

## Appendix 11.3: Significance Tables

Table 11.9: Significance of temporary landscape impacts

<i>Activity/ change</i>	<i>Receptor affected</i>	<i>Sensitivity of receptor</i>	<i>Impact</i>	<i>Impact magnitude</i>	<i>Impact significance</i>
T1 protective fencing	LR1 field under arable cultivation	Medium	Local disturbance	Negligible	<b>NO CHANGE</b>
T1 protective fencing	LR7 field under arable cultivation	Medium	Local disturbance	Negligible	<b>NO CHANGE</b>
T2 temporary haul routes	LR1 field under arable cultivation	Medium	Loss of or damage to agricultural land.	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR2 internal field boundary hedgerows, incl. western hedgerow	Low	Local loss of or damage to low amenity value hedgerows	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Local loss of or damage to low or medium amenity value trees	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR5 woodland belt	High	Local loss of or damage to low or high amenity value trees	Medium	<b>HIGH (ADVERSE)</b>
T2 temporary haul routes	LR6 copse on Andover Road	High	Local loss of or damage to low or high amenity value trees	Medium	<b>HIGH (ADVERSE)</b>
T2 temporary haul routes	LR7 field under arable cultivation	Medium	Loss of or damage to agricultural land.	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR8 semi-mature trees and hedgerow on Andover Road	Medium	Local loss of or damage to medium amenity value hedgerow and trees	Medium	<b>MODERATE (ADVERSE)</b>

T2 temporary haul routes	LR9 tree group on Well House Lane/ Andover Road junction	Medium	Local loss of or damage to medium amenity value trees	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR10 hedgerow and boundary trees, west section of Well House Lane	Low/ medium	Local loss of or damage to low/ medium amenity value hedgerow and trees	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR11 hedgerow and mature trees, east section of Well House Lane	Medium	Local loss of or damage to medium amenity value hedgerow and trees	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR12 internal field boundary hedgerows near Well House Lane	Low	Local loss of or damage to low amenity value hedgerows	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR1 field under arable cultivation	Medium	Loss of or damage to agricultural land.	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR2 internal field boundary hedgerows, incl. western hedgerow	Low	Local loss of or damage to low amenity value hedgerows	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Local loss of or damage to low or medium amenity value trees	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR5 woodland belt	High	Local loss of or damage to low or high amenity value trees	High	<b>HIGH (ADVERSE)</b>
T3 site compounds/ hoardings	LR6 copse on Andover Road	High	Local loss of or damage to low or high amenity value trees	High	<b>HIGH (ADVERSE)</b>

T3 site compounds/ hoardings	LR7 field under arable cultivation	Medium	Loss of or damage to agricultural land.	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR12 internal field boundary hedgerows near Well House Lane	Low	Local loss of or damage to low amenity value hedgerows	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR1 field under arable cultivation	Medium	Loss of or damage to agricultural land.	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR2 internal field boundary hedgerows, incl. western hedgerow	Low	Local loss of or damage to low amenity value hedgerows	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Local loss of or damage to low or medium amenity value trees	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR5 woodland belt	High	Local loss of or damage to low or high amenity value trees	High	<b>HIGH (ADVERSE)</b>
T4 site clearance	LR6 copse on Andover Road	High	Local loss of or damage to low or high amenity value trees	High	<b>HIGH (ADVERSE)</b>
T4 site clearance	LR7 field under arable cultivation	Medium	Loss of or damage to agricultural land.	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR12 internal field boundary hedgerows near Well House Lane	Low	Local loss of or damage to low amenity value hedgerows	Medium	<b>MODERATE (ADVERSE)</b>

