woodland
-  Sites of Special Scientific Interest (SSSI)
-  Special Area Conservation (SAC)
-  Site of Importance for Nature Conservation (SINC)
- Heritage**
-  Conservation Areas (EBC)
-  Locally Listed Parks and Gardens (EBC)
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building
- Other Considerations**
-  National Forest Inventory
-  Country Parks
- Local Plan - 2016 to 2036**
-  S3 Proposed Housing Allocation
-  S4 Proposed Employment Allocation
-  DM24 Housing Sites with Planning Permission

Figure E2- Area E Southampton and Eastleigh - Designations Plan

Gap Analysis - Area E Southampton/West End and Eastleigh

Gap Description / Characterisation

The Study Area E covers the countryside Gap no. 2 which separates Southampton/West End and Eastleigh. This area is covered by the the LCA 3 Lower Itchen Valley Floodplain, the LCA 4 Southampton Airport, the LCA 5 Itchen Valley Sports Pitches, the LCA 6 North Stoneham Park and the LCA 11 M27 Corridor.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure E3. There are no landscape designations in this area.

There are several ecological designations (SSSI, SAC, SINIC) within the Itchen Valley corridor, in the eastern part of the area, all associated with the River Itchen wetlands. Two SINIC designations also exist within the Lakeside Country Park.

A small part of the North Stoneham Historic Park and Garden and 2 Grade II and one Grade II* (St Nicholas Parish Church) Listed Buildings are located in the western part of this area. The south eastern part of the area, south of the M27 contains two Conservation Areas.

Landscape Features

Topography

The majority of the Gap sits within a shallow low lying landscape associated with the Itchen Valley, Monks Brook and the valley slopes that rise gently to the northeast and southwest.

Development / Land Use / Vegetation

Lakeside Country Park, playing fields, Southampton Airport with associated buildings and infrastructure, a natural river corridor, M27 and some residential development south of the motorway.

Openness

The sense of openness is mainly experienced to the west of Wide Lane, associated with the airport and the Itchen Valley. The sports pitches also provide a sense of openness, albeit the elevated M27 reduces the depth of views.

Gap Boundaries

Defined by roads, development edges and natural features including:

- The River Itchen, woodland and Allington Lane to the east.
- Local roads and development to the south east.
- Southampton airport in the central part.
- Eastleigh residential development to the north
- Field boundaries with hedgerows and woodlands to the west.

Access through the Gap

Movement / Connectivity

The main receptors travelling through and experiencing the Gap include:

- Motorists using the M27 which bisects the Gap and runs in an east – west direction.
- Tributary roads that link between Southampton and Eastleigh in a north south direction.
- Railway users travelling between Southampton and Eastleigh.
- Walkers and recreational users of the Lakeside Country Park and Itchen Navigation path that stretches from Southampton to Winchester.
- Residents along the edge of the settlement who overlook the open spaces at Lakeside Country Park and North Stoneham Park.

Presence of Green Infrastructure within The Gap

- River Itchen / Monks Brook watercourses with associated riparian vegetation and floodplains;
- Mature woodland blocks;
- Dense highway vegetation associated with the M27 and main vehicle routes between the settlements;
- Sports pitches set within remnant field parcels.



Typical view across River Itchen with open farmland / floodplain offering skyline views.



Monks Brook forms a narrow storm water channel of watering running alongside Stoneham Way framed on both sides by wooded / riparian vegetation.



Stoneham Lane with mature highway vegetation providing a sense of containment to the west sections of the Gap in contrast to the more open areas to the east.

Gap Analysis - Area E Southampton/West End and Eastleigh



Key

- Eastleigh Borough Boundary
- Existing Countryside Gaps
- Public Rights of Way
- Gap Sub Areas
- 1 Observations
- ← Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure E3 - Area E Southampton and Eastleigh - Field Findings Plan

Gap Analysis - Area E Southampton/West End and Eastleigh

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

Area E1 - Section of flat landscape lying alongside Monks Brook east of Stoneham Way. This narrow stretch of land includes utilities infrastructure but mainly consists of rough grassland, field ditches and riparian scrub vegetation that supports the river corridor habitat.

Area E2 - Accessed from Stoneham Way, this small cluster of residential development and the Concorde Club (hospitality) is located on a narrow strip of land either side of Monks Brook. The tree lined boundaries provide little intervisibility to the larger Gap areas to the east.

Area E3 - Lakeside Country Park offers a number of recreational activities within a restored landscape and lakes that were formed from previous gravel extraction. The Park is largely informal landscape and



View of sub area E1



View of sub area E3



View of sub area E4

provides a strong sense of openness, whilst screening long distance views of the settlement edges. The modern residential development to the north of Ambassador Walk provides a strong urban edge with clear views overlooking the Park.

Area E4 - The University of Southampton Sports Pitches to the south of Lakeside Country Park extends all the way to the elevated M27. The open nature of the pitches and limited layers of planting and highway vegetation offers limited visual barriers to long distance views between the two settlements.

Area E5 - Cluster of listed buildings including St Nicolas Church and office development on the former Stoneham Rectory site. Both sites retain their historic setting; and the enclosed nature, bounded by mature trees, contrasts with recent modern developments that surround the sub area.

Area E6 - Encompassing the Wellington Sports Ground and Eastleigh Football Club, this land has seen recent intensification of built form along Stoneham Way, and the Football Stadium is clearly visible between the landscaped edges.

Area E7 - Located to the south of the M27, AFC Stoneham Football Complex supports a regional hub for football facilities including 4G

football pitches and associated car parking / buildings. The intense nature of the pitches design (artificial pitches and fencing) has reduced the open nature of this land, but Stoneham Lane that runs between does retain its rural lane character and associated field boundaries.

Area E8 - Unmanaged Land east of Stoneham Way south of M27 enclosed by highway vegetation, Monks Brook and the railway line. Provides limited intervisibility to the settlement edges.

Area E9 - Southampton Airport. Mainly consisting of the runway and flat, open grassland, this offers an expansive area of openness between the settlements (albeit, given the secure nature of this landscape, this is only experienced by users of the airport and nearby residents that overlook). It is unclear what impact the proposed employment allocation (linked to the airport) to the north east will have on the physical separation between the two settlements.

Area E10 - Lower River Itchen Valley – This open and expansive grassed floodplain with cluster of scrub / riparian vegetation and watercourses / field ditches contributes significantly (in comparison to other sub areas) to the physical separation between the two settlements and provides a sense of isolation not experienced elsewhere.

Gap Analysis - Area E Southampton/West End and Eastleigh

Area E11 - Grazing land on slightly higher ground offering long distance views to the wooded high ground at Chilworth / Basset. Southampton and rooftop views of large commercial building surrounding Southampton airport.

Area E12 - Portsmouth water and associated waterworks building surrounded and screened by mature vegetation.

Area E13 - A cluster of development nestled between Mansbridge Road and M27, this area comprises recently developed housing, a care home and the Gaters Mill Conservation Area. With the exception of some remnant mature woodland blocks, this area is largely developed and feels part of the neighbouring Southampton suburbs to the south. It is well contained by existing woodland belts and the M27 vegetation corridor.

Opportunities for Green Infrastructure Improvements

Observations

1. Play area and allotments to edge of settlement
2. Monks Brook and associated riparian vegetation forms a strong landscape barrier running north – south through Gap area and contributes to separation of sub areas.
3. Windbreak planting to sports pitches contributes to layering of landscape / visual barrier.
4. Strong buffer planting to airport boundary along Wide Lane.
5. Stoneham Lane - Rural lane with strong hedge vegetation
6. M27 buffer planting provides strong visual separation and strengthens landscape character.
7. Views from Train station car park over surrounding Gap.
8. River Itchen and associated riparian vegetation forms a strong landscape / visual barrier running north – south through Gap area and contributes to separation of sub areas and views from the east.
9. Railway Line forms strong buffer to northeast edge of Gap.



View across sub area E9



View across sub area E11



View of sub area E13

Gap Analysis - Area E Southampton/West End and Eastleigh

Analysis and Evaluation

Analysis of Sub Areas

The Southampton and Eastleigh Gap separates two settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 13 sub areas, as shown in Figure E3, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

E1 - This narrow area does not contribute to any Gap functions.

E2 - The area is largely developed and does not contribute to any Gap functions.

E3 - This area of Country Park provides an important separation between Eastleigh and Southampton due to its open nature and the sense of visual and physical separation perceived from the footpaths within and around the area and views towards and from Ambassadors Walk and its hard urban edge.

E4 - The area contributes to the open nature of the Gap and is necessary to maintain the separation between the edge of Southampton along Wide Lane and Eastleigh, including the approved North Stoneham Park development.

E5 - This cluster of Listed Buildings and open fields is important in defining the character of Eastleigh settlement edge and in providing separation from Southampton (see descriptions for areas E7 and E8).

E6 - This area contributes to the open nature of the Gap between Eastleigh (incl. the north Stoneham Park) and the M27 and Southampton to the south.

E7 - E8 - These areas to the south of the M27 can be removed from the Gap as the motorway provides an appropriate and well vegetated boundary to Southampton. These areas add little contribution to the Gap functions, as the areas E4 to E6 north of the M27 are sufficient to separate the settlements and prevent the risk of their coalescence.

E9 - This open area (airfield) provides an important role in visually and physically separating the large airport structures (effectively an extension of Southampton urban area into Eastleigh Borough) from smaller scale development in Eastleigh, including the proposed DM24 development adjacent to northern Gap boundary.

E10 - The Itchen Valley contributes to the open nature of the Gap and provides separation in the east – west direction between the Southampton Airport (effectively an extension of Southampton urban area into Eastleigh Borough) and the proposed residential development on the edge of Eastleigh (north of the Gap) and ribbon development along Allington Lane.

E11 - This open area lies within the vicinity of the M27 and complements the Itchen Valley in visually and physically separating Eastleigh from Southampton at a very vulnerable location near the M27. The undeveloped character of the area also helps in preserving long distance views between Allington Lane and the airport and therefore maintains perceptual separation between the settlements.

E12 - This area adjacent to the M27 is necessary to maintain separation of the cluster of developments around Allington Lane from urban pressures from Southampton (south to the M27). Whilst the area is enclosed by vegetation, it contributes to the physical separation of Southampton and Eastleigh, which are otherwise separated only by the motorway at this point.

E13 - This area can be removed from the Gap as the M27 is a logical boundary of Southampton urban area and it is largely developed or covered by mature woodland.

Gap E Southampton and Eastleigh													
Criterion check for each Sub Area (Gap component area playing a similar function)	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13
The area helps preserve the open nature of the Gap.			●	●		●			●	●	●	●	
The area helps maintain the sense of separation between settlements.			●	●	●	●			●	●	●	●	
The area plays an important role in defining the settlement character.			●	●	●	●				●	●		
The area plays an important role in separation of settlements at risk of coalescence.			●	●	●	●			●	●	●	●	
The land is necessary in preventing the coalescence of settlements.			●	●	●	●			●	●	●	●	

TABLE E1: Gap E Southampton and Eastleigh Sub Area Matrix

Gap Analysis - Area E Southampton/West End and Eastleigh



Key

- Existing Countryside Gaps
- Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure E4 - Southampton, Eastleigh - Gap Amendment Plan

Gap Analysis - Area E Southampton/West End and Eastleigh

Area E Conclusions and Recommendations

Areas to be Removed

- Sub Area E1 – Narrow piece of scrub land, Monks Brook watercourse and associated wet woodland belt. Whilst this creates a strong buffer and visual mitigation to development along Stoneham Lane. Its position does not contribute to the Gap function and intervisibility between Southampton and Eastleigh. The nature of it being a protected watercourse protects it from being developed and therefore can be removed from the Gap.
- Sub Area E2 – This area is already developed. The tree lined boundaries associated with Monks Brook provide little intervisibility to the larger Gap areas to the east and does not contribute to any functions of the Gap.
- Sub Areas E7 – Sports pitches located to the south of M27. The intensification of sport use and associated facilities combined with the elevated nature of the M27 to the north means this area doesn't contribute to the Gap function in terms of visual separation or character.
- Sub Area E8 - Narrow piece of low-lying scrub land to the south of the elevated M27 offering no contribution to the openness of the gap or relationship to the settlement edges.
- Sub Area E13 - Developed land, mainly residential, feeling part of the Southampton settlement and contained by the existing woodland belts and the M27 vegetation corridor. Doesn't contribute to the Gap function.

Proposed Gap Boundary Description

The revised Gap boundary creates a more logical edge defined by the elevated M27 corridor landscape planting which in many places is elevated and forms a strong defensible boundary to the entire southern boundary of the Gap.

The exception to this is Southampton Airport which has extended the perceived Southampton settlement edge north of the motorway. Despite it being located within the Eastleigh boundary the narrow section of the Gap that separates the airport from the Eastleigh settlement edge along Wide Lane provides limited separation and is the most vulnerable part of the Gap. The airport landscape buffer provides a good screen to the development and opportunities for enhancements should seek to reinforce this green corridor into Eastleigh Town Centre.

The airport also influences a change in gap character from west to east. The low-lying flat topography and openness of the Sports Pitches and Lakeside County Park to the west of the airport offers a strong sense of separation both visually and physically stretching from the M27 to the Eastleigh settlement edge along Ambassador Walk. Whilst supporting the busy vehicle connections between the settlement, future development within this part of the Gap should seek to maintain the openness of the Gap whilst enhancing landscape connectivity east-west to Monks Brook and the heritage assets and wooded slopes to the former North Stoneham Park.

To the east, the airport runway and Itchen Valley supports significant openness to the Gap experience and separation of Eastleigh and West End/Southampton. The Itchen valley and associated floodplain supports a variety of wetland habitats protected by a number of ecological designations. This expansive open landscape offers a strong sense of isolation and opportunities for informal recreation unique to the Borough. This should be conserved and enhanced where possible to mitigate against neighbouring land uses.

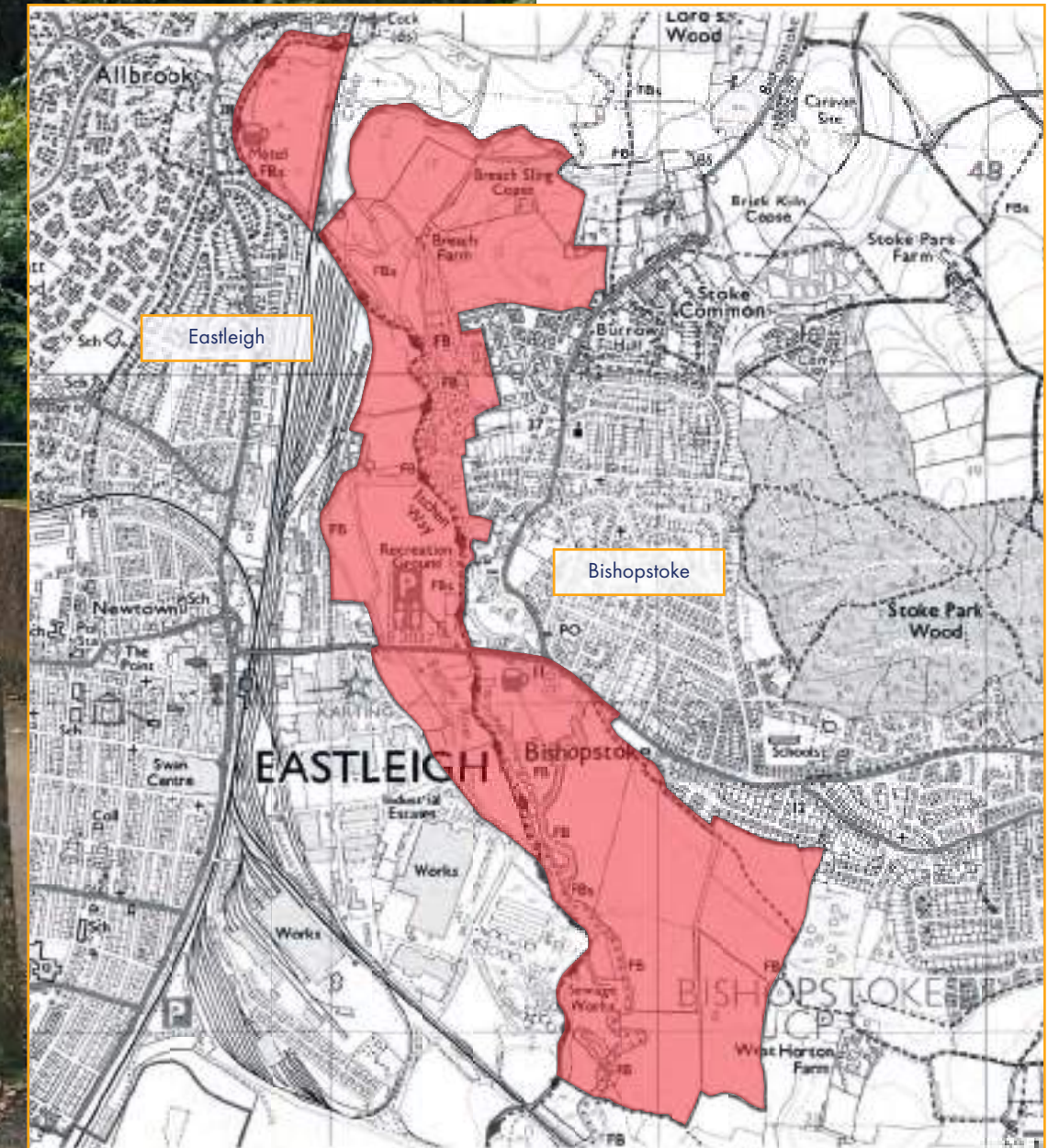
Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Retaining the visual separation between Southampton and Eastleigh by protecting the openness provided by the sports pitch provision and Lakeside Country park with opportunities to include greater native tree planting and avoid intensification of associated sports paraphernalia (floodlighting / buildings) that can dilute the sense of openness;
- Retaining and enhancing important riparian vegetation along Monks Brook that provides a clearly defined natural barrier and supports a strong sense of physical / visual separation whilst supporting biodiversity and ecological connectivity through the Gap;
- Protecting and reinforcing highway vegetation associated with the elevated M27 which offers a strong landscaped barrier to the Southampton edge;
- Southampton Airport - Where possible maintain and protect buffer/ screening planting including Wide Lane, to retain this important green corridor into Eastleigh and along the boundary with the Itchen Valley to prevent both ecological harm and visual sensitivities associated with Itchen Way. Future airport expansion should be sensitively designed to maintain its contribution to the openness of the Gap and relationship to the adjacent Itchen Valley habitats; and
- Continue to manage the Itchen Valley floodplain to balance ecological enhancements for associated wetland habitats, grazing and recreational / wellbeing for users of the Itchen Navigation.