**Table 11.10: Significance of permanent landscape impacts**

<i>Activity/ change</i>	<i>Receptor affected</i>	<i>Sensitivity of receptor</i>	<i>Impact</i>	<i>Impact magnitude</i>	<i>Impact significance</i>
P1 Residential development scheme	LR1 field under arable cultivation	Medium	Permanent loss of agricultural land in about 90% of field; permanent major alteration to character of landscape across most of field with change from open arable landscape to urban character, with built form predominating.	High	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR2 internal field boundary hedgerows, incl. western hedgerow	Low	Permanent loss of internal hedgerows of low amenity value	High	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Permanent loss of trees of medium amenity value	High	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR5 woodland belt	High	Permanent loss of trees of high amenity value	High	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR6 copse on Andover Road	High	Permanent loss of trees of high amenity value	High	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR7 field under arable cultivation	Medium	Permanent loss of agricultural land in about 90% of field area; permanent major alteration to character of landscape across most of field with change from open arable landscape to urban character, with built form predominating.	High	<b>HIGH (ADVERSE)</b>

P1 Residential development scheme	LR8 semi-mature trees and hedgerow on Andover Road	Medium	Permanent loss of trees / hedgerow of medium amenity value	High	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR10 hedgerow and boundary trees, west section of Well House Lane	Low/medium	Permanent loss of hedgerow/ trees of low/ medium amenity value	High	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	LR11 hedgerow and mature trees, east section of Well House Lane	Medium	Permanent loss of hedgerow/ trees of medium amenity value	High	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR12 internal field boundary hedgerows near Well House Lane	Low	Permanent loss of internal hedgerows of low amenity value	High	<b>MODERATE (ADVERSE)</b>
P2 New local centre	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Permanent loss of trees of medium amenity value	High	<b>HIGH (ADVERSE)</b>
P2 New local centre	LR6 copse on Andover Road	High	Permanent loss of trees of high amenity value	High	<b>HIGH (ADVERSE)</b>
P2 New local centre	LR7 field under arable cultivation	Medium	Permanent loss of agricultural land in about 25% of field area; permanent major alteration to character of landscape in south-west part of field with change from open arable landscape to urban character, with built form predominating.	High	<b>HIGH (ADVERSE)</b>
P2 New local centre	LR8 semi-mature trees and	Medium	Permanent loss of trees / hedgerow of medium amenity	High	<b>HIGH (ADVERSE)</b>

	hedgerow on Andover Road		value		
P3 New primary school	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Permanent loss of trees of medium amenity value	High	<b>HIGH (ADVERSE)</b>
P3 New primary school	LR5 woodland belt	High	Permanent loss of trees of high amenity value	High	<b>HIGH (ADVERSE)</b>
P3 New primary school	LR7 field under arable cultivation	Medium	Permanent loss of agricultural land in about 10% of field area; permanent alteration to character of landscape in southern part of field with change from open arable landscape to semi-urban character (school buildings set in grounds).	Medium	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	LR4 line of young copper beech trees, Barton Farm ridge	Medium	Permanent loss of trees of medium amenity value	Medium	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	LR7 field under arable cultivation	Medium	Permanent loss of agricultural land in less than 5% of field area; permanent alteration to character of landscape in southern part of field with change from open arable landscape to wholly urban character.	Medium	<b>MODERATE (ADVERSE)</b>
P5 Conversion of existing Andover Road to green corridor	LR3 Highway trees along Andover Road	High	Permanent loss or damage to highway trees of high amenity value	High	<b>HIGH (ADVERSE)</b>
P5 Conversion of existing Andover Road to green corridor	LR6 copse on Andover Road	High	Permanent loss or damage to trees of high amenity value	High	<b>HIGH (ADVERSE)</b>