Gap Analysis - Area F Eastleigh, Bishopstoke



Gap Analysis - Area F Eastleigh, Bishopstoke

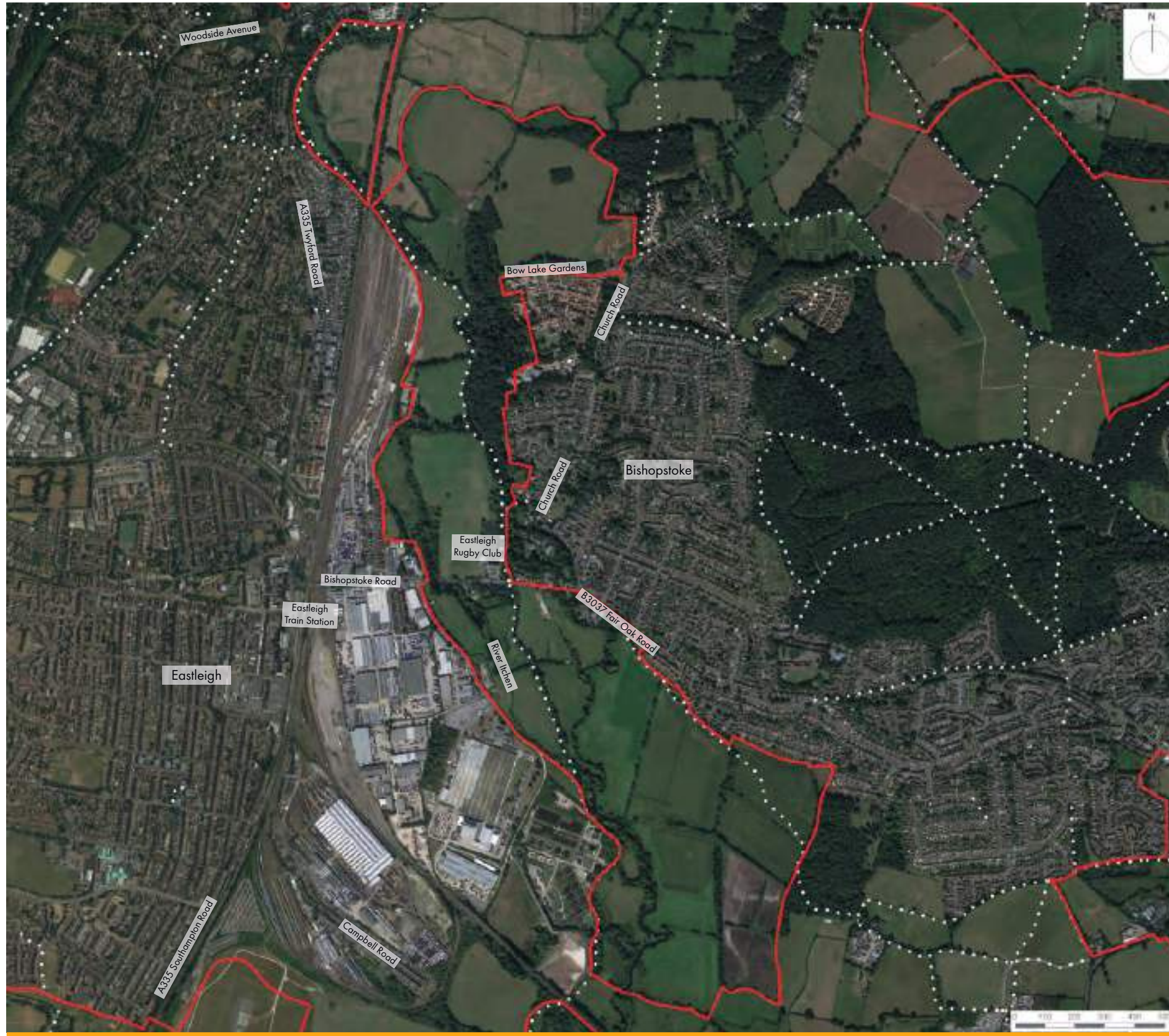


Figure F1 - Area F Eastleigh & Bishopstoke Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Eastleigh (large town)

At the end of the 19th century the town underwent a period of rapid development on a grid. By the end of the 19th century, Eastleigh had expanded from a village of around 300 houses to a town with a population of over 6000 people.

Eastleigh continued to grow during the inter-war and immediate postwar period when a number of large estates based on inter-connected networks of streets were developed to the north and west of the town centre. This expansion also included the Aviary Estate which is based on a series of open public spaces at the centre of loops on cul-de-sacs. In the last 50 years a number of large estates based on loop and cul-de-sac route structures have expanded the town to the north west, effectively joining Eastleigh with Chandler's Ford.

Bishopstoke (village)

The village of Bishopstoke is located on the eastern bank of the River Itchen. The historic centre is located to the north of the intersection of what were originally two main thoroughfares. The historic core of the settlement expanded during the late 19th century when two terraced developments laid out on regular grids were constructed to the east.

During the inter-war / immediate post-war period, development along the main route to Fair Oak and the construction of a number of large estates to the east significantly increased the size of the village.

Bishopstoke has continued to expand to the east during the last 50 years and the historic core is now joined to Fair Oak by continuous urban development.

Gap Analysis - Area F Eastleigh, Bishopstoke

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Eastleigh

The eastern edge of Eastleigh along the settlement Gap edge facing Bishopstoke is largely defined by the railway line and River Itchen valley. Running north to south, that edge comprises:

- Residential properties, Public Dining and Hotel to the east of Twyford Road, which mainly have rear gardens backing onto River Itchen with varying boundary treatments, that create a hard edge to the river corridor and associated floodplain areas to the east;
- Railway standings, associated Victorian terracing along Dutton Lane and the Radian office building, that provide a hard-urbanised edge to the Itchen Valley environment with limited landscape planting to mitigate views from the Itchen Way;
- Industrial units and Southern Water treatment plant to the south of the B3037 / Bishopstoke Road, that also provide a harsh industrial edge to the Itchen Valley floodplain. The raised Railway Line to the South and associated vegetation delineates end of Eastleigh settlement.

Bishopstoke

In contrast to Eastleigh, the Bishopstoke settlement edge is largely defined by landscape features, most notably Burrow Hill to the north of Bishopstoke Road, which rises to the east of the River Itchen to create a wooded backdrop to residential properties along Church Road. This largely prevents intervisibility to Eastleigh.

In contrast to the above, the flat and open landscape to the south of The B3037 / Bishopstoke Road offers expansive views to the residential properties that back onto the Itchen Valley (including the Toby Carvery public house). Nevertheless, the layers of the riparian vegetation, including mature willows combined with the low-lying nature of this settlement edge, offers limited views to the industrialised Eastleigh settlement edge.



View from Itchen Way of properties backing onto the Itchen Navigation



View from railway bridge looking north towards Eastleigh



View of industrial areas in Eastleigh



View of wooded backdrop to Bishopstoke North



View of Bishopstoke South

Gap Analysis - Area F Eastleigh, Bishopstoke

Linkages

Movement Types

Roads:

- Bishopstoke Road – the only direct road connection between the settlements.

Public Rights of Way

- The Itchen Way (PRoW id 49) – A long distance footpath connecting the settlements (the only PRoW to do so) - approximately 30 minutes walking time through the Gap.
- Footpath No. 780 runs in the south eastern part of the Gap but does not provide a connection to Eastleigh - approximately 20 minutes walking time through the Gap.

Sense of Arrival / Leaving

Vehicle Users

The B3037 / Bishopstoke Road forms the main vehicle link from Bishopstoke to Eastleigh. Located at the narrowest point where the River Itchen crosses the main road, the sense of arrival / leaving is restricted to the Bishopstoke Road Playing Fields to the north, and the associated river vegetation. Whilst short-lived, this transition between settlements does provide a change in character.

Public Rights of Way

The Itchen Way (Footpath No. 701) is a promoted footpath running from Winchester to Southampton. The section of footpath that flows through the settlement Gap is also accessed from Twyford Road and Bishopstoke Road, and continues south beneath the Portsmouth to Eastleigh railway line.

Whilst much of the route is largely defined by the river and associated riparian vegetation, open views across the adjacent fields offer views back towards the settlement edges particularly of Eastleigh.



Junction of Bishopstoke Road /Chickenhall Lane leaving the Eastleigh settlement towards Bishopstoke with the Itchen Navigation beyond.



Travelling between Eastleigh and Bishopstoke on Bishopstoke Road with the Bishopstoke Sports Pitches on the right forming a sense of openness across the Gap to the north.

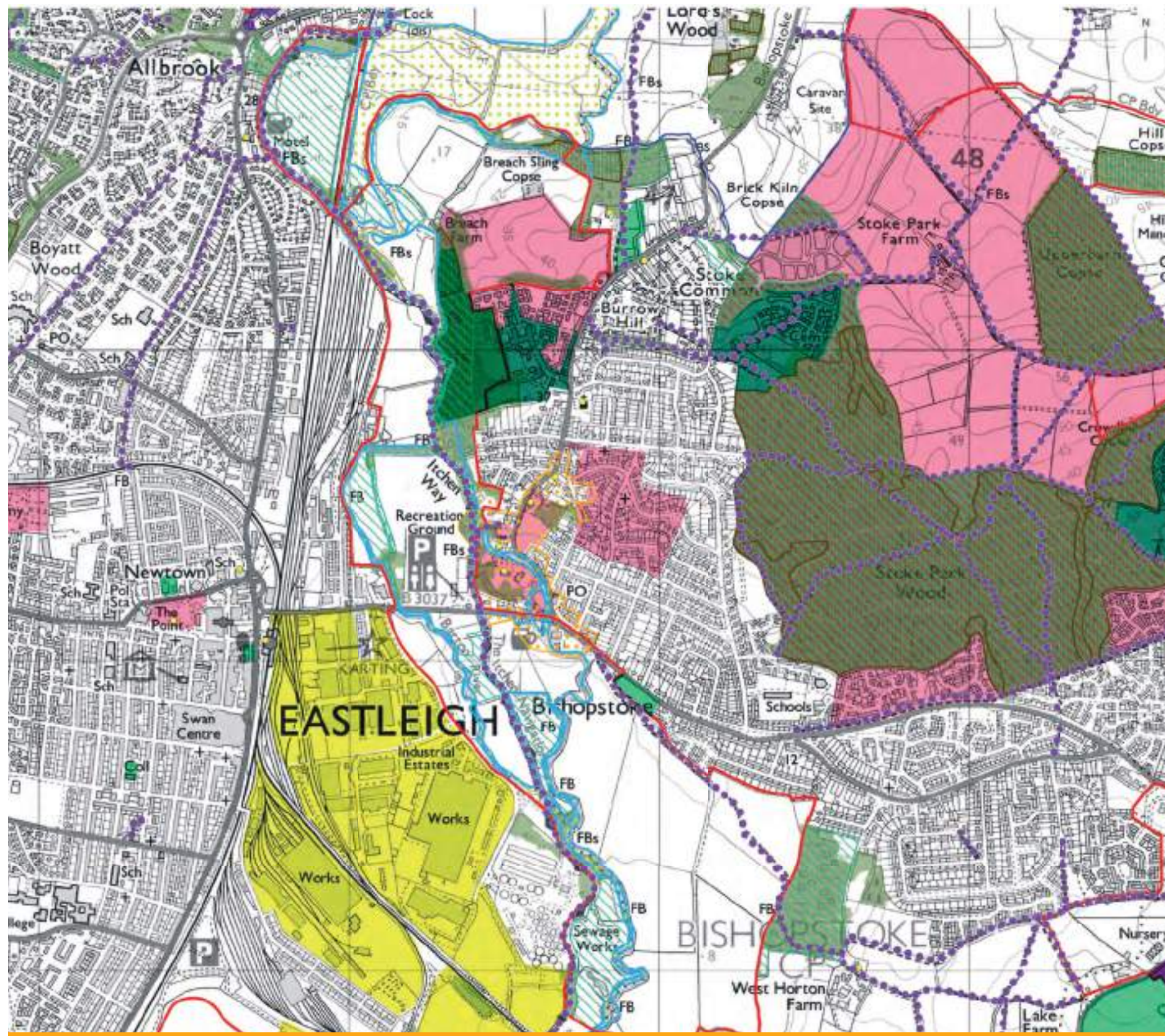


Bishopstoke Road leaving Bishopstoke settlement with the convenience store, on the right defining the sense of departure and reversion (albeit short-lived) to the landscaped edges associated with the Itchen Way.



Itchen Navigation

Gap Analysis - Area F Eastleigh, Bishopstoke



Key

-  Eastleigh Borough Council Boundary
-  Eastleigh and Bishopstoke 'Gap'
- Landscape**
-  Public Rights of Way (PROW)
- Ecology**
-  Ancient Woodland
-  Sites of Special Scientific Interest (SSSI)
-  Special Area Conservation (SAC)
-  Site of Importance for Nature Conservation (SINC)
- Heritage**
-  Conservation Area (EBC)
-  Locally Listed Parks and Gardens (EBC)
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building
- Other Considerations**
-  National Forest Inventory
- Local Plan - 2016 to 2036**
-  S3 Proposed Housing Allocation
-  S4 Proposed Employment Allocation
-  DM24 Housing Sites with Planning Permission

Figure F2 - Area F Eastleigh and Bishopstoke - Designations Plan

Gap Analysis - Area F Eastleigh, Bishopstoke

Gap Description / Characterisation

The Study Area F covers the countryside Gap no. 3 which separates Eastleigh and Bishopstoke. This area is covered by the the LCA 2 Upper Itchen Valley.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure F3. There are no landscape designations in this area.

There are several ecological designations (SSSI, SAC, SINCC) within the area, all associated with the River Itchen wetlands.

The Bishopstoke Conservation Area is located in the central part of the area alongside two Grade II Listed Buildings (one within the CA). Two Historic Parks and Gardens exist in the area: The Mount Hospital and Bishopstoke Manor.

Landscape Features

Topography

Low-lying and mostly flat as much of the Gap is a floodplain for the River Itchen.

Development / Land Use / Vegetation

Most of the Gap is undeveloped. However, its central part is occupied by a recreation ground and laying fields. A small part of the area lies within a Conservation Area with a few buildings within the Gap.

The River Itchen and the Itchen Navigation are the main watercourses within the Gap. Wetlands exist alongside these watercourses. On the floodplain outside the Conservation Area there are recreation grounds and improved pasture with sparse tree cover and fragments of wetland vegetation. A mosaic of agricultural fields, delineated by hedgerows, trees and some woodland, cover most of the Gap.

Openness

Mostly open fields, but hedgerows and woodlands reduce visibility across the Gap and intervisibility between the settlements.

Gap Boundaries

Defined by a railway corridor and an industrial area to the west; a residential development in Eastleigh; and vegetated railway and field boundaries to the north.

To the east, the Gap wraps around the western edge of Bishopstoke; and to the south, the Gap is defined by vegetated field boundaries.

Access through the Gap

Movement / Connectivity

The main receptors travelling through and experiencing the Gap include:

- Motorists travelling along Bishopstoke Road between the two settlements;
- Railway users travelling between Eastleigh and Winchester;
- Walkers and recreational users of the Itchen Navigation path and local footpaths that offers views across the Gap;
- Residents along the edge of the settlement who overlook the Itchen Valley from private rear gardens.

Presence of Green Infrastructure within The Gap

- River Itchen with associated riparian vegetation and floodplains;
- Mature woodland blocks on sloping ground to the west of Bishopstoke;
- Historic field boundary hedgerows;
- Railway line with linear vegetation supporting wider ecological connectivity; and
- Sports pitches offering open views across the landscape.



Typical view from the Itchen Way looking north across to open farmland / floodplain.



Bishopstoke Road creating a pinchpoint to the Gap.



View from the Itchen Way and the elevated vegetated railway that defines the extent of the southern Gap boundary.

Gap Analysis - Area F Eastleigh, Bishopstoke



Key (Northern Area)

- Eastleigh Borough Boundary
 - Existing Countryside Gaps
 - Public Rights of Way
 - A1 Gap Sub Areas
 - 1 Observations
 - ← Key Views
 - Sense of Leaving / Arrival
- Local Plan 2016 - 2036
- S3 Proposed Housing Allocation
 - S4 Proposed Employment Allocation
 - DM24 Housing Sites with Planning Permission

Figure F3a - Area F Eastleigh and Bishopstoke - Field Findings Plan (North)

Gap Analysis - Area F Eastleigh, Bishopstoke

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

Area F1 - An isolated field parcel and associated riparian vegetation located along the Itchen Navigation. This sub area shares characteristics with the wider Itchen Valley floodplains but is enclosed by the elevated and vegetated railway line to the east. The railway forms a strong visual barrier running north to south through this section of the Gap.

Area F2 - This expansive floodplain, which is largely inaccessible to the public, stretches north to the borough boundary and beyond. The floodplain, when observed from the Itchen Way footpath and the proposed allotments at Brick Kiln Road, Bishopstoke (Sub Area F3), supports open views between both settlement edges.

Area F3 - Proposed allotments at Brick Kiln Road, Bishopstoke. Set to the north of the recent residential development at Burrow Hill, this area provides long distance views over sub area F2 towards the settlement at

Allbrook Hill. The existing woodland that wraps around the settlement edge (sub area F5) prevents any views towards the defined Eastleigh settlement edge that the Gap seeks to protect.

Area F4 - Open rough grassland and grazing land within the Itchen Valley floodplain offering open views towards the railway standings and associated infrastructure buildings at the edge of Eastleigh. Views to the east towards Bishopstoke are curtailed by the wooded valley slope known as Breach Copse / Gully Copse.

Area F5 - Rising woodland to valley slope provides a strong contrast and character to the settlement edge and supports a cohesive visual and physical barrier to Bishopstoke. This prevents its coalescence and potential for further encroachment from the urban edge of Bishopstoke.

Area F6 - Designated SINC comprising rich grassland and associated riparian habitats within the floodplain which provides a landscape buffer between settlement edge and the ecologically protected River Itchen and Itchen Navigation.

Area F7 - A small parcel of open grassland with a strong vegetated boundary to the east, affording a degree of openness to the Gap and providing a buffer between the residential properties on Dutton Lane and the River Itchen.

Area F8 - Affords open views across the Bishopstoke Road Playing Fields north of Bishopstoke Road. Whilst compromised by floodlighting (particularly during winter months), this area supports a sense of openness between the two settlements which is further reinforced by boundary vegetation which retains visual separation.



View across sub area F2 and F3



View across sub area F4

Gap Analysis - Area F Eastleigh, Bishopstoke



Key (Southern Area)

- Eastleigh Borough Boundary
 - Existing Countryside Gaps
 - Public Rights of Way
 - Gap Sub Areas
 - 1 Observations
 - ← Key Views
 - Sense of Leaving / Arrival
- Local Plan 2016 - 2036
- S3 Proposed Housing Allocation
 - S4 Proposed Employment Allocation
 - DM24 Housing Sites with Planning Permission

Figure F3b - Area F Eastleigh and Bishopstoke - Field Findings Plan (South)

Gap Analysis - Area F Eastleigh, Bishopstoke

Area F9 - Itchen Valley - Large expansive floodplain which changes from dense vegetation at the confluence of the river corridor where it runs beneath Bishopstoke Road to the north, opening to create a mosaic of riparian vegetation, pasture and associated field boundary hedgerows and ditches. This provides strong sense of openness / visual screen between the industrial land use along the Eastleigh edge and the low-level housing to the southern edge of Bishopstoke.

Area F10 - Field Crops to south of Oakgrove road housing. Combined with mature vegetated field boundaries and the ecologically designated (SINC) woodland to the east, this parcel feels less open than the expansive Area 10. Footpath No. 780 runs through the northern parcel and links Bishopstoke Road to West Horton Lane to the east. The southern field parcel contributes little to maintaining separation between the two settlements.

Opportunities for Green Infrastructure Improvements

Observations

1. Itchen Way footpath offers a strong relationship with the countryside for local community and visitors.
2. Woodland blocks forms strong landscape edge to settlement.
3. Windbreak planting to sport pitches provides additional screening to adjacent settlement
4. Riparian, Scrub and associated field ditches provides strong landscape edge and a degree of containment to Bishopstoke.
5. Field boundaries / ditches provide layers of visual barriers to reinforce settlement separation.
6. Encourage more sensitive settlement edge treatments / enhancements to properties overlooking Itchen Valley
7. Manage development along Bishopstoke Road to encourage greater sense of arrival / leaving between two settlements
8. New groundworkers depot under construction.
9. Mature native field boundary hedgerows and tree contribute to visual separation between settlement.
10. Elevated railway line with vegetated embankments curtail open views across open floodplain and wider Itchen Valley



View across sub area F8 from Bishopstoke Road



View across sub area F9 from the Itchen Way

Gap Analysis - Area F Eastleigh, Bishopstoke

Analysis and Evaluation

Analysis of Sub Areas

The Eastleigh and Bishopstoke Gap separates two settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 10 sub areas, as shown in Figure F3, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

F1 - This area contributes to the open nature of the existing Gap and the setting and character of Eastleigh in this location. However, it is separated from the main part of the Gap east of the well-vegetated railway on embankment. The area is ecologically protected (not at risk of development) and can be removed from the Gap, as the land east of the railway provides sufficient separation from Bishopstoke.

F2 - This area fulfils all the Gap criteria and is necessary for the Gap to function both in terms of its openness and the separation between the settlements.

F3 - The area allocated for allotment gardens is important in visually separating the settlements; and due to its location on a slope, it is visible from the west and adds to the openness of the Gap.

F4 - This area is the only open undeveloped land between the edge of Eastleigh (railway corridor) and Bishopstoke and must be protected to avoid the coalescence of these settlements.

F5 - This area of woodland on steep topography, does not contribute to the open nature of the Gap. However, it is critical in preserving the wooded and undeveloped edge of the settlement in views from the west; and the physical and visual separation between the settlements. Small gaps in this woodland should be protected from any development due to their prominence in views from Eastleigh.

F6 - F8 - These three areas, including Bishopstoke Playing Fields, are the only open land between the edge of Eastleigh (railway corridor) and Bishopstoke and must be protected from development to avoid the coalescence of these settlements. They are critical for the separation in physical and perceptual terms.

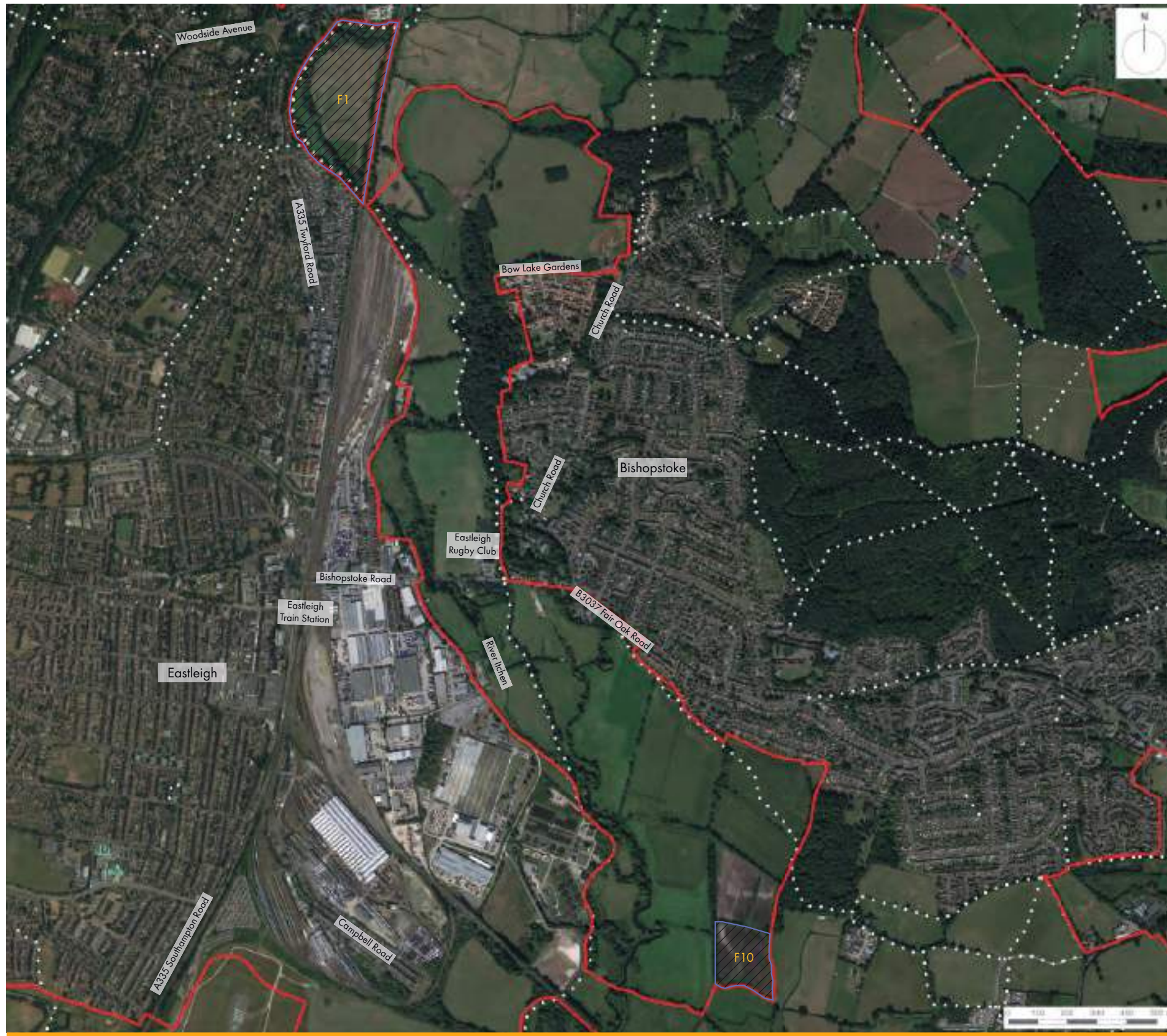
F9 - The Itchen Valley contributes to the open nature of the Gap and is necessary to provide separation between the residential edge of Bishopstoke and much larger scale industrial development within the railway corridor on the edge of Eastleigh.

F10 - This area contributes to the open nature of the Gap and provides separation between the residential edge of Bishopstoke and much larger scale industrial development within the railway corridor on the edge of Eastleigh. However, the southern field within this area is located away from the lines of intervisibility and should be removed from the Gap due to its peripheral character and insignificant contribution to the Gap's separating function.

Gap F Eastleigh, Bishopstoke										
Criterion check for each Sub Area (Gap component area playing a similar function)	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10
The area helps preserve the open nature of the Gap.	●	●	●	●		●	●	●	●	●
The area helps maintain the sense of separation between settlements.	●	●	●	●	●	●	●	●	●	●
The area plays an important role in defining the settlement character.	●	●	●	●	●	●	●	●	●	●
The area plays an important role in separation of settlements at risk of coalescence.	●	●	●	●	●	●	●	●	●	●
The land is necessary in preventing the coalescence of settlements.		●	●	●	●	●	●	●	●	●

TABLE F1: Gap F Eastleigh and Bishopstoke Sub Area Matrix

Gap Analysis - Area F Eastleigh, Bishopstoke



Key

- Existing Countryside Gaps
- Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure F4 - Area F Eastleigh and Bishopstoke - Gap Amendment Plan

Gap Analysis - Area F Eastleigh, Bishopstoke

Area F Conclusions and Recommendations

Areas to be Removed

- Sub Area F1 – The isolated nature of the Sub Area enclosed by riparian vegetation along the River Itchen and elevated, vegetated railway line offers little contribution to the Gap function and sense of separation between Eastleigh and Bishopstoke. Furthermore, the orientation of the settlement edge to Eastleigh influences views from the Itchen Navigation footpath north east away from the adjacent settlements. The area is ecologically protected (not at risk of development) and can be removed from the Gap.
- Area F10 – Southern section of Sub Area F10. Does not contribute to any potential intervisibility between settlements and therefore has no Gap function.

Proposed Gap Boundary Description

The Gap boundary is largely defined by the Itchen Valley, associated topography, vegetation and its relationship to the settlement edges of Eastleigh and Bishopstoke.

The northern section comprises open areas of floodplain including the Itchen Navigation, grazing land and Bishopstoke Road Playing Fields consolidated into a narrow, but well vegetated landscape. The wooded valley slopes, that form the eastern boundary to the Gap provide a crucial role in visually separating the Bishopstoke settlement on higher ground. The protection and enhancement of this important landscape features alongside the River Itchen should be a priority in maintaining the visual separation and settlement identity.

The central part of the Gap associated with Bishopstoke Road provides limited perception of settlement separation and is the most vulnerable part of the Gap. Future landscape enhancements should be prioritised in this area to avoid the coalescence of these settlements including the reduction of urbanising influences to the highway and adjacent uses including Bishopstoke Playing Fields and the associated floodlights, car parking needs.

To the south of Bishopstoke Road the Itchen valley and associated floodplain opens to provide an expansive flat landscape. Whilst the Eastleigh settlement edge is mainly industrialised the mature vegetation along the course of the River Itchen and adjacent field pattern, combined with the low-lying land and distance between settlements curtails any visual intrusion or sense of coalescence. Future development along the Gap edges should seek to provide landscape mitigation that reinforces the floodplain character.

Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

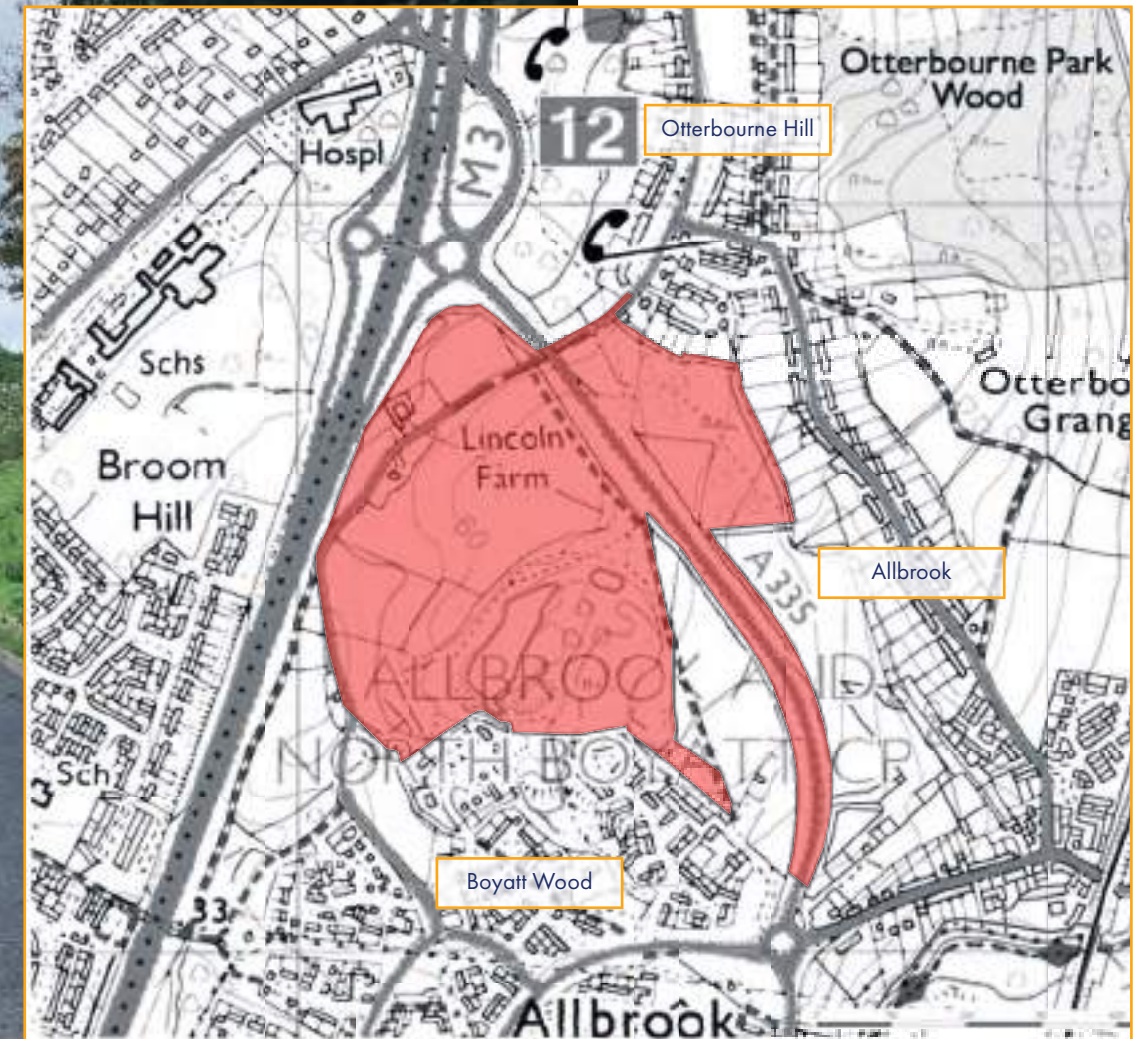
Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Retaining the visual separation between Eastleigh and Bishopstoke by protecting the openness of the Gap along the River Itchen valley and wooded slopes that help to provide a sense of separation and defines the settlement edge character;
- Continuing to manage the Itchen Valley floodplain to balance ecological enhancements for associated wetland habitats with grazing/agricultural uses and recreational access along the Itchen Navigation;
- Ensuring that the sports pitches north of Bishopstoke avoid intensification of associated sports paraphernalia (floodlighting / buildings) that can dilute the limited sense of openness in this location;
- Where possible, supplement the riparian landscape along its boundaries with new native tree planting; and
- Where possible provide enhanced native buffer/screening planting to the industrial land uses along the Eastleigh settlement edge to address visual mitigation from the Itchen Way and reinforce this important green/blue corridor.

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Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook



Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook



Figure G1 - Area G Eastleigh & Bishopstoke Aerial Image with current Gap Boundary

Settlement Character

The Area G covers the Gap no 1, which has been recently reduced due to new allocations along the A335 Allbrook Way. Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Boyatt Wood (part of Eastleigh and Allbrook)

Boyatt Wood is a residential area within the Allbrook and North Boyatt Parish. It has merged with Allbrook (small village) around the Allbrook Hill roundabout and forms part of the suburban area surrounding Eastleigh (large town). It is predominantly residential and suburban with dwellings built around small winding local roads and cul-de-sacs. A large woodland area to the north separates it from Allbrook Way and the ribbon development along Allbrook Hill.

Otterbourne Hill (small village)

Otterbourne Hill is a local road within the Winchester District connecting Otterbourne village with the peripheral developments around the Otter pub. The road runs through a heavily wooded area. The core of the village is separated from Allbrook and residential areas to the south by significant woodland. The first historic record of Otterbourne can be found in the Domesday Book, compiled and published at Winchester in the year 1086. Gradually the centre of Otterbourne gravitated from the old village in Kiln Lane to its present position. Very little of the old village remains. The late 20th Century saw significant changes to the village with the M3 motorway removing much of the through traffic. However, housing development saw the village double in size in the mid-1980's.

Allbrook (small village)

Allbrook is a small village within the Allbrook and North Boyatt Parish. In the south it has merged with Boyatt Wood and forms part of the suburban area surrounding Eastleigh to the north. The northern part of Allbrook is formed by ribbon development concentrated predominantly along Allbrook Hill and Pitmore Road to the east of Allbrook Way. New residential developments are permitted along the A335 Allbrook Way and will effectively double the amount of residential housing in Allbrook to the east of the Allbrook Way roundabout.

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Otterbourne Hill

Located at the end of Boyatt Lane at the junction of Pitmore Road lies a cluster of residential dwellings comprising a mix of single storey chalet bungalows and two storey semi-detached dwellings dating from the mid-twentieth Century. Maypole Villas along the northern boundary of the Gap is surrounded by mature woodland / copses on higher ground which provide a soft edge to the settlement and prevent views south beyond their rear garden boundaries.

Allbrook

Allbrook Hill to the south of Gap boundary comprise a line of varying dwellings from different periods, some related to railway terraces, Victorian villas and individual 1 and 2 storey twentieth century dwellings. The nature of development limits views to the settlement Gap beyond. Note that the rear of this is currently allocated as proposed housing with the EBC local Plan which will also include a new road link and roundabout junction to Allbrook Way.

Pitmore Road connects Allbrook Hill to Otterbourne Hill. The road is framed in both sides by a mix of Individual 1 and 2 storey dwellings and new infill development further north. Like Otterbourne Hill, rear gardens back onto woodland / mature tree belts on higher ground prevents views beyond the northern boundary of the Gap.

Boyatt Wood

Varying development of suburban late twentieth century / modern housing, defined by cul-de-sacs set amongst retained woodland trees. The woodland backdrop to Broom Hill provides a strong landscaped edge to the settlement.



View of Maypole Villas, Otterbourne Hill.



View of suburban housing within Boyatt Wood.



View of Allbrook Hill.



View from Pitmore Road.

Linkages

Movement Types

Roads

- Allbrook Way connecting the settlements to junction 12 of the M3 motorway;
- Allbrook Hill connection to Boyatt Wood via Woodside Avenue / Twyford Road; and
- Pitmore Road connection to Otterbourne Hill.

Public Rights of Way

- Bridleway 7504 / Footpath No. 7503 - Extending from the edge of Otterbourne Hill beneath Allbrook Way to the Boyatt Wood settlement edge - approximately 15 minutes walking time; and
- Footpath No. 716 connecting properties along Knowle Hill, Boyatt Wood to Otterbourne Hill beneath Allbrook Way - approximately 15 minutes walking time.

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook

Sense of Arrival / Leaving

Vehicle Users

Allbrook / Boyatt Wood

The Gap the Allbrook Roundabout at the junction of Allbrook Way / Woodside Avenue and Allbrook Hill provides a key sense of arrival to Boyatt Wood / Allbrook Hill. This is limited to the roundabout landscape itself, however, and associated buffer planting; and the sense of separation between the two is negligible and relies upon a change in architectural character to afford perceptual separation.

Allbrook / Otterbourne Hill

Allbrook and Otterbourne Hill are already physically connected by residential development along Pitmore Road and like Boyatt Wood the sense of arrival is only experienced by a change in architectural character.

Public rights of Way

Boyatt Lane incorporating Bridleway 7504 / Footpath No. 7503 - Extending from the edge of Otterbourne Hill beneath Allbrook Lane to the Boyatt Wood settlement edge, Boyatt Lane offers a brief rural experience between the two settlements albeit this is rather compromised by the noise of the nearby M3 motorway.

Footpath No. 716 connects properties along Knowle Hill, Boyatt Wood to the Allbrook Way underpass and runs alongside the existing Broom Hill woodland offering long distance views to the wider countryside. The emerging allocation site ref (AL2) will have an urbanising effect upon this route and any sense of separation will be diminished.



View from Boyatt Lane



View from PRoW 716



Allbrook Roundabout

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook

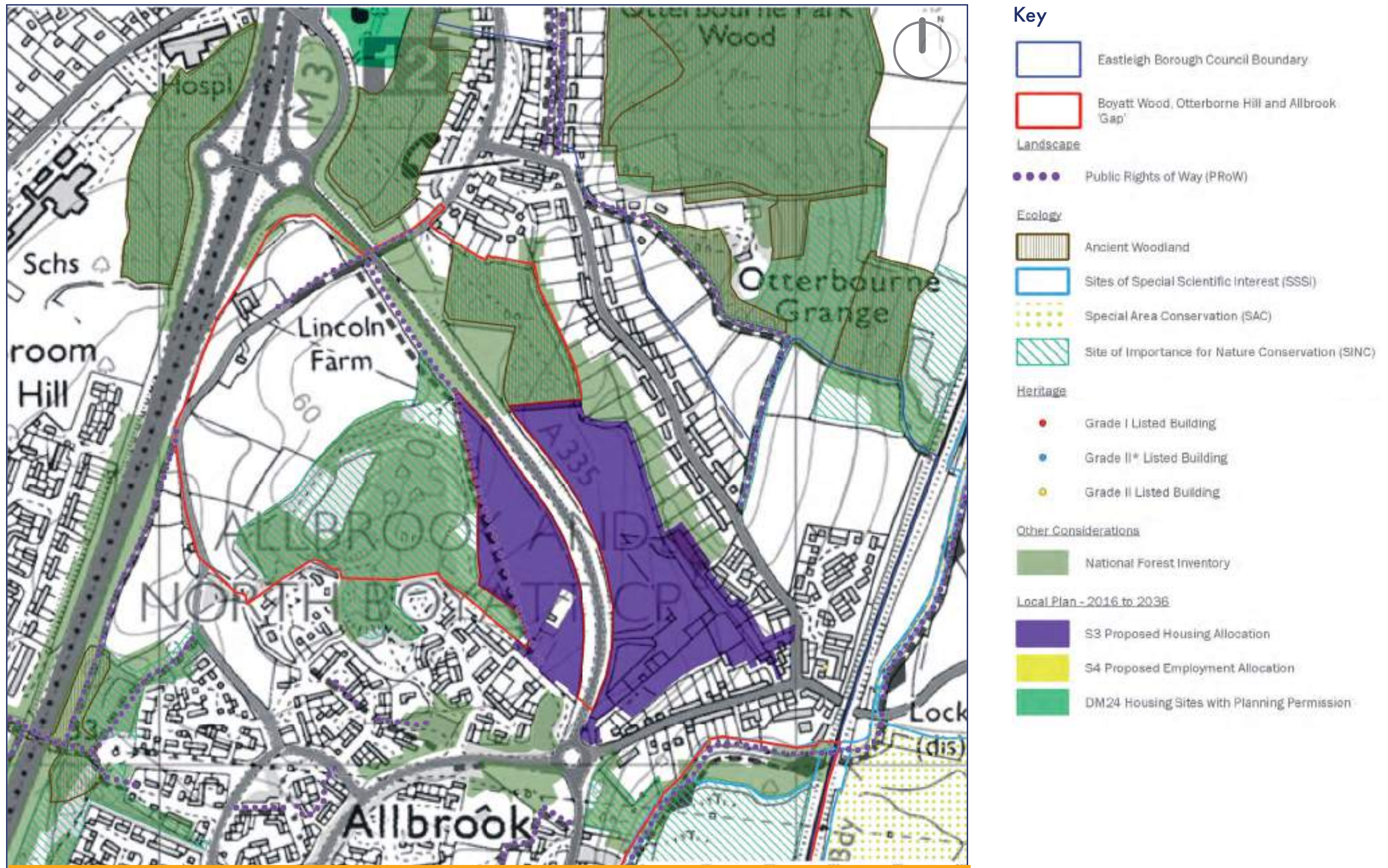


Figure G2 - Area G Boyatt Wood, Otterbourne Hill and Allbrook - Designations Plan

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook

Gap Description / Characterisation

The Study Area G covers the countryside Gap no 1, which has been recently reduced due to new allocations along the A335 Allbrook Way. The Gap lies within the LCA 1 Broom Hill Farmland and Woodland.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure G3. There are no landscape designations in this area.