P5 Conversion of existing Andover Road to green corridor	LR8 semi-mature trees and hedgerow on Andover Road	Medium	Permanent loss of trees / hedgerow of medium amenity value	High	<b>HIGH (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	LR10 hedgerow and boundary trees, west section of Well House Lane	Low/medium	Permanent loss of about 50m of hedgerow and (possible) saplings of low/ medium amenity value	Medium	<b>MODERATE (ADVERSE)</b>
P7 Construction of new junction for residents' access on northern section of Andover Road	LR8 semi-mature highway trees and hedgerow on Andover Road	Medium	Permanent loss of three Category B trees and about 12m of hedgerow of medium amenity value	Medium	<b>MODERATE (ADVERSE)</b>
P8 Reconstruction of Stoney Lane junction with Andover Road	LR2 internal field boundary hedgerows, incl. western hedgerow	Low	Permanent loss of about 15m of the western field boundary hedgerow (low amenity value)	Medium	<b>MODERATE (ADVERSE)</b>
P8 Reconstruction of Stoney Lane junction with Andover Road	LR3 Highway trees along Andover Road	High	Permanent loss or damage to two Category B highway trees.	Medium	<b>HIGH (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	LR9 highway tree group on Well House Lane/ Andover Road junction	High	Permanent loss or damage to a maximum of five Category B and Category C highway trees.	Medium	<b>HIGH (ADVERSE)</b>
P10 Realignment of Andover Road (south end)	LR2 internal field boundary hedgerows, incl. western hedgerow	Low	Permanent loss of about 45m of the western field boundary hedgerow (low amenity value)	Medium	<b>MODERATE (ADVERSE)</b>
P10 Realignment of Andover Road (south end)	LR3 Highway trees along Andover Road	High	Removal of one dead highway tree and permanent loss or damage to three Category B highway trees .	Medium	<b>HIGH (ADVERSE)</b>

P11 Construction of footpath cycleway link to Worthy Road	LR13 Headlands to agricultural land, with adjoining semi-mature and mature trees	Medium	Local change of character and risk of damage to existing trees	Medium	<b>MODERATE (ADVERSE)</b>
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**Table 11.11 Significance of temporary visual impacts**

<i>Activity/ change</i>	<i>Location</i>	<i>Receptors affected</i>	<i>Sensitivity of receptor</i>	<i>Impact</i>	<i>Impact magnitude</i>	<i>Impact significance</i>
T1 protective fencing	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>
T1 protective fencing	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>
T1 protective fencing	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T1 protective fencing	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T1 protective fencing	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T1 protective fencing	<b>VP10</b> Public footpaths within site	Walkers	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>

T1 protective fencing	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	Deterioration of rural view by intrusive features	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T2 temporary haul routes	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	Deterioration of rural view by intrusive features	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T2 temporary haul routes	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	Deterioration of rural view by intrusive features	Medium	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Medium	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Medium	<b>MODERATE (ADVERSE)</b>

T2 temporary haul routes	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	High	Deterioration of rural view by intrusive features	High	<b>SEVERE (ADVERSE)</b>
T2 temporary haul routes	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	Deterioration of rural view by intrusive features	Low	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	Deterioration of rural view by intrusive features	Low	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	Deterioration of rural view by intrusive features	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	Deterioration of rural view by intrusive features	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	Deterioration of rural view by intrusive features	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	Deterioration of rural view by intrusive features	Medium	<b>SLIGHT (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Medium	<b>MODERATE (ADVERSE)</b>

T3 site compounds/ hoardings	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	Deterioration of rural view by intrusive features	Medium	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	High	Deterioration of rural view by intrusive features	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	Deterioration of rural view by intrusive features	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	Deterioration of rural view arising from construction operations	High	<b>SEVERE (ADVERSE)</b>
T4 site clearance	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	Deterioration of rural view arising from construction operations	High	<b>SEVERE (ADVERSE)</b>
T4 site clearance	<b>VP3</b> Henry Beaufort School, Andover Road	School- children and staff	Low	Deterioration of rural view arising from construction operations	High	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	Medium	Deterioration of rural view arising from construction operations	High	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	High	Deterioration of rural view arising from construction operations	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	Deterioration of rural view arising from construction operations	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

T4 site clearance	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	Deterioration of rural view arising from construction operations	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	Deterioration of rural view arising from construction operations	Medium	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	Deterioration of rural view arising from construction operations	High	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	High	Deterioration of rural view arising from construction operations	High	<b>SEVERE (ADVERSE)</b>
T4 site clearance	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	High	Deterioration of rural view arising from construction operations	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	Deterioration of rural view arising from construction operations	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	Deterioration of rural view arising from construction operations	Medium	<b>SLIGHT (ADVERSE)</b>
T4 site clearance	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	Deterioration of rural view arising from construction operations	High	<b>SUBSTANTIAL (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	Disruption to existing view by construction activity	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	Disruption to existing view by construction activity	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

T5 operation of plant and machinery	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	Disruption to existing view by construction activity	Medium	<b>SLIGHT (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	Medium	Disruption to existing views by construction activity	Medium	<b>MODERATE (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	Disruption to rural views by construction activity	Medium	<b>MODERATE (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	High	Disruption to rural views by construction activity	High	<b>SEVERE (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	Disruption to existing views by construction activity	Medium	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	Potentially intrusive lights at night	High	<b>SEVERE (ADVERSE)</b>
T6 security lighting	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	Potentially intrusive lights at night	High	<b>SEVERE (ADVERSE)</b>
T6 security lighting	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	Potentially intrusive lights at night	High	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	Medium	Potentially intrusive lights at night	High	<b>SUBSTANTIAL (ADVERSE)</b>

T6 security lighting	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	High	Potentially intrusive lights at night	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T6 security lighting	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	Potentially intrusive lights at night	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T6 security lighting	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	Potentially intrusive lights at night	Medium	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	Potentially intrusive lights at night	Low	<b>SLIGHT (ADVERSE)</b>
T6 security lighting	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	Potentially intrusive lights at night	High	<b>SUBSTANTIAL (ADVERSE)</b>
T6 security lighting	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	High	Potentially intrusive lights at night	High	<b>SEVERE (ADVERSE)</b>
T6 security lighting	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	High	Potentially intrusive lights at night	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T6 security lighting	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	Potentially intrusive lights at night	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
T6 security lighting	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	Potentially intrusive lights at night	Medium	<b>SLIGHT (ADVERSE)</b>
T6 security lighting	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	Potentially intrusive lights at night	High	<b>SUBSTANTIAL (ADVERSE)</b>

**Table 11.12: Significance of permanent visual impacts**

<i>Activity/ change</i>	<i>Location</i>	<i>Receptors affected</i>	<i>Sensitivity of receptor</i>	<i>Impact</i>	<i>Impact magnitude</i>	<i>Impact significance</i>
P1 Residential development scheme	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	<ul style="list-style-type: none"> <li>• Most residents would be able to see a substantial part of the developed site south of the Barton Farm ridge through the mainly open boundary along Andover Road.</li> <li>• No significant views of residential development north of Barton farm ridge.</li> <li>• Significant numbers of residents affected.</li> <li>• Residents would experience a total alteration to the baseline view from rural to urban character.</li> </ul>	High	<b>SEVERE (ADVERSE)</b>
P1 Residential development scheme	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	<ul style="list-style-type: none"> <li>• Most residents would be able to see a substantial part of the developed site north of the Barton Farm ridge with development partly screened at ground level by retained hedgerow and trees.</li> <li>• Some views of higher buildings immediately south of the ridge.</li> <li>• Significant numbers of residents affected.</li> <li>• Residents would experience a total alteration to the baseline view from rural to urban character.</li> </ul>	High	<b>SEVERE (ADVERSE)</b>

P1 Residential development scheme	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	<ul style="list-style-type: none"> <li>• New residential development north of the Barton farm ridge would lie substantially out of view beyond the local centre. There may be glimpses of higher buildings south of the Barton farm ridge.</li> <li>• Moderate number of receptors affected.</li> <li>• School children and staff would experience only a minor alteration to the baseline view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1 Residential development scheme	<b>VP4</b> Realigned Andover Road (south of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants using the realigned section of Andover Road would be travelling through the new developed site.</li> <li>• Significant number of receptors affected</li> <li>• In comparison with the former view over the site (prior to realignment) vehicle occupants would experience a total alteration to the baseline view from rural to urban character.</li> </ul>	High	<b>SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	High	<ul style="list-style-type: none"> <li>• Most residents live within 1km and would be able to see a substantial part of the developed site south of the Barton Farm ridge</li> <li>• Significant number of affected receptors</li> <li>• More of the developed site would be visible from the southern end of the Courtenay Road residential area.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