The area contains one SINC designation associated with woodland. There are no heritage designations within the area.

Landscape Features

Topography

Located at the end of the ridgeline that forms Otterbourne Hill, Broom Hill is rounded and provides a wooded backdrop to the surrounding settlements that are positioned at a lower level on sloping ground. This change of level is pronounced along Allbrook Hill where the ground levels fall toward the Itchen Valley.

Allbrook Way is carved into the hill slide and severs any links to the adjacent settlements.

Development / Land Use / Vegetation

The area comprises two large woodlands namely Broom Hill and Lincoln's Copse on both sides of the A335 Allbrook Way and an area of open farmland on sloping ground along its north western part adjacent to the M3 motorway.

Openness

Whilst the area this area has a ridgetop character, most views are screened by the M3 motorway, Allbrook Way with vegetated embankments, and two large woodland areas. The only area with open character is the farmland adjacent to the M3 motorway.

Gap Boundaries

The area's boundaries are defined by:

- The M3 motorway and Allbrook Way;
- Built up areas of Boyatt Wood, Allbrook and Otterbourne Hill;
- Two more allocation sites are adjacent to the area;
- Woodlands.

Access through the Gap

Movement / Connectivity

The main receptors travelling through and experiencing the Gap include:

- Motorists travelling along Allbrook Way;
- Residents along the edge of the settlement who overlook the wooded areas from private rear gardens;
- Walkers on Boyatt Lane and the footpath along Allbrook Way.

Presence of Green Infrastructure within The Gap

Key GI features that contribute to the Gap character include:

- Mature wooded hilltops, some designated as Ancient woodland;
- Established highway vegetation along Allbrook Way providing a strong sense of arrival from the M3;
- Attractive pedestrian routes along Boyatt Lane and Allbrook Way offering some long distance views to the west; and
- Interesting public art beneath the Allbrook Way underpass.



Boyatt Lane along the north of the Gap offering an attractive pedestrian link between the settlements.



Views to Broom Hill wooded ridgelines










Public Art to Allbrook Way pedestrian underpass.

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook



Key

-  Eastleigh Borough Boundary
-  Existing Countryside Gaps
-  Public Rights of Way
-  Gap Sub Areas
-  Observations
-  Key Views
-  Sense of Leaving / Arrival

Local Plan 2016 - 2036




-  S3 Proposed Housing Allocation
-  S4 Proposed Employment Allocation
-  DM24 Housing Sites with Planning Permission

Figure G3 - Area G Boyatt Wood, Otterbourne Hill and Allbrook - Field Findings Plan

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

Area G1 - Lincoln's Copse - Designated Ancient Woodland / SINC to north of Allbrook Way on high ground. Provides strong sense of separation from higher ground.

Area G2 - Broom Hill – Designated woodland SINC to south of Allbrook Way on high ground. Provides strong sense of separation from higher ground and landscape feature surrounding the settlement.

Area G3 - Horse Paddocks to East of Boyatt Lane. Located on rising ground to Broom Hill. Aspect facing the lane provides an attractive backdrop to the rural lane and is defined by field hedgerows, surrounding woodland blocks and the Allbrook Way vegetation. A combination of topography and vegetation prevents any views to the settlement edges.

Area G4 - Individual farmstead dwellings and associated grazing land north of Boyatt Lane. Small triangular parcel surrounded and influenced by the M3 buffer planting and rural lane planting along Boyatt Lane. No intervisibility to surrounding settlements.

Opportunities for Green Infrastructure Improvements

Observations

1. New infill development to rear of Pitmore Road dwellings provides hard edge to adjacent woodland.
2. Allbrook Way cutting and associated / established embankment vegetation contributes to physical / visual barrier between settlements. This may be compromised by future road links to Allbrook railway bridge as part of allocation access.
3. Footpath to east of Knowle Hill offers long distance views to landscape hills to east. This may be compromised by housing allocation.

4. Boyatt Lane/ footpaths provides brief but rural experience comprising fields, attractive rural dwellings and well tree'd lane. Experience compromised somewhat by M3 noise.
5. M3 vegetation provides strong visual barrier to views beyond to Chandlers Ford.
6. Pedestrian underpass with interesting public art celebrating local railway line.



View of sub area G2 Broom Hill Woodland backdrop to Boyatt Wood



View of sub area G3 Horse Paddocks to East of Boyatt Lane

Analysis and Evaluation

Analysis of Sub Areas

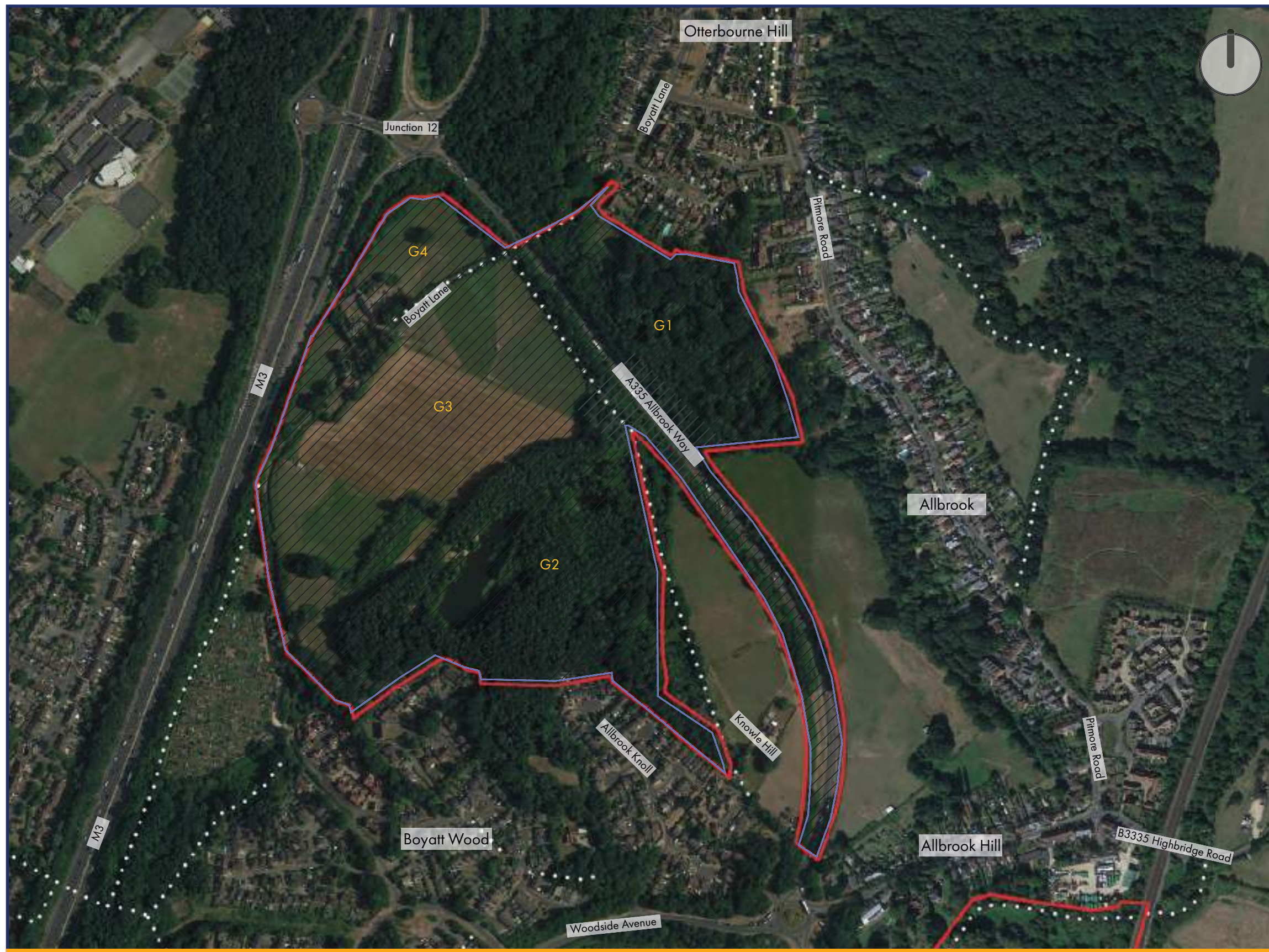
Area G1 and G2 - These woodland blocks are important in visually separating the settlement. However, they can be removed from the Gap as they are not at risk of development being protected in their own right. Also, they are not a typical component of the Gap due to enclosed, wooded nature.

Area G3 and G4 - These areas contribute to the open nature of this very small Gap located between the M3 motorway and the A335 Allbrook Way. Whilst this open land helps maintain the sense of separation between Boyatt Wood, Otterbourne and Allbrook, due to the location between these settlements, the separation is provided predominantly by woodland and Allbrook Way, on embankment; and inclusion in the Gap of areas G3 and G4 is not necessary to prevent the coalescence of the settlements.

Gap G Boyatt Wood, Otterbourne Hill and Allbrook				
Criterion check for each Sub Area (Gap component area playing a similar function)	G1	G2	G3	G4
The area helps preserve the open nature of the Gap.			●	●
The area helps maintain the sense of separation between settlements.	●	●	●	●
The area plays an important role in defining the settlement character.	●	●		
The area plays an important role in separation of settlements at risk of coalescence.				
The land is necessary in preventing the coalescence of settlements.				

TABLE G1: Area G Boyatt Wood, Otterbourne Hill and Allbrook Sub Area Matrix

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook



Key

- Existing Countryside Gaps
- Public Rights of Way
- Areas Proposed for Removal from the Gap
- A1 Gap Sub Areas Proposed for Removal - Reference

Figure G3 - Area G Boyatt Wood, Otterbourne Hill and Allbrook - Gap Amendment Plan

Gap Analysis - Area G Boyatt Wood, Otterbourne Hill and Allbrook

Area G Conclusions and Recommendations

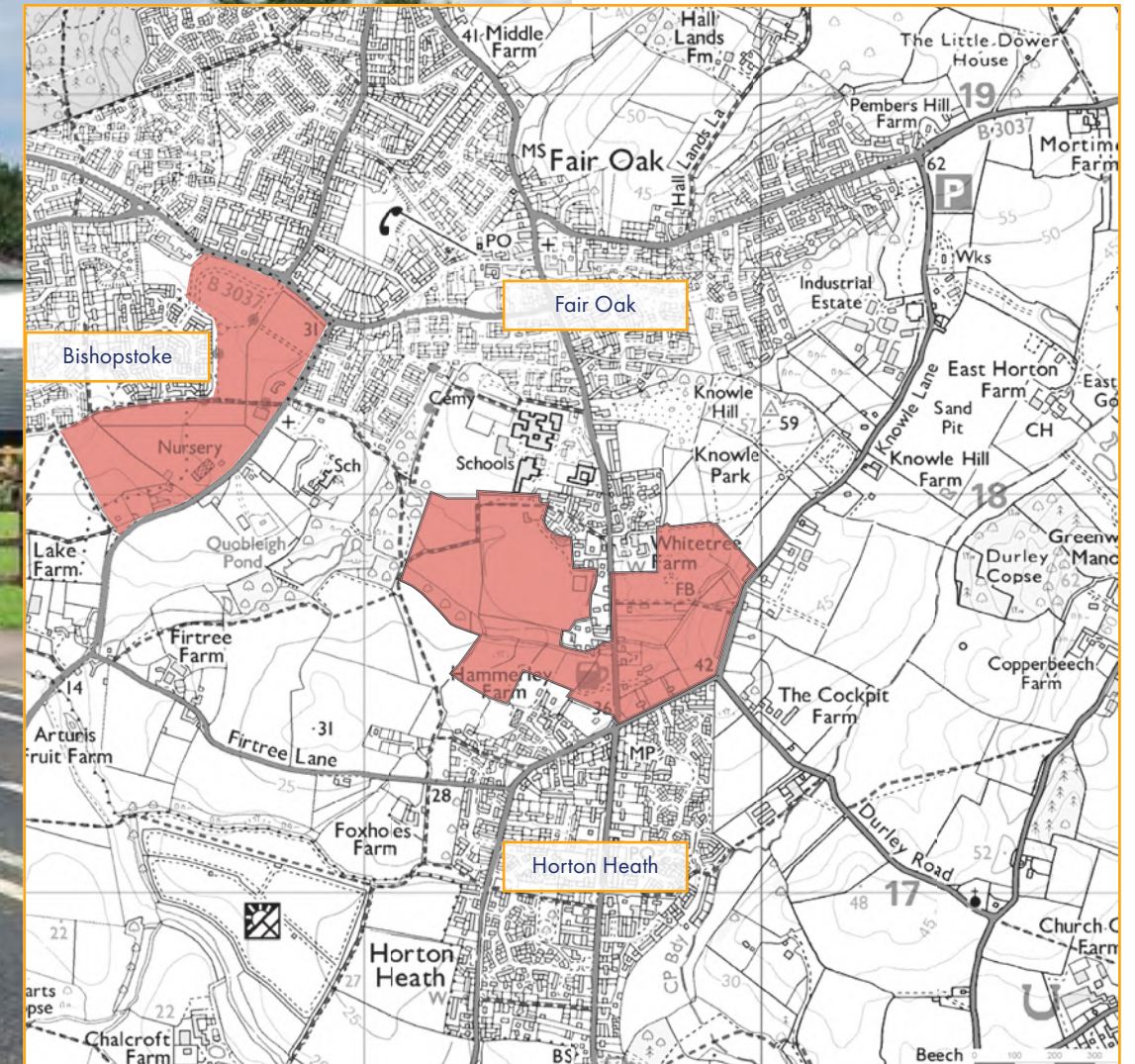
Proposed Gap Boundary Description

The Gap is to be removed for the following reasons:

- The settlements that the Gap aims to protect have already merged with Otterbourne Hill – Allbrook along Pitmore Road and Boyatt Wood with Allbrook Hill along Woodside Avenue.
- The proposed development allocations alongside Allbrook Way will lead to further fragmentation of the Gap leading to further loss of the sense of separation along this major route.
- In this area separation is afforded primarily by topography and extensive woodland areas that provide a backdrop to the settlement. Those woodland areas cover approximately half of the current Gap and are already protected in their own right.
- The remaining part of this very small (based on these recent revisions) Gap formed by open countryside is not necessary to prevent the coalescence of Boyatt Wood and Otterbourne Hill as sufficient separation is already provided by the woodland, topography and Allbrook Way set within a cutting. The experience of the open countryside is limited to one Public Right of Way along Boyatt Lane and is slightly compromised by the noise from the nearby M3 motorway.

The above observations negate the need to maintain the Gap for the purpose set out in the policy.

Gap Analysis - Area H Horton Heath, Fair Oak



Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

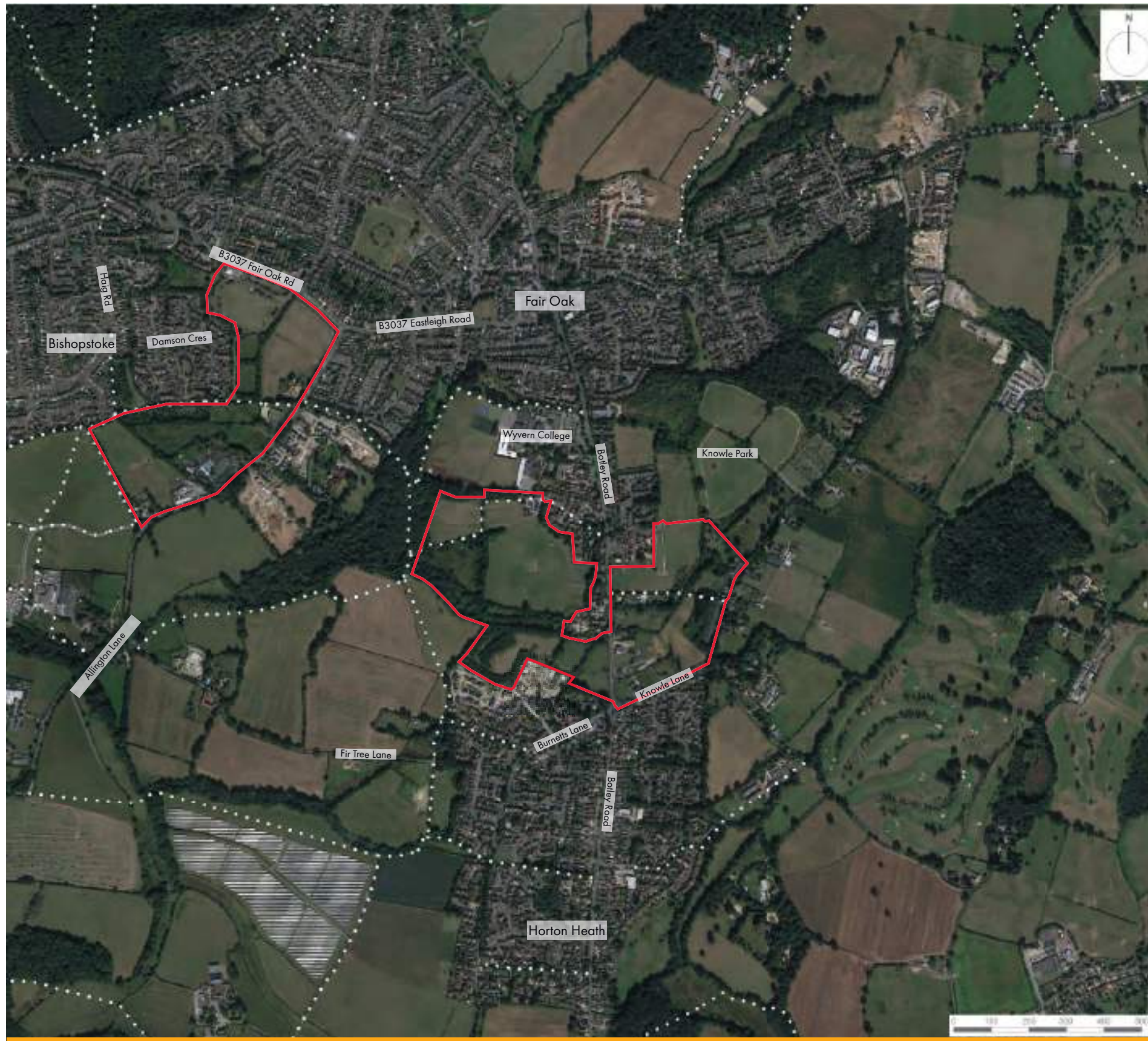


Figure H1 - Area H Horton Heath, Fair Oak and Bishopstoke Aerial Image with current Gap Boundary

Settlement Character

The Area H covers the Gap no 4, which has been recently reduced due to new developments around the settlements. Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Horton Heath (small village)

The small historic core of Horton Heath village is located at the southern end of the village and has expanded incrementally to the north along the main thoroughfare during the 20th century. In the last 40 years there has been significant growth to the east and west of this main spine of development, based predominantly on multi-headed cul-de-sac route structures. This growth includes some backland development to the west of the main thoroughfare.

Fair Oak (village)

The village of Fair Oak is located at the intersection of the main thoroughfares connecting it with Bishopstoke to the west and Botley to the south. The settlement has a small historic core, which expanded along and between the main thoroughfares to the north and west during the inter-war / immediate post-war period. The village remained relatively small until the 1960s, since when it has experienced significant growth to the south and east of the centre on the sites of the reclaimed quarries.

Bishopstoke (village)

The village of Bishopstoke is located on the eastern bank of the River Itchen. The historic centre is located to the north of the intersection of what were originally two main thoroughfares. The historic core of the settlement expanded during the late 19th century when two terraced developments laid out on regular grids were constructed to the east.

During the inter-war / immediate post-war period, development along the main route to Fair Oak and the construction of a number of large estates to the east significantly increased the size of the village.

Bishopstoke has continued to expand to the east during the last 50 years and the historic core is now joined to Fair Oak by continuous urban development.

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Horton Heath

Horton Heath's settlement edge varies from the rising ground to the east of Botley Road along Knowle Lane to the lower areas of housing, north of Burnetts Lane (west of Botley Road). Residential dwellings along Knowle Lane vary from larger individual plots to clusters of more modern infill development. Varying boundary treatments and street lighting provides a hard edge to the settlement edge with views permitted to the immediate parcels of land to the north.

To the west, newly formed development, some proposed under the Local Plan allocation and some already under construction will create limited physical separation between the two settlement. However, except for a small section of hedgerow (offering glimpsed views of properties in Daisy Fields) the settlement edge is largely contained by mature field boundary vegetation, coppice and mature scrub.

Fair Oak

Ribbon development along Botley Road and more recent suburban housing developments behind, have helped to shape the settlement edge to Fair Oak. The most recent of these is the modern housing at Knowle Park to the east. This is wrapped by a generous area of open space which rises beyond the Gap boundary towards Knowle Hill – a local viewpoint.

Despite the higher levels, views from the settlement edge to Horton Heath are limited due to the layers of mature field boundary vegetation between the two settlements. In contrast, the land to the west of Botley Road is set lower down and encompasses late 20th century suburban housing at Daisy Fields and Pavilion Close. The latter overlooks the Lapstone Playing fields, which are contained by surrounding mature tree belts and the wet woodland that follows the watercourse extending west to Quobleigh Pond. Despite the close proximity, the low-lying topography and vegetation prevents views of Horton Heath.

Bishopstoke

Despite Bishopstoke being joined to Fair Oak by continuous urban development along Fair Oak Road, the remaining Gap to the south is concentrated around the suburban housing scheme known as Damson Crescent. Accessed by a long drive through the adjacent recreation ground (that forms part of the Gap) this settlement built around the turn of the 21st century has a positive relationship to the Gap edge. This comprises a blend of frontages overlooking the Gap, a strong landscaped buffer and good pedestrian/cycle connections to the wider network.



View of Lapstone Play Fields forming the north western settlement edge boundary to Fair Oak.



View of modern housing scheme (Knowle Hill) to east of Botley Road forming the settlement edge to Fair Oak.



Knowle Lane travelling east with the Horton Heath settlement edge on the right.



Glimpsed view from within the Gap of recent development along the northern settlement edge to Horton Heath, north of Burnetts Lane.



Typical view from cycleway alongside properties to Damson Crescent with establishing landscape buffer forming soft landscape edge to Bishopstoke settlement.

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Linkages

Movement Types

Roads:

- Botley Road provides the sole vehicle link between Horton Heath and Fair Oak.

Public Rights of Way:

- Footpath No. 1b / Route 10 provides a cohesive pedestrian link between Horton Heath and Fair Oak - approximately 15 minutes walking time.
- Footpath No. 744 provides a route through the centre of the western Gap linking Allington Lane to Damson Crescent - approximately 5 minutes walking time.

Sense of Arrival / Leaving

Vehicle Users

The junction with Botley Road and Knowle Lane provides a sense of leaving Horton Heath. The settlement changes at this crossroads from tight urban settlement to informal housing and field boundaries, and a subtle drop in levels towards the Lapstone public house. Notwithstanding, it takes less than a minute to travel between here and the crossroads Junction with Knowle Lane.

Travelling east along Knowle Lane the junction with Durley Road also provides a sense of leaving Horton Heath as the line of development and settlement stops abruptly, changing to rural lanes and limited individual properties beyond. Botley Road forms the sole connection between the two settlements.

The newly built Fair Oak Parish Hall forms the main building to the edge of the settlement and provides a sense of departure when leaving Fair Oak. In addition, the open space and associated field hedgerows and loose cluster of housing to west of Botley road offers a change in character to the more suburban Fair Oak settlement. Whilst the experience is limited, the drop in level associated with the watercourse does provides some sense of leaving Fair Oak. Hanging baskets on lighting columns also delineate this separation.

Public rights of Way

Footpath No.1b / Route 10 provides a connected route between the two settlements running from Botley Road, Fair Oak to Burnetts Lane via the Lapstone Playing Fields, Wyvern Meadow SINC and fields north of Horton Heath. This provides an attractive rural path with the settlement arrival experience largely defined by the contrast in experience from the hidden wet woodland boardwalks, associated with the SINC designation, to the open fields and sports pitches. The future experience of this route may well be affected by the proposed housing allocation known as One Horton Heath.

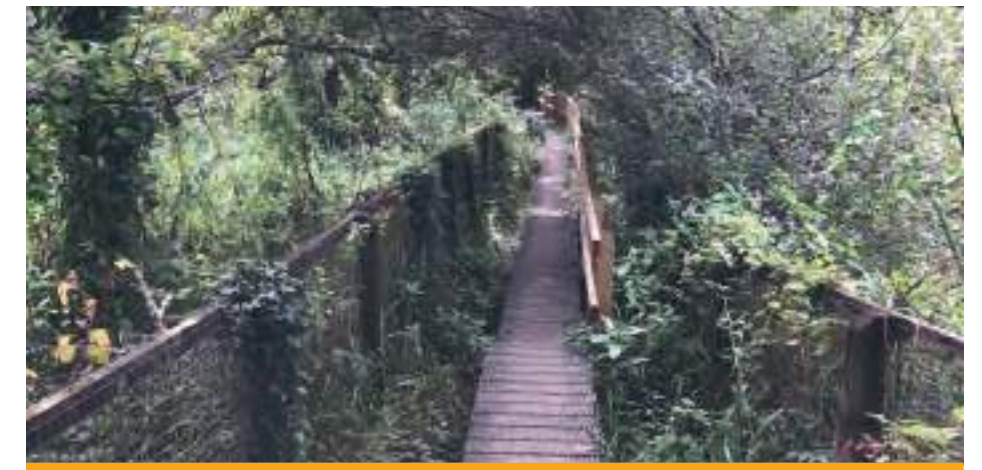
Whilst Footpath No. 744 through the Western Gap is short-lived it does provides a continuous route connecting into the wider footpath network to the east of Allington lane linking to Footpath No.1b / Route 10 above. To the west this continues along the southern edge of Bishopstoke all the way through to the Itchen Valley.



Footpath link from Wyvern Meadow SINC to Horton Heath across land forming part of the One Horton Heath development site.



Junction of Botley Road, Burnetts Lane and Knowle Lane defining the settlement edge to Horton Heath.



Boardwalk link through Wyvern Meadow SINC

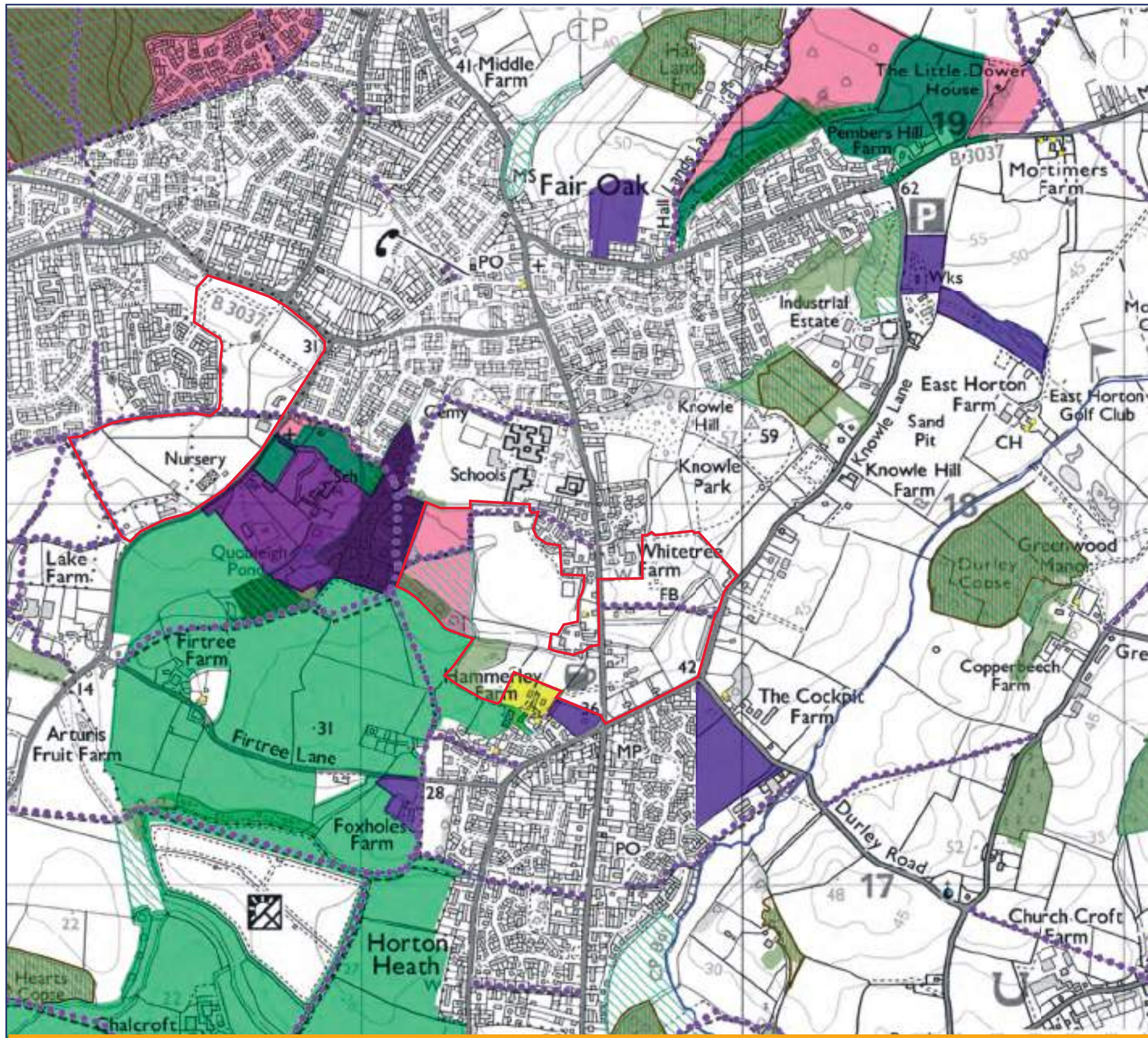


View from Fair Oak Parish Hall looking south along Botley Road towards the settlement edge.



Footpath link the centre of the western Gap linking Allington Lane to Damson Crescent.

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke



Key














-  Eastleigh Borough Council Boundary
-  Horton Heath and Fair Oak 'Gap'
- Landscape**
-  Public Rights of Way (PROW)
- Ecology**
-  Ancient Woodland
-  Site of Importance for Nature Conservation (SINC)
- Heritage**
-  Locally Listed Parks and Gardens (EBC)
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building
- Other Considerations**
-  National Forest inventory
- Local Plan - 2016 to 2036**
-  S3 Proposed Housing Allocation
-  S4 Proposed Employment Allocation
-  DM24 Housing Sites with Planning Permission

Figure H2 - Area H Horton Heath, Fair Oak and Bishopstoke - Designations Plan

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Gap Description / Characterisation

The Study Area covers the Gap no 4, which has been recently reduced due to new developments around Horton Heath, Fair Oak and Bishopstoke. The western parts of the Gap (west of Botley Road) lie within the LCA 9 Horton Heath Undulating Farmland and the eastern part lies within the LCA 8 Knowle Hill Farmland and Woodland.

A summary of the key landscape character features of the Gap is provided below to understand how these contribute to the physical and perceptual separation of the settlements. The characterisation includes a combination of landscape, historical and ecological elements.

Designations

The relevant designations are shown in Figure H3. There are no landscape designations in this area.

The eastern area contains one SINC designation and a Historic Park and Garden. There are no designations in the western part.

Landscape Features

Topography

The Gap is relatively shallow and undulating and influenced by higher ground to the east notably Knowle Hill and Durley Copse. This creates a valley running east to west across and supports the flat landscape forming the Lapstone Playing Fields.

Development / Land Use / Vegetation

The area comprises a mix of open recreational areas, smallholdings and associated dwellings, and a area of woodland belts associated with the watercourse that flows through the centre of the Gap.

Openness

Despite its relatively small scale and central tree belt, the Gap offers a mix of openness associated with the public open space provision, but is also reliant on neighbouring fields to contribute to the wider sense of openness.

Gap Boundaries

The eastern part of the area is defined by Fair Oak and Horton Heath open farmland and woodland, while the western part is defined by Fair Oak and Bishopstoke built form and open farmland with vegetated field boundaries.

A large DM24 housing site with planning permission wraps around the eastern part of the area and separates it from the western part adjacent to Bishopstoke.

Access through the Gap

Movement / Connectivity

The main receptors travelling through and experiencing the Gap include:

- Motorists travelling along Botley Road and Knowle Lane;
- Residents along the edge of the settlement who overlook the Gap, particularly those on higher ground to the east of Botley Road; and
- Walkers, recreational users who use the Gaps open space and footpath network.

Presence of Green Infrastructure within The Gap

Key GI features that contribute to the Gap character include:

- Generous provision of formal and informal open space access and facilities;
- Watercourse and riparian vegetation, part of which has ecological designation status;
- Allington Manor Historic Park and Gardens (part of) to the most western part of the Gap; and
- Communal Orchard providing edible landscape for local residents.



Knowle Hill Park



Lapstone Communal Orchard



Recreational facilities off Blackberry Drive.

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke



Figure H3 - Area H Horton Heath, Fair Oak and Bishopstoke - Field Findings Plan

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

Area H1 - Lapstone Playing Fields provides a flat expansive recreational landscape and is well defined by mature boundary vegetation and the wet woodland along its southern edge.

Area H2 - Locally designated as a Site of Important to Nature Conservation (SINC), Wyvern Meadow is nestled amongst the wet woodland at the lowest point of the Gap. Its narrow boardwalks and wooded character creates a strong sense of separation from both settlements.

Area H3 - Knowle Hill Park, to the east of Botley Road, provides a generous area of open space comprising formal play and open grassland. Despite its raised setting on the slope of Knowle Hill, views to the south

towards Horton Heath are curtailed by mature boundary vegetation.

Area H4 - Forming the main area of the Gap between Botley Road and Knowle Lane this area sits on lower ground and comprises a range of typical settlement edge land uses including semi-rural dwellings, farmsteads, smallholdings and the Lapstone Public House. Despite its low setting, the mature vegetation and boundary treatments combined with the dwellings being positioned close to the road offers limited views between the two settlements.

Area H5 - Lapstone Farm – A single field parcel west of Botley Road used for cattle grazing. Despite its relatively small scale only supporting a small amount of cattle, its well-managed field boundary provides a strong rural feature to the main road. A permissive path provides access to the adjoining Lapstone Community Orchard and wider landscape, further west.



View of sub area H1



View of sub area H3



View across Sub area H4 from Botley Road



View of sub area H2



View of sub area H5

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Area H6 - Planted in 2012, Lapstone Community Orchard provides a variety of fruit trees for the local community. Visual coalescence between the two settlements is at risk at this narrowest point of the Gap. This is furthered by the openness of the orchard and meadow which defines the main landscape treatment between the settlement in this location.

Area H7 - Forming part of Lapstone Farm, this area of coppice, scrub and grassland with permissive pathways, provides a strong visual separation to Fair Oak and a pleasant sense of isolation.

Area H8 - Open land leading along Blackberry drive provides expansive recreational space comprising equipped play, outdoor sports and a youth centre. The open landscape creates a gateway to the residential areas with mature boundary vegetation and tree coverage.

Area H9 - Large expansive fields, primarily used as horse paddocks with a large scale dwelling on its southern edge. The area is enclosed with mature vegetation on all boundaries and limited visibility into the area.

Area H10 - Large expansive of green space, mostly used as scrub land with strong mature vegetation acting as woodland, provides a natural backdrop to the residential area. Area comprises of a mixture of permissive footpaths leading through the clearings mostly for dog walkers.

Area H11 - Industrial/commercial establishments and Alligton Nursery, creating a hard edge to the gap boundary along Allington Lane.

Area H12 - Large open fields for grazing with large dwelling providing frontage along Allington Lane. Strong boundary vegetation limits views into the space.

Opportunities for Green Infrastructure Improvements

Observations

1. Watercourse with associated riparian vegetation weaves through the Gap and in places provides a strong physical / visual barrier preventing coalescence. Gaps in this does provide views between each settlement. This should be strengthened where possible.
2. Landscape buffer to development edges need to be bolstered to address visual coalescence.
3. Hanging baskets define route between settlements.
4. Roadside native field boundaries to Botley Road / Knowle Lane contribute to sense of separation / rural edge. This is however compromised in certain place by less sensitive boundary treatment.



View of sub area H8



View of sub area H12



View of sub area H7



View of sub area H6

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Analysis and Evaluation

Analysis of Sub Areas

The Horton Heath, Fair Oak and Bishopstoke Gap separates three settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 12 sub areas, as shown in Figure H3, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

Area H1 - This area contributes to all PUSH Gap criteria and is located in a narrow Gap between Fair Oak and Horton Heath. It is necessary to

remain in the Gap to prevent the coalescence of the settlements.

Area H2 - This area partially contributes to the open nature of the Gap, as it is enclosed by woodland. Only glimpsed views of the open part of this area are available from the adjacent footpath. It helps maintain the sense of separation between the settlements, in particular for the footpath walkers, and is necessary to remain in the Gap to prevent the coalescence of the settlements as it is located adjacent to the permitted development to the south.

Area H3 - This area contributes to all PUSH Gap criteria and is located in a narrow Gap between Fair Oak and Horton Heath. It is necessary to remain in the Gap to prevent the coalescence of the settlements and prevent new developments to the south of Horton Heath which would be detrimental for this Gap. Additionally, the area defines the rural character of the setting of Horton Heath.

Area H4 - The area offers some contribution to the open nature of the Gap which is perceived primarily by users of the footpath crossing this area and people travelling between the settlements on Botley Road. Users of Knowle Lane receive filtered views due to mature vegetation on its boundaries. The area lies in a narrow and vulnerable part of the Gap which has eroded along Botley Road. It must be protected from further development to avoid the risk of coalescence of the settlements.

Area H5 and H6 - These areas are in the most critical part of the Gap and offer the only physical and perceptual separation between the settlement boundaries immediately to the west of Botley Road. They contribute to all the Gap criteria and are necessary to avoid the coalescence of Horton Heath and Fair Oak.

Area H7 - This area contributes to all Gap functions and inclusion in the Gap is necessary for the physical and perceptual separation of the settlements to the west of Botley Road.

Area H8 and H9 - Whilst Fair Oak and Bishopstoke have merged to the north of Fair Oak Road, the separation between these settlements is evident to the south, where large residential areas are separated by recreational fields and horse paddocks. The areas contribute to the open nature of the gap and the rural setting of both settlement edges. The areas are necessary in preventing the coalescence of local communities along Allington Lane (Fair Oak) and Damson Crescent (Bishopstoke).