				<ul style="list-style-type: none"> <li>The developed site would substantially change the character of the majority of residents' views looking towards the site.</li> </ul>		
P1 Residential development scheme	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	<ul style="list-style-type: none"> <li>Most residents live within 1km and would be able to see a substantial part of the developed site on both sides of the Barton Farm ridge. Substantial part of development would be visible from south-west edge of village.</li> <li>Moderate number of affected receptors</li> <li>The developed site would substantially change the character of the majority of residents' views looking towards the site.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>Occupants of vehicles approaching from the north would be aware of the developed site which would occupy an increasing part of the view.</li> <li>Significant number of affected receptors (well-trafficked road)</li> <li>The developed site would substantially change the character of views for vehicle occupants looking towards the site.</li> </ul>	Medium/High	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>Vehicle occupants would experience a partial alteration to the baseline view over a distance of 1-2kms</li> <li>Moderate number of affected</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>

				receptors (lightly-trafficked) <ul style="list-style-type: none"> <li>The developed site would form a visible and recognisable new element in the view but vehicle occupants would not perceive an overriding change from the baseline view at this distance.</li> </ul>		
P1 Residential development scheme	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>Vehicle occupants would experience a major alteration to the baseline view when passing directly alongside the site in either a west or east direction of travel</li> <li>Moderate number of affected receptors (moderately trafficked)</li> <li>The developed site would substantially change the character of views for vehicle occupants looking towards the site.</li> </ul>	High	<b>SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP10</b> Public footpaths within site	Walkers	High	<ul style="list-style-type: none"> <li>Walkers using public footpaths within the site would see all or substantial parts of the developed site depending on the precise viewpoint.</li> <li>Significant number of receptors affected as public footpath network is well-used (especially along Barton Farm ridge)</li> <li>Walkers would experience a total alteration to the baseline view from rural to urban character.</li> </ul>	High	<b>SEVERE (ADVERSE)</b>
P1 Residential development scheme	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	High	<ul style="list-style-type: none"> <li>Walkers using this public footpath would see a substantial part of the developed site south of the Barton Farm ridge, with glimpses of taller</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

				<p>buildings on the north side of the ridge, partly screened by trees.</p> <ul style="list-style-type: none"> <li>• Moderate number of receptors as public footpath is moderately-used.</li> <li>• The developed site would substantially change the character of views looking towards the site.</li> </ul>		
P1 Residential development scheme	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers approaching from the north would be aware of the developed site which would occupy an increasing part of the view.</li> <li>• Low number of affected receptors (public footpath is lightly-used)</li> <li>• The developed site would substantially change the character of views for walkers looking towards the site.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the developed site which would form a visible and recognisable new element. Receptors would observe a partial to total alteration to the baseline view, varying with distance from the site.</li> <li>• Very small number of affected receptors.</li> <li>• The developed site would partially or substantially change the character of views looking towards the site, depending on the viewpoint.</li> </ul>	Medium/High	<b>SLIGHT/MODERATE (ADVERSE)</b>

P1 Residential development scheme	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	<ul style="list-style-type: none"> <li>• Railway passengers passing the site would be able to see a substantial part of the new developed site to the south of Barton Farm ridge, with glimpses of development on the north side of the ridge.</li> <li>• Significant number of receptors affected</li> <li>• In comparison with the former view over the site, railway passengers would experience a major alteration to the baseline view from rural to urban character.</li> </ul>	High	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	<ul style="list-style-type: none"> <li>• Residents would be able to see the higher parts of the local centre on the north side of the Barton Farm ridge, but views would be partly screened by the tree line on the ridge.</li> <li>• Significant numbers of residents affected.</li> <li>• The local centre would partially or substantially change the character of views looking north towards the Barton Farm ridge</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	<ul style="list-style-type: none"> <li>• Most residents would be able to see a substantial part of the local centre, but with development partly screened at ground level by the retained highway hedgerow and trees on Andover Road.</li> <li>• Significant numbers of residents affected.</li> </ul>	High	<b>SEVERE (ADVERSE)</b>