Area H10 - This area of farmland enclosed by dense vegetation on field boundaries creates a narrow and important gap of undeveloped countryside between the local Bishopstoke and Fair Oak communities. It is necessary to prevent the coalescence of both settlements to the south of Fair Oak Road. The area is also important in defining the rural setting of both settlement edges and it is perceived from a footpath connecting both settlements as it cuts through this area.

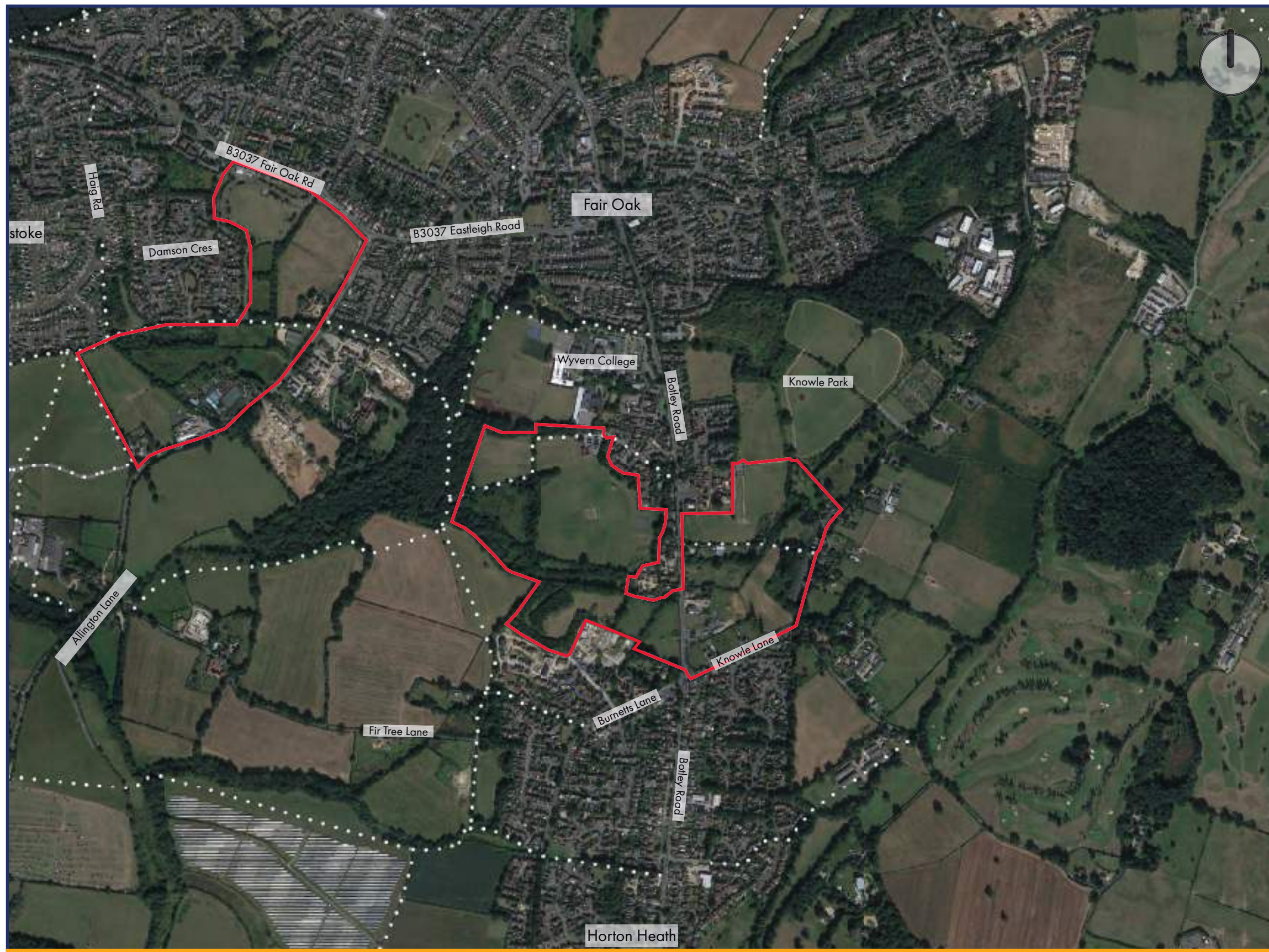
Area H11 - Whilst this area contains industrial/commercial establishments, it is perceived as a peripheral or settlement edge development typically found in Countryside Gaps. It lies in a very narrow part of the existing gap, which is under severe pressure from development to the south (Horton Heath One). It should remain in the gap to protect this land from further sprawl of residential development that would, in time, lead to the coalescence of Bishopstoke and Fair Oak south of Fair Oak Road.

Area H12 - This area plays an important role in defining the rural setting of Bishopstoke, in contributing to the open nature of the gap (as perceived from Bishopstoke edge and local footpaths) and in preventing the coalescence of local communities along Allington Lane (Fair Oak) and Damson Crescent (Bishopstoke).

Gap H Horton Heath, Fair Oak												
Criterion check for each Sub Area (Gap component area playing a similar function)	H1	H2	H3	H4	H5	H6	H7	H8	H9	H10	H11	H12
The area helps preserve the open nature of the Gap.	●		●	●	●	●	●	●	●	●	●	●
The area helps maintain the sense of separation between settlements.	●	●	●	●	●	●	●	●	●	●	●	●
The area plays an important role in defining the settlement character.	●	●	●	●	●	●	●	●	●	●		●
The area plays an important role in separation of settlements at risk of coalescence.	●	●	●	●	●	●	●	●	●	●	●	●
The land is necessary in preventing the coalescence of settlements.	●	●	●	●	●	●	●	●	●	●	●	●

TABLE H1: Area H Horton Heath and Fair Oak Sub Area Matrix

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke



Key



-  Existing Countryside Gaps
-  Public Rights of Way

Figure H4 - Area H Horton Heath, Fair Oak and Bishopstoke - Gap Amendment Plan

Gap Analysis - Area H Horton Heath, Fair Oak, Bishopstoke

Area H Conclusions and Recommendations

Proposed Gap Boundary Description

The gap boundary has been amended to exclude the area south of sub area H2 as this area is part of the West of Horton Heath development allocation and has a extant planning permission. Otherwise the gap boundaries remain unchanged due in part to the relatively small expanse of Gap remaining and the pressure for these areas to prevent further coalescence between Horton Heath - Fair Oak and Bishopstoke and Fair Oak/Horton Heath with further recognition that the emerging development at One Horton Heath is likely to increase the size of the Horton Heath settlement significantly and place further pressure on the sense of separation.

The central area of the eastern Gap along Botley Road provides limited perception of settlement separation due to the nature of ribbon development and infill development behind. This is the most vulnerable part of the Gap and future landscape enhancements should be prioritised in this area to avoid the coalescence of Fair Oak and Horton Heath. This may include the reduction of urbanising influences to the highway, retention of field hedgerows and open fields beyond.

To the west of Botley Road the existing smallholdings and individual dwellings should be protected and enhanced with native planting. Further urbanisation influences within this part of the Gap should be avoided to prevent the suburban settlement edges of Fair Oak and Horton Heath merging.

The cluster of scrub, grassland, woodland and vegetated watercourses on lower ground to the west of Botley Road combine to create an attractive mix of open spaces, largely accessible to the public for recreation and with opportunities to interact with the natural environment. These areas should

be protected with enhancements seeking to conserve and improve the natural habitats whilst ensuring that any visual intrusion between the two settlements are mitigated.

The Gap to the West of Allington Lane seeks to protect the remaining areas of separation between Bishopstoke and Fair Oak. As identified in the Sub Area studies parts of Fair Oak and Bishopstoke have merged to the north of Fair Oak Road. Nevertheless, the separation between these settlements is still evident to the west of Allington Lane, where large residential areas are separated by recreational fields and horse paddocks. The areas contribute to the open nature of the gap and the rural setting of both settlement edges. The Gap is necessary in preventing the coalescence of local communities along Allington Lane (Fair Oak) and Damson Crescent (Bishopstoke).

Future improvements to these Gaps should seek to maintain visual separation to the emerging One Horton Heath masterplan but also improve landscape connections which will help to provide combined enhancements to the local landscape character and associated ecological habitats and support improved recreational links between the two Gaps and further afield.

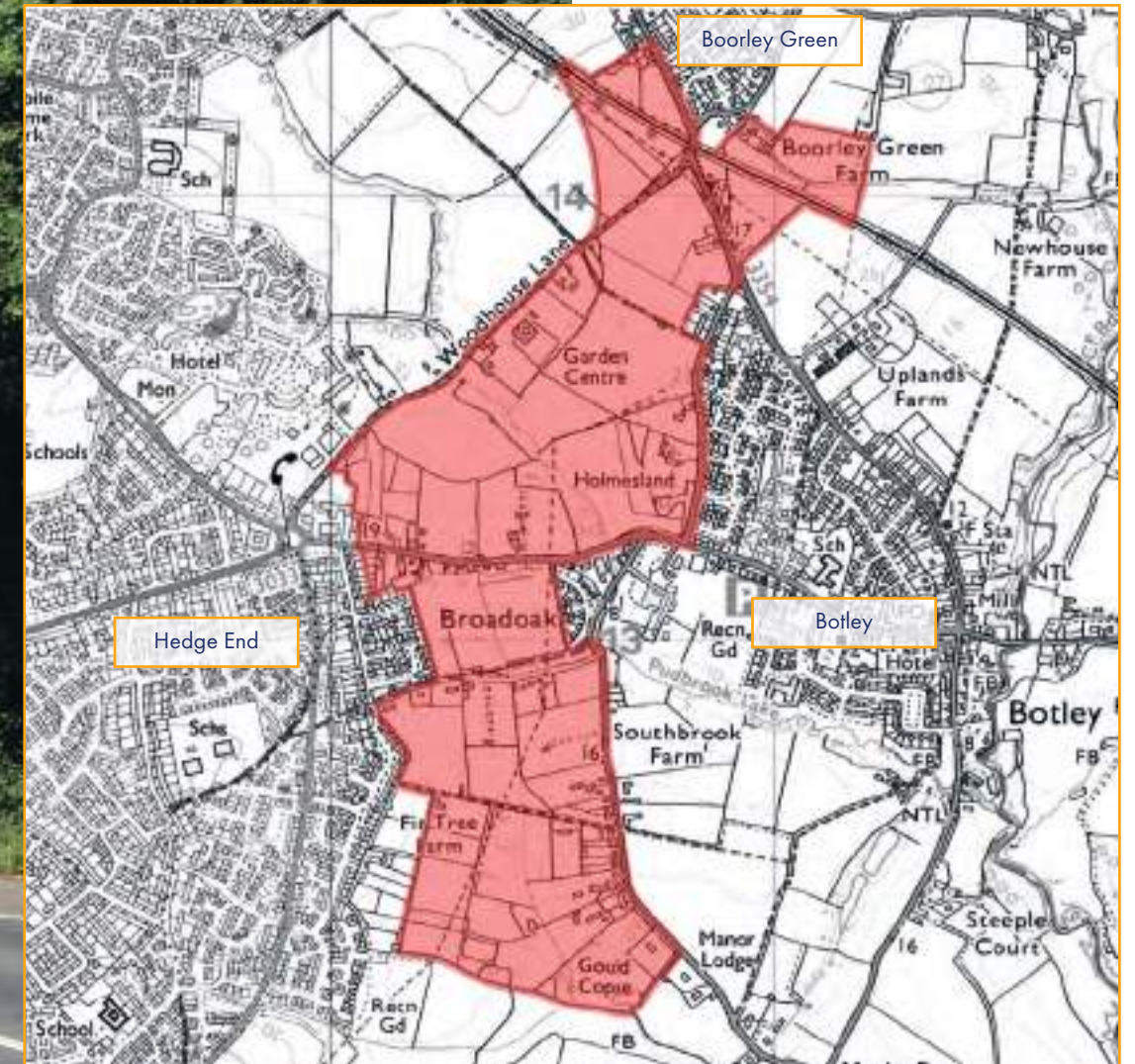
Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Providing strong protection to the remaining Gap through appropriate landscape management / designations that offers a cohesive landscape solution;
- Managing potential fragmentation/erosion of the central Gap by controlling future development and further subdivision of parcels particularly between Botley Road and Knowle Lane. This should include opportunities to enhance the small-scale uniform field parcels and field hedgerows with supplementary native tree planting will help to reinforce the function of the Gap;
- Retaining and enhancing important wooded riparian vegetation along the existing watercourse that provides a clearly defined natural barrier between the two settlements and maintains a sense of physical / visual separation particularly to the west of Botley Road;
- Exploring opportunities to provide a cohesive landscape management strategy to the emerging One Horton Heath masterplan which will help to provide greater protection to existing landscape / ecological assets and support improved recreational links to the west; and
- Reviewing the potential for improved pedestrian links to the countryside east of Knowle Lane.

Gap Analysis - Area I Botley, Hedge End & Boorley Green



Gap Analysis - Area I Botley, Hedge End & Boorley Green

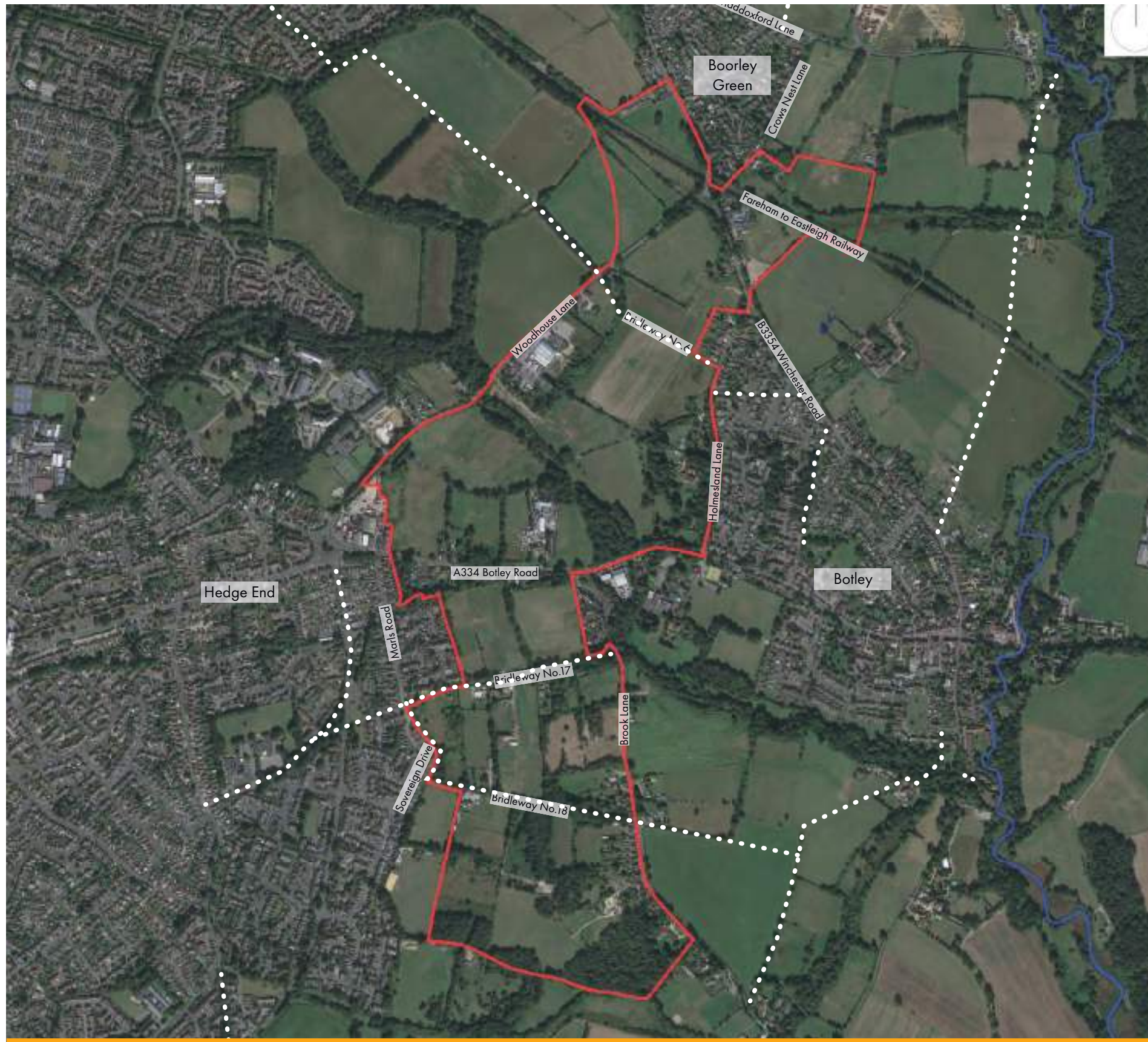


Figure I 1 - Area I Botley, Hedge End and Boorley Green Aerial Image with current Gap Boundary

Settlement Character

Following the completion and findings produced from the desktop study and fieldwork survey, a general description of each settlement outlining their overall character, settlement hierarchy level (shown in brackets), scale and identity is set out below.

Botley (village)

Botley has a 'small historic market town feel' comprising low density development and mostly traditional red brick houses with some small-scale industrial uses on the outskirts. The historical centre lies within a Conservation Area away from the settlement edge to Hedge End and Boorley Green.

The settlement is formed of mainly two-storey detached / semi-detached residential, with some larger commercial bulk elements associated with the Sparshatts Car Sales and forecourts along A334.

Hedge End (medium town)

Hedge End is a town with a central core and is defined by late 20th Century and modern two-storey suburban residential developments, out of town retail / commercial uses to the west and office uses around Botleigh Grange.

The eastern settlement areas are mainly two-storey detached / semi-detached residential, with a scattering of individual dwellings and commercial units along Woodhouse lane and Botley Road.

Boorley Green (small village)

Boorley Green is a low-density residential village, lying to the north of Winchester Road and the Fareham to Eastleigh railway line. Recent residential developments, most notably the emerging development at Boorley Park (on the former golf course), has significantly increased the scale and identity of the village.

The settlement along the southern edge lies between the confluence of Winchester Road and Madoxford Lane, consisting of mid-to-late-20th century residential development.

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Settlement Edge Character

Following the methodology, a summary of the settlement edge adjacent to the Gap, its characteristics and relevant features are set out below:

Botley

Established residential ribbon development along Holmesland Lane and Brook Lane to the north and south of the main A334 Botley Road currently forms the main Gap boundary. These larger detached plots, incorporating the former Holmesland Estate, comprise mature vegetation and woodland blocks which provide a consistent sensitive edge to Botley. Some residential Plots on higher ground to the north east do offer open views across the Gap and these buildings are more prominent when viewed from Hedge End.

The exception to the above is the main link road (A334) between Botley and Hedge End, which includes the Sparshatts car dealership that sits on the edge of the Botley development.

Proposed housing allocation (B02) will extend the settlement edge to the railway line. This will also include the proposed new strategic Botley Bypass link to Woodhouse Lane designed by Hampshire County Council.

Hedge End

Like Botley, the A334 forms a clear break in character to the northern and southern settlement edge. From the Maypole Roundabout running north along Woodhouse lane the settlement is defined by a mixture of commercial activities and residential dwellings. Nevertheless, the mature field hedgerow / highway vegetation that runs along much of its route provides a strong edge to the settlement. The exception being the garden centre businesses to the northern part of Woodhouse Lane which has an open frontage / car parking with limited landscape treatment.

The proposed employment (WE2) and housing allocation (HE1) to the west of Woodhouse Lane will potentially form a strong line of development stretching as far as the railway line.

To the south of the A334 Botley Road, suburban residential development forms an abrupt edge to the settlement, with remnant field boundary trees offering some relief to the adjoining paddocks and fields / settlement edge.

Boorley Green

The settlement edge of Boorley Green is largely defined by detached residential properties along Winchester Road and Crow's Nest Lane. Whilst this does create a partial hard edge to the residential areas, the single / two storey dwellings, combined with the rising levels and mature vegetation associated with the railway line, form some softer edges and limited open views between the three settlements.

Planning approvals for future residential developments will increase the urban character to the edge, most notably to the south of Winchester Road and along Maddoxford Lane.

Linkages

Movement Types

Botley, Hedge End and Boorley Green are connected by the following links:

Roads

- A334 / Botley Road forming the main thoroughfare between Botley & Hedge End settlement - approximately 1 minute driving time;
- B3354 / Winchester Road linking Botley to Boorley Green - approximately 1 minute driving time;
- Woodhouse Lane linking Hedge End to Boorley Green / Botley via Winchester road - approximately 1 minute driving time.

Railways

- Section Fareham to Eastleigh linking Hedge End Station to Botley Station - approximately less than 1 minute experienced travelling between the settlements.

Public Rights of Way

- Bridleway No. 6 connecting Holmesland Lane to Woodhouse Lane - approximately 5 minutes walking time;
- Bridleway No. 17 connecting Brook Lane to Sovereign Drive / Marls road - approximately 10 minutes walking time;
- Footpath No. 18 connecting Brook Lane to Sovereign Drive - approximately 10 minutes walking time.



View of typical ribbon residential along Botley settlement edge - Holmesland Lane.



View of typical suburban settlement edge to Hedge End overlooking paddocks - East of Marls Road / Sovereign Drive.



View of residential properties along Winchester Road defining Boorley Green settlement edge adjacent to current settlement Gap.

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Sense of Arrival / Leaving

Vehicle Users

A334 / Botley Road

Forming the main thoroughfare between the Botley and Hedge End settlements, and measured at approximately 0.4 miles, this route is characterised by ribbon development, some unsympathetic commercial activities detrimental to the local character.

However, separation, whilst brief, does encompass several landscape features that contribute to a sense of departure and arrival. This includes:

1. Winding road with large extents of mature vegetation;
2. Sunken levels associated with watercourses;
3. Grassed embankments preventing screening views of properties;
4. Historic residential ribbon dwellings with glimpsed views of paddocks and field boundaries behind.

Woodhouse Lane and Winchester Road

The Gap between Hedge End, Botley and Boorley Green is centred around the junction of Woodhouse Lane and Winchester Road (B3354) and the raised bridge over the railway line.

This, along with the mature tree belt and railway vegetation, provides a physical separation between the three settlements (approximately 0.2 miles between Botley and Hedge End/Boorley Green). The latter are only separated by the vegetated railway line. Nevertheless, the emerging housing allocation and Botley Bypass is likely to put further pressure on this small area of landscape to form the Gap.

Railway Users

The section of railway that lies to the north of Botley and Hedge End is mainly set within a vegetated cutting with limited visual connectivity to the surrounding settlements. The railway line will form the northern edge to the proposed housing allocations and DM24 sites.

Combined with the speed of travel, this is likely to reduce any rail-user experience of leaving/arrival between the three settlements.

Public rights of Way

Bridleway No.6

Bridleway No.6 to the west of Holmesland Lane lies on relatively higher ground and offers open views across a number of gently sloping grassed fields towards the vegetated watercourse and mature roadside vegetation to Woodhouse Lane and Winchester Road.

The uninterpreted views over the adjoining fields creates a strong sense of countryside and a departure from the settlement. However, this is likely to be affected by the emerging HE1 housing allocation, DM24 sites and the proposed Botley Bypass to the north west.

Looking back to Botley from Woodhouse Lane, the bridleway runs alongside existing farmstead dwellings across the well vegetated watercourse from which open views are afforded across the fields towards properties along Holmesland Lane. The combination of the open landscape and individual character of dwellings give a strong sense of arrival to the Botley settlement.

Bridleway 17 and footpath 18

In contrast to the Bridleway No. 6, both rights of way to the south of the A334 offer a more enclosed experience. Bridleway No. 17 and Footpath No. 18 linking Brook Lane to the suburban Hedge End edge Marls Road / Sovereign Drive. With the exception of the woodland belt to the south-east section of footpath No. 18, both routes are similar in character in that they mainly follow winding gravel tracks that provide access to small scale paddocks and associated small scale detached dwellings.

The cluster of fields, vegetation and woodland blocks, combined with the rural tracks, limit any intervisibility between the two settlements; and whilst the landscape is of a poor quality, there is still a sense of departure from each settlement.



View from A334 / Botley Road leaving Botley with the levels reduced as it crosses the watercourse and the Sparshatts car dealership on the left and ribbon development properties beyond.

Gap Analysis - Area I Botley, Hedge End & Boorley Green



View from A334 / Botley Road arriving at Hedge End. Beyond the large trees on both sides of the road, the view opens up to reveal the urban edge of Hedge End set around the Maypole roundabout.



View from Woodhouse Lane with established field boundary providing a clear sense of leaving the Hedge End settlement.



View from railway bridge and surrounding vegetation defines the junction of the three settlements.



View from higher ground along Bridleway No. 6 to west of Holmesland Lane offering open views to wooded horizons.



View along Bridleway 17 with gravel track access to individual properties and varying vegetation containment (field boundaries and woodland blocks).

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Gap Analysis - Area I Botley, Hedge End & Boorley Green

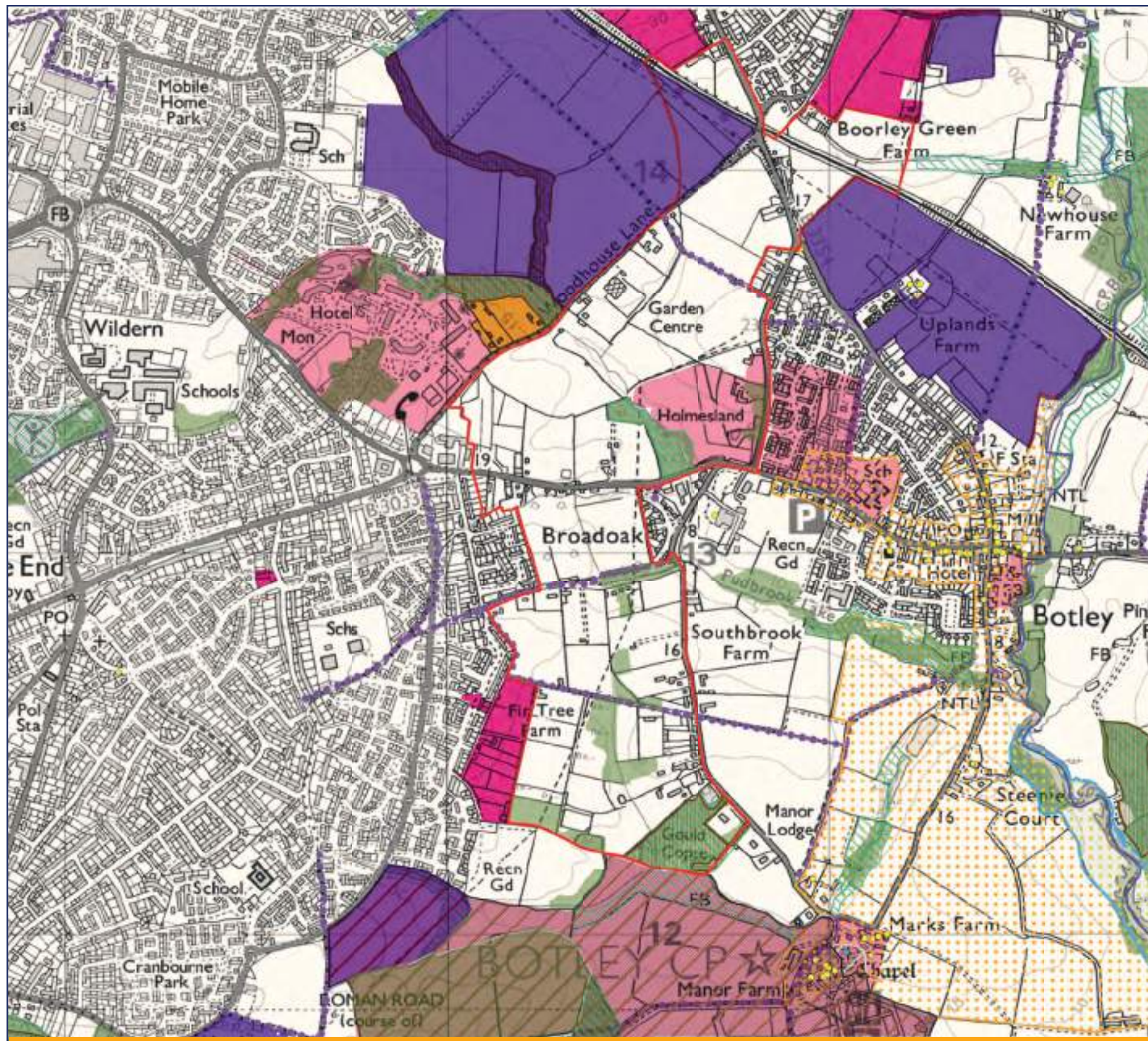


Figure I 2 - Area I Botley, Hedge End and Boorley Green - Designations Plan

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Gap Description / Characterisation

This section of the report sets out a summary of the Gap character features to understand how these contribute to the physical and perceptual separation of each settlement.

The characterisation of the Gap is drawn from descriptions focusing on a combination of physical, historical, ecological elements uniquely present to the defined area.

They include a summary of landscape, related ecological and heritage designations, landscape features, access and green infrastructure.

Designations

Figure I 3a opposite shows that despite its proximity to Botley Conservation Area and the protected River Hamble, designations within the Gap are limited to the following:

- 2 locally designated SINC associated with the woodland belts to the west of Holmesland Estate and Gould Copse;
- 1 Locally Listed Parks and Gardens associated with the former Holmesland Estate, which includes a number of mature trees.

Landscape Features

Topography

The topography of the entire Gap is relatively shallow following the watercourses that link to the River Hamble, with the exception (at the north east of the Gap) where the grounds rises gently to Holmesland Lane.

Development / Land Use / Vegetation

Land use within the Gap is largely a combination of paddocks / open farmland, woodland belts, ribbon residential developments with commercial (car sales, garden centres and agricultural use).

A mixture of small streams and associated riparian vegetation of varying depth weave through the Gap from the north-west to the south-east connecting into the River Hamble.

Openness

In keeping with the landscape character, the study area is split into two main landscape areas with open grassland/ farmland to the north; and enclosed small scale paddocks to the south.

Dense tree belts and woodland, combined with varying field boundaries, also influence its sense of openness and largely prevents intervisibility between the settlements.

Gap Boundaries

Landscape and urban features that define the current Gap boundary are summarised below:

- Established character of ribbon development with large rear gardens along Brook Lane and Holmesland lane forming the boundary to Botley.;
- Suburban housing to Hedge End with varying quality of defining field boundaries / oaks;
- Strong line of highway vegetation / field boundaries to Winchester Road and Woodhouse Lane with some encroachment associated with the garden centres and associated uses;
- The railway line vegetation and vegetated bridge;
- Woodland blocks to southern boundary.

Access through the Gap

Movement / Connectivity

- Motorists, cyclists and pedestrians along the A334, Woodhouse Lane and Winchester Road;
- Train passengers;
- Users of the PRoW network.

Presence of Green Infrastructure within The Gap

Key GI features that contribute to the Gap character include:

- Watercourses with mature vegetation and woodland blocks supporting key ecological connectivity to River Hamble;
- Some field boundaries provide a degree of continuity / green linkages;
- Railway line vegetation.



Typical view across open farmland looking north towards Boorley Green with the mature tree belt at the junction of Woodhouse Lane and Winchester Road.



Typical view of equestrian paddocks to South of A334 / Botley Road.



View from railway bridge overlooking the sunken railway Line and vegetated embankment looking towards Boorley Green.

Gap Analysis - Area I Botley, Hedge End & Boorley Green



Key (Northern Area)

- Existing Countryside Gaps
- Public Rights of Way
- A1 Gap Sub Areas
- Botley Bypass (Indicative)
- Observations
- Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure I 3a - Area I Botley, Hedge End and Boorley Green - Field Findings Plan (North)

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Sub Areas & Observations

Informed by the desktop studies and field study observations the plan opposite identifies a series of sub areas (within the Gap) comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap function.

The plan also identifies a series of Observations which records key landscape / GI features and opportunities for enhancements to strengthen Gaps' function.

Sub Areas

Area I 1 - Cluster of pastoral fields close to the convergence of the three settlements and the elevated junction at Woodhouse Lane / Winchester Road where it crosses the railway line. The openness of the fields, combined with the associated field hedgerows, field oaks, railway line vegetation and associated topography, provides an important role in creating a sense of separation to the settlement edges of Botley, Hedge End and Boorley Green. Note that the south western parcels is situated within the proposed HE2 allocation however it is understood that this has been set aside within the approved masterplan as retained Gap.

Area I 2 - This expansive grassland provides a strong sense of openness between the settlements of Botley and Hedge End experienced by users of the bridleway and properties along Holmesland Lane.

In addition to the sense of openness, intervisibility between the settlements



View across Sub Area I 1 showing open farmland in Boorley Green with field boundary and railway vegetation preventing views to Hedge End.

is contained by the wooded horizons and mature tree vegetation along Woodhouse Lane and Holmesland Lane. This creates a strong sense of countryside separation between the two settlements.

The proposed future Botley Bypass link to Woodhouse Lane will connect through the northern parcel is likely to affect the sense of openness particularly when viewed from higher ground near Holmesland lane.

Area I 3 - A cluster of established edge of settlement commercial uses (garden centre and pet shop) and farmstead dwellings.

The proposed housing allocation to the adjacent side of Woodhouse Lane is likely to have some impact on the isolated nature of this developed site and once completed may well form the future edge of Hedge End settlement along Woodhouse Lane.

Area I 4 - Associated with the former Holmesland Estate, this area is a Locally Listed Park and Garden and consists of two larger dwellings set within mature parkland with associated tree cover. This plays an important role in defining the edge of settlement character to Botley along Holmesland Lane and curtails views to the Hedge End.

Area I 5 - Accessed via Woodhouse Lane, this parcel has been subdivided into paddocks and is contained by roadside vegetation, mature woodland to the north and east, and varying depths of field boundaries to the south.

The glimpsed view from Woodhouse Lane shows that whilst the field provides an opportunity for long distance views in the direction of Botley, the mature tree belt associated with the watercourses to the north and east provides a strong visual barrier.



View across Sub Area I 2 towards Botley settlement edge.

Area I 6 - Combination of ribbon development, scattering of mature trees and paddocks to the rear provide a short lived but clear change of character from the built form edges to Hedge End and the wooded arrival to Botley. Whilst the horse paddocks are poor in landscape character, the remnant field boundaries and open nature contribute to the separation between the two settlements particularly when experienced from the A334 and bridleway No. 17.

Area I 7 - An unmanaged parcel of land contained on two sides by the existing Hedge End settlement. Two public rights of way wrap around the northern, western and southern boundary and the parcel is well screened by existing boundary vegetation.



View across Sub Area I 5 paddocks with woodland backdrop preventing views towards Botley.

Gap Analysis - Area I Botley, Hedge End & Boorley Green



Key (Southern Area)

- Existing Countryside Gaps
- Public Rights of Way
- A1 Gap Sub Areas
- Botley Bypass (Indicative)
- Observations
- ← Key Views
- Sense of Leaving / Arrival

Local Plan 2016 - 2036

- S3 Proposed Housing Allocation
- S4 Proposed Employment Allocation
- DM24 Housing Sites with Planning Permission

Figure I 3b - Area I Botley, Hedge End and Boorley Green - Field Findings Plan (South)

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Area I 8 - Cluster of horse paddocks and associated paraphernalia and boundary treatments. As identified within the landscape character, this area is relatively poor in landscape quality with certain areas exposed to the urban edge of Hedge End. The linear nature of vegetated field boundaries, whilst gappy, does contribute to the visual separation and sense of leaving / arriving at the two settlements, particularly when experienced from the rights of way network.

Area I 9 - Defined by a single dwelling and horse paddocks to the rear. The unmanaged field boundaries / heathland to the south and woodland block to the west curtails views, particularly when viewed from Footpath No. 18. Similar in experience to Area I 8, this area contributes to the sense of separation when leaving the suburban edge of Hedge End.

Area I 10 - Situated to the east of the DM24 site (Sovereign Drive), this parcel of unmanaged land is partially contained by scrub, mature vegetation and woodland to the south, separating the site visually from the nearby Little Hatts Recreation Ground, to the south. This unmanaged parcel provides a rural backdrop to Hedge End, although the adjacent woodland curtails views between the two settlements.

Area I 11 - Well defined grassland with established field boundary vegetation and tree cover, this area contributes to the rural settlement character along Brook Lane and open views further east towards Botley.

Area I 12 - Brook Lane ribbon development. This attractive line of properties, with its associated mature front and rear garden vegetation combined with woodland belts, offers clear break in character and intervisibility between the two settlements. The mature vegetation backdrop offers a clear edge to the settlement before entering the paddock landscape beyond.

Area I 13 - An isolated parcel of land possibly linked to Hatts Copse Farm. Like Area 10, it is largely surrounded by woodland / copses, including the locally designated Gould Copse SINC. Its lack of public access and isolation means that its function in maintaining the Gap is relatively limited, albeit it does provide an attractive backdrop to the existing farm dwelling.



Typical view of equestrian paddocks to north of A334 (Sub Area I 6).



View from right of way overlooking Sub Area I 9 with tree coverage / scrub providing containment to settlement.



Typical view of equestrian paddocks to South of A334 (Sub Area I 6).



Ribbon Development along Brook Lane (Sub Area I 12).

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Opportunities for Green Infrastructure Improvements

Observations

1. Vegetated railway line embankment forms strong linear feature contributing to settlement separation.
2. A key node mainly experienced by vehicle users formed from a combination of raised road over railway line and mature tree planting provides a short-lived but small sense of leaving the three settlements.
3. Scope for associated Botley Bypass landscape mitigation to reinforce landscape character, address intervisibility to adjacent settlements and enhance sense of arrival/departure.
4. Protect edge of settlement character to Holmesland lane and Brook Lane to maintain soft edge and rural features.
5. Mature vegetation associated with watercourses provides clear sense of boundary.
6. Good example of rural roads / sense of leaving settlement with field hedgerows and trees providing symmetry on both sides. May be compromised by proposed future employment and housing allocations. Scope to improve frontage to garden centre to reinforce consistent landscape treatment.
7. Scope for improvements to field boundary vegetation to maintain connectivity and reinforce field pattern / visual separation and address hard urban edge.
8. Protect linear field boundaries, woodland blocks and tree belts to maintain visual separation and landscape character.
9. Address poor field boundary treatments to A334 to reinforce landscape setting and sense of leaving Hedge End settlement.

Analysis and Evaluation

Analysis of Sub Areas

The Botley, Hedge End and Boorley Green Gap separates three settlements which are at risk of coalescence, especially when the permitted developments and allocation sites are considered.

The Gap has been subdivided into 13 sub areas, as shown in Figures I 3a and I 3b, comprising one or more parcels of land that together have similar characteristics / features that contribute to the performance of the Gap's function. The existing characteristics of these sub areas were described in the previous section and an evaluation of their contribution to the Gap's function is set out below in a form of a matrix followed by justifications.

Area I 1 - This cluster of four pastoral fields contributes to the openness of the Gap and is important for the separation of the three settlements. The fields adjoin the proposed developments which, once implemented, will significantly diminish the current Gap between the three settlements. Whilst the existing railway line provides a strong, impenetrable, separation between Boorley Green and the settlements to the south, the cluster of pastoral fields with the associated field hedgerows, field oaks, railway line vegetation and associated topography, provides a sense of separation and preserves their identity.

Area I 2 - This area is important for the separation of the three settlements due to its openness combined with a good level of intervisibility between settlement edges. Whilst the area is relatively narrow, it does provide a sufficient perception of separation to maintain the separate identity of these settlements. The Gap is perceived from a bridleway connecting Botley and Hedge End which provides excellent view of both settlement edges. No

Gap I Botley, Hedge End & Boorley Green													
Criterion check for each Sub Area (Gap component area playing a similar function)	I 1	I 2	I 3	I 4	I 5	I 6	I 7	I 8	I 9	I 10	I 11	I 12	I 13
The area helps preserve the open nature of the Gap.	●	●		●	●	●	●	●	●	●	●		●
The area helps maintain the sense of separation between settlements.	●	●	●	●	●	●	●	●	●	●	●	●	●
The area plays an important role in defining the settlement character.	●	●		●	●	●	●	●	●	●	●	●	●
The area plays an important role in separation of settlements at risk of coalescence.	●	●	●	●	●	●	●	●	●	●	●		●
The land is necessary in preventing the coalescence of settlements.	●	●	●	●	●	●	●	●	●	●	●		●

TABLE I 1: Gap I Botley, Hedge End & Boorley Green Sub Area Matrix

Gap Analysis - Area I Botley, Hedge End & Boorley Green

changes are proposed to this area, as it is considered necessary to maintain the separation between the settlements.