				<ul style="list-style-type: none"> <li>Residents would experience a total alteration to the baseline view from rural to urban character.</li> </ul>		
P2 New local centre	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	<ul style="list-style-type: none"> <li>Schoolchildren and staff would look directly over the local centre, but views would be partly screened by the retained highway hedgerow and trees on Andover Road.</li> <li>Moderate number of receptors affected.</li> <li>Schoolchildren and staff would experience a substantial alteration to the baseline view from rural to urban character. but this change would also be tempered by the open space of the proposed recreation ground.</li> </ul>	High	<b>MODERATE (ADVERSE)</b>
P2 New local centre	<b>VP4</b> Realigned Andover Road (south of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>Vehicle occupants using the realigned section of Andover Road would be travelling through the new local centre.</li> <li>Significant number of receptors affected</li> <li>In comparison with the former view over the site (prior to realignment) vehicle occupants would experience a total alteration to the baseline view from rural to urban character.</li> </ul>	High	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road	Residents	High	<ul style="list-style-type: none"> <li>Most residents live within 1km and would be able to see the higher parts of the local centre on</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

	residential area			<p>the north side of the Barton Farm ridge, but views would be partly screened by the tree line on the ridge.</p> <ul style="list-style-type: none"> <li>• Significant numbers of residents affected.</li> <li>• The local centre would partially or substantially change the character of views looking north towards the Barton Farm ridge</li> </ul>		
P2 New local centre	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	<ul style="list-style-type: none"> <li>• Most residents live within 1km and would be able to see the higher parts of the local centre which would be visible from the south-west edge of the village.</li> <li>• Moderate number of affected receptors</li> <li>• The local centre would partially or substantially change the character of the majority of residents' views looking towards the site.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Occupants of vehicles approaching from the north would be aware of the local centre which would become an increasingly prominent element of the view.</li> <li>• Significant number of affected receptors (well-trafficked road)</li> <li>• The local centre would substantially change the character of views for vehicle occupants looking towards the site.</li> </ul>	Medium/ High	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP8</b> Down Farm Lane (higher	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would experience a partial alteration to</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>

	section)			<p>the baseline view over a distance of 1-2kms</p> <ul style="list-style-type: none"> <li>• Moderate number of affected receptors (lightly-trafficked)</li> <li>• The local centre would form a visible and recognisable new element in the view but vehicle occupants would not perceive an overriding change from the baseline view at this distance.</li> </ul>		
P2 New local centre	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be able to see the higher parts of the local centre when travelling in either a west or east direction.</li> <li>• Moderate number of affected receptors (moderately trafficked)</li> <li>• The local centre would partially change the character of views for vehicle occupants looking towards the local centre.</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>
P2 New local centre	<b>VP10</b> Public footpaths within site	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers using public footpaths within the site would see all or part of the local centre depending on the precise viewpoint.</li> <li>• Significant number of receptors affected as public footpath network is well-used (especially along Barton Farm ridge)</li> <li>• Walkers would experience a total or partial alteration to the baseline view from rural to urban character.</li> </ul>	Medium/ High	<b>SUBSTANTIAL/ SEVERE (ADVERSE)</b>
P2 New local centre	<b>VP11</b> Public footpath, site to Well	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers using this public footpath would see glimpses of taller</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

	House Lane (higher section only)			<p>buildings in the local centre on the north side of the ridge, partly screened by trees.</p> <ul style="list-style-type: none"> <li>• Moderate number of receptors as public footpath is moderately-used.</li> <li>• The local centre would substantially change the character of views looking north towards the Barton Farm ridge.</li> </ul>		
P2 New local centre	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers approaching from the north would be aware of the local centre which would occupy an increasing part of the view.</li> <li>• Low number of affected receptors (public footpath is lightly-used)</li> <