Area I 3 - The garden centre area is developed and so not an open part of the gap, and enclosed from the wider gap by mature vegetation. However, the Council considers that in overall terms Woodhouse Lane forms a clear boundary to the gap along Hedge End's edge. The garden centre presents informal single storey buildings and is a use typical of the countryside. The Gap increasingly narrows at this point and is experienced from the footpath connecting the settlements. Botley's edge is clearly visible from just beyond the boundary of this site, and occasional glimpses of the garden centre development can be gained from the footpath through the mature vegetation in the summer months notwithstanding the low key nature of the current development. The Council concludes this area should be retained within the gap. The northern, less developed part, is experienced by walkers on the short footpath connecting the settlements and should be protected to maintain the open nature of the gap

Area I 4 - This area helps preserve the open nature of the Gap and is important in defining the character and identity of Botley due to the presence of a Locally Listed Park and Garden, creating a soft and vegetated edge to the settlement.

Area I 5 - This area contributes to the openness of the Gap and plays an important role in defining the character of Hedge End's edge. It should be protected from development to avoid diminishing the gap in its narrowest and most vulnerable part. Whilst the woodland wrapping around the area to the east provides screening and prevents intervisibility between Botley and Hedge End, the development of this area would significantly reduce the physical separation between the settlements and increase the risk of their coalescence.

Area I 6 - This area lies at the narrowest section between Botley and Hedge End and performs all Gap functions. The fields on both sides of Botley Road (A334) contribute to the perception of Gap's openness and the separation between the two settlements. Thanks to the open nature of those fields, and their predominantly undeveloped character, the sense of leaving / arriving to either of the settlements is maintained despite the short distance (approximately 300m). The fields also contribute to the separation of the settlements for viewers on the bridleway No. 17 to the south.

Area I 7 - This area is relatively open and, when experienced from the surrounding footpaths, it helps preserve the open nature of the Gap. However, the contribution is limited by the existing vegetation along the area's boundary. It is considered that the area plays an important role in defining the rural character of Hedge End's settlement edge and it plays an important role in separating Hedge End from Brook Lane development, which may in time become the south western boundary of Botley. The

Council has already removed the area to the east of Brook Lane from the gap designation prior to submission of the plan. The remaining relatively narrow overall gap between Hedge End and Brook Lane therefore increases in importance for the ongoing longer term separation of the settlements.

Area I 8 - This area comprises a cluster of horse paddocks, associated paraphernalia and boundary treatments, which contribute to the Gap's openness when perceived from the footpaths to the north and south. The area plays an important role in the visual and perceptual separation of Hedge End and Botley and does provide a sense of leaving / arriving at Hedge End. Due to the short distance from both settlements, inclusion of the area in the Gap is considered to be necessary to the Gap's function and the sense of separation between Hedge End and Botley.

Area I 9 - This area contributes to the Gap's openness and the character of Hedge End settlement edge. The woodland block to the east provides a strong visual barrier and, further to the east, the footpath continues to run through a large area of countryside before reaching Botley. However the area should be protected from development to avoid Hedge End's sprawl to the east and the coalescence with the ribbon development along Brook Lane, which may in time become the south western boundary of Botley. The Council has already removed the area to the east of Brook Lane from the gap designation prior to submission of the plan. The remaining relatively narrow overall gap between Hedge End and Brook Lane therefore increases in importance for the ongoing longer term separation of the settlements.

Area I 10 - This area of unmanaged land plays an important role in defining the character of Hedge End's suburban edge and currently helps maintain the sense of separation between Botley and Hedge End. The area should be protected from development to avoid Hedge End's sprawl to the east and the coalescence with the ribbon development along Brook Lane.

Area I 11 - This area of well-defined grassland, with established field boundary vegetation and tree cover, plays an important role in defining the character of the Botley village and contributes to the openness of the Gap. The area is located in the vicinity of the settlement edge and its inclusion in the Gap is considered necessary for the separation of Botley and Hedge End.

Area I 12 - This area comprises Brook Lane ribbon development and is located half way between Botley and Hedge End. Whilst it does not contribute to the Gap's openness due to its largely developed nature, it does help define the settlement character and maintain the sense of separation between them.

Area I 13 - This area of private farmland is open. It does not contribute to the perception of the Gap from publicly accessible areas. However, it plays

an important role in defining the rural setting of Hedge End's suburban edge and currently helps maintain the sense of separation between Botley and Hedge End. The area should be protected from development to avoid Hedge End's sprawl to the east and the coalescence with the ribbon development along Brook Lane.

DM24 Site (Sovereign Drive)

The site was identified within policy DM24 and so removed from the settlement gap only as a result of permission for development being granted on appeal in 2015 (APP/W1715/W/14/3001499). This permission has now lapsed, and a further application refused in 2020. The site will no longer be identified in a policy in the Local Plan. The 2015 appeal Inspector placed substantial weight on the fact that, at that time, the Council had not met its 5-year land requirement and on the national imperative to boost housing supply, over the relatively limited harm to the fundamental intentions of the local gap policy. The context for the decision is now significantly different because the relative merits of Settlement Gaps are being reviewed on a consistent plan led Borough wide basis, and the emerging Local Plan has identified 10 years of housing supply. Therefore the area should be considered afresh.

The Council considers that the rear gardens of properties on Sovereign Drive backing onto this area provide a strong settlement edge to Hedge End. This area contributes to the openness of the gap and plays an important role in defining the settlement edge and the perception of leaving Hedge End, particularly when viewed from the public footpath (Botley 18) to the north. This area also provides a green link from this footpath to the recreation ground in the south. The boundary is largely defined by mature hedge planting with associated hedgerow trees. While there is no inter-visibility with Botley to the east, the area should be protected from development to avoid Hedge End's sprawl to the east and the coalescence with the ribbon development along Brook Lane, which may in time become the south western boundary of Botley. The Council has already removed the area to the east of Brook Lane from the gap designation prior to submission of the plan. The north – south orientation of the Hedge End – Botley gap maintains separation between the existing settlements and the development along Brook Lane, whilst also setting a clear gap for the ongoing longer-term separation of the settlements. The Council concludes that this area should be reinstated in the settlement gap.

Gap Analysis - Area I Botley, Hedge End & Boorley Green



Key

-  Eastleigh Borough Boundary
-  Existing Countryside Gaps
-  Public Rights of Way
-  Areas Proposed for Removal from the Gap
-  Area to be Reinstated as a Gap following Expiry of a Planning Permission
-  Gap Sub Areas Proposed for Removal - Reference

Figure I 4 - Area I Botley, Hedge End and Boorley Green - Gap Amendment Plan

Gap Analysis - Area I Botley, Hedge End & Boorley Green

Area I Conclusions and Recommendations

Areas to be Removed

Following the characterisation and evaluation of the Botley, Hedge End and Boorley Green Gap we recommend the following areas for removal (see Figure I 4).

- Sub Area I 1 - Already developed land that forms settlement edge to Boorley Green and doesn't contribute to the Gap function.
- Small area next to Woodhouse lane to reflect the boundary of the industrial land use defined by vegetation.

Proposed Gap Boundary Description

The slightly revised Botley, Hedge End and Boorley Green Gap provides sufficient land to ensure physical and perceptual separation of these settlements and to protect their character and separate identities.

Whilst the western edge is currently defined by the existing Hedge End settlement and proposed future allocations and approved developments, the eastern edge generally has a strong, uniform, rural character which provides a robust edge to the Botley settlement.

Opportunities for Gap Enhancements

Provision for Future Landscape Mitigation

Adopting Green Infrastructure principles, we have set out below a series of enhancement recommendations that together could help to supplement and reinforce the Gap function. These include:

- Retaining the visual separation between Boorley Green and Botley settlements by reinforcing the landscape character consisting of field boundaries / woodland belts, which together should inform future masterplan proposals for proposed housing allocation along its northern edge and the proposed Botley Bypass.
- Reinforce field boundary and highway boundaries with hedgerow planting. This should apply to the both the edges and throughout the Gap to support visual separation, provide ecological connectivity opportunities and reinforce local landscape character.
- Retain semi-rural character to ribbon development along Holmesland Lane and Brook Lane by maintaining balance of development and mature vegetation cover to garden plots.
- Protect and conserve setting to Holmesland Registered Park and Garden to complement the settlement edge character.
- Retain and enhance important woodland / coppice and associated watercourses that combined provide a clearly defined natural barrier and supports a strong sense of physical / visual separation whilst supporting biodiversity and ecological connectivity through the Gap.
- Where possible address hard urban edge to Hedge End edge by ensuring any future development is sensitively designed with positive frontages to the settlement edge with provision for generous landscape buffer planting that can reinforce the landscape character and integrate with the footpath network and public open space provision.

Summary and Conclusions

The findings of this report have been carefully formulated from the Methodology agreed with Eastleigh Borough Council project team and are based on the PUSH (Partnership for Urban south Hampshire) policy principles and criteria for assessing the Settlement Gap needs in the region.

Aims and Objectives

Eastleigh and its surrounding settlements are uniquely positioned between the coastal landscapes of The River Hamble, Southampton Water and the South Downs to the north.

These protected landscapes have placed greater constraints on the urban expansion across the PUSH region. Eastleigh has seen significant urban expansion over recent decades which has increased the threat to Settlement Gaps and the varying communities retaining their own identity.

The process has followed a consistent approach based on the following tasks:

Desktop analysis

- Settlement character appraisals to understand individual settlement character and the sense of leaving / arriving for different users (vehicles/railway/rights of way);
- Landscape related designations that contribute to the characterisation of the Gap including any heritage and ecological protection; and
- An appraisal of the local landscape character using EBC published documents to understand the landscape elements that shape the Gap landscape including topography, vegetation, watercourses, land uses.

Fieldwork Studies

- Further interrogation of the Gap on the ground to inform site specific appraisal / observations; and
- Sub-Area Categorisation to assess how individual elements / land parcels contribute to the function of the Gap

Analysis and Evaluation

- Examination of the Task 1 and 2 findings to assess whether the identified Sub-Area elements contribute to the criteria set out in the methodology;
- Amending the Gap boundary where appropriate; and
- Applying high level recommendations for strengthening the settlement gap and sense of separation by applying green infrastructure.

Letting the Landscape Shape the Gap

Based on the above methodology, a greater understanding of the Borough's settlement Gap functionality has been assessed. Whilst the study allows for site-specific conclusions based on individual settlement characteristics and issues, there is a consistent approach to redefining Gap boundaries that focuses on realignment to defensible landscape features; both natural and manmade.

The list below is not exhaustive but, in many situations, combine to shape the Gap character and boundaries. They include:

Natural (soft) Features

- Large Areas of Woodland – Whilst they do not contribute to the openness of the Gap they provide a dominant feature in the landscape separating settlements and help to frame the Gap boundaries.
- Open Accessible Spaces including country parks, nature reserves, that help to maintain a sense of openness.
- Open farmland / field parcels – In many places particularly to the north of the M27 on flat land, open field patterns with well-kept hedgerows help to provide a strong sense of openness between the settlement.
- Watercourses – Several of the Gap boundaries follow watercourses, particularly along the Itchen Valley. In many areas these watercourses are supported with well vegetated green corridors and associated floodplains that help to prevent intervisibility between settlement whilst retaining a strong a sense of openness and rural character between settlements.

Manmade (hard) Features

1. Highway Infrastructure including:
 - M27 Motorway – Forming a dominant feature cutting through the centre of the Borough this regionally important road link is supported by a strong vegetated buffer which, for the most part helps to separate settlements that might be at threat of coalescence such as West End/Hedge End
 - Other Major Roads – Strategic links that connect to the M27 and settlements. Whilst less dominant in the landscape they do contribute to the experience of leaving and arriving between settlements. Good examples include Tollbar Way which alongside the buffer planting provides a strong defensible edge to Hedge End.
 - Rural Lanes – Remnants of the borough agricultural history these rural lanes have largely been replaced with modern strategic routes. Nevertheless, many of these narrow rural lanes framed by field hedgerows and field oaks help to shape the character of the settlement Gap. Examples include Satchell Lane, Hamble and

Shamblehurst Lane, Hedge End.

- Railway Lines – Influence large parts of the settlement edges these railways are set within cuttings, framed by established tree belts and provide a clearly defined edge as shown to the north of Hedge End, Netley, Hamble and east of Eastleigh.
2. Open Accessible Sports Uses including sports pitches, golf courses that help to maintain a sense of openness such as Boundary Lakes Golf Course north of the Hedge End and the Sports pitches, south of Eastleigh.

Settlement Hierarchy

The report assesses the current hierarchy of each settlement to understand where the experience of Gap needs to be greater. This varies across the Borough and does not rely solely on distance, but the sense of arrival/ departure and the landscape experienced between each settlement. Two examples of this include the importance of the rural setting (and sense of openness) to the villages of Botley and Hamble given their historic setting. Similarly, it is important to provide a greater sense of leaving and arrival larger settlements such as experienced travelling from Southampton to Hedge End.

It is highly likely that the settlement hierarchy will need to be changed and updated over time to acknowledge the changes from future expansion such as proposed to the south of Boorley Green and west of Horton Heath.

Gap Fragmentation

Insensitive development can quickly lead to the failure of the Gaps function. This is evident along Hamble Lane where the increased sub-division of fields for equestrian use combined with intensification of development to Hound roundabout (Hamble School/ Blackthorn Health Centre) has started to erode the Gap from within and may put further pressure on the Hamble Gap in the future and potential for Bursledon and the northern settlement of Netley (including Hound) to merge with Hamble.

Ribbon development along main road links can also reduce the sense of leaving and arriving between many of the settlements notably Hedge End-Botley and Fair Oak – Horton Heath.

Despite this it is recognised that there are particular forms of development within the Gaps across the entire Borough that accommodates development of a rural nature which enhances the settlement character. Typical examples of these include small hamlets, farm shops.

Gap Amendments

Figure 2 opposite shows the areas of the Gap proposed to be removed from the Gap.

Summary and Conclusions

Settlements at Risk

This report has identified the extent of gaps which are necessary across the Borough. Any development proposals within these gaps should be carefully controlled and limited in accordance with the Local Plan's settlement gap policy. Assessing the above characteristics across the Gap has also enabled us to document which Settlement Gaps are at particular risk of coalescence where in addition opportunities should be taken wherever possible to enhance these gaps. Those of obvious and potential risk include:

- Northern Edge to Area A (Bursledon – Southampton). This relies on a limited land to the north and south of Bursledon Road to provide the Gap function albeit it understood that EBC have set aside some of this as public open space provision to safeguard this area.
- Central Area to Area F – (Eastleigh Bishopstoke) along Bishopstoke Road. This short section through which the River Itchen flow offer negligible experience of the Gap. Future development along this main link into Eastleigh Town Centre should avoid any further encroachment and where possible provide sensitive landscape enhancements.
- Area H – (Horton Heath - Fair Oak). The nature of the Ribbon development along Botley Road and limited depth of the Gap has reduced the sense of openness between these settlements. Emerging development to the north of Burnetts Lane will increase the Horton Heath settlement and will put further pressure on the western and eastern Gap to prevent the settlements of Horton Heath, Bishopstoke and Fair Oak merging. The future masterplan for One Horton Heath has the potential to support the Gap function.
- Central Area to Area I (Hedge End – Botley) along Botley Road. Ribbon development along the main link road has reduced the sense of openness provided by the field parcels behind. Proposed expansion to the north of the Gap Area including the Botley Bypass is likely to put future pressure on the settlement identity.

Future Opportunities

To mitigate against potential further erosion of the settlements and associated identity the report identifies a number of Green Infrastructure opportunities that could be assimilated into the Gap designation process to strengthen and enhance existing settlement boundaries and provide appropriate transition to their rural context. Any future applications that affect the Gap setting should seek to apply these recommendations.

It is intended that this report will not only inform the review of Settlement Gaps process but could also be integrated with future landscape guidance policies and Supplementary Planning Documents.

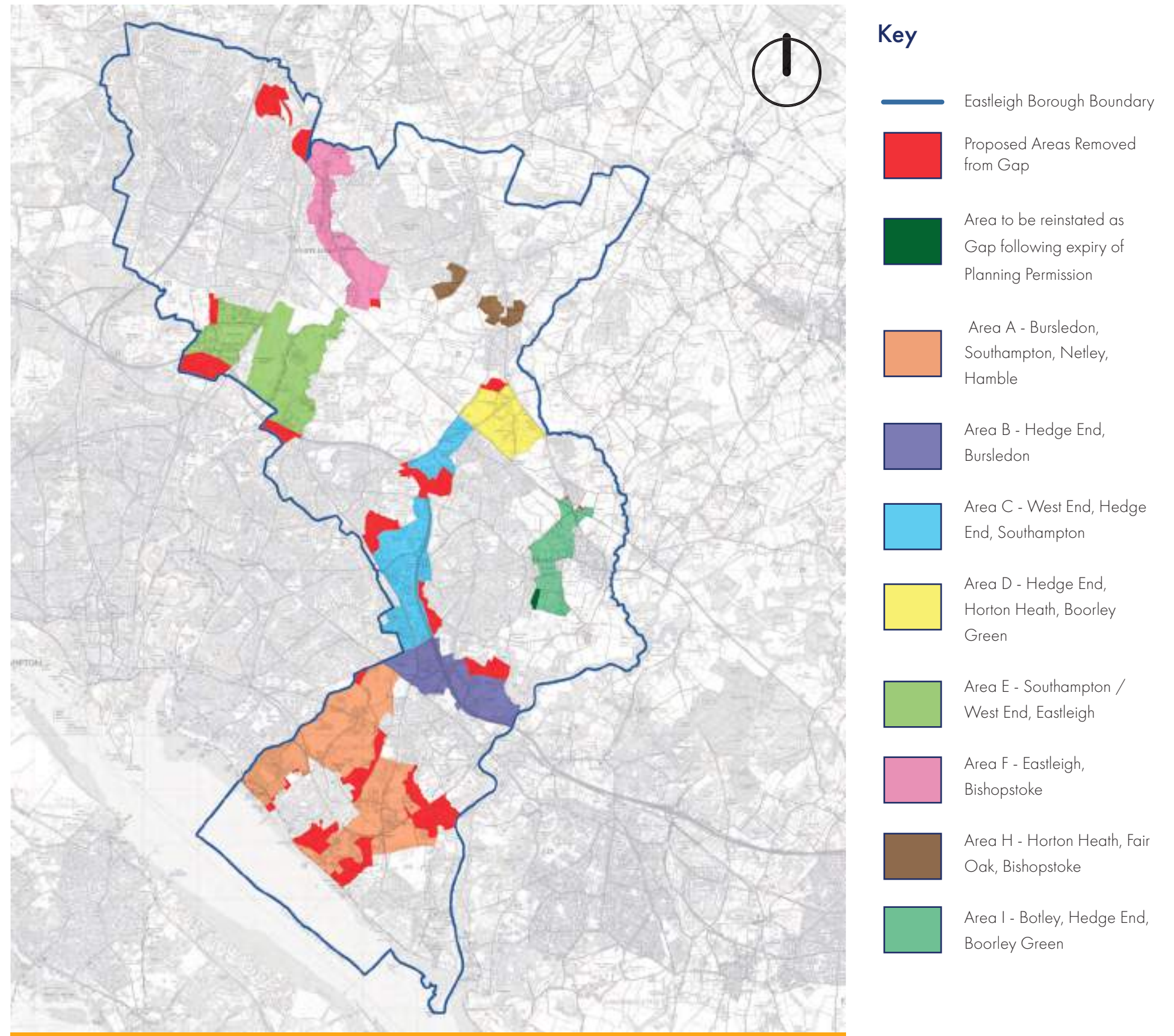


Figure 2 - Proposed Amendments to Settlement Gap.

Thank you

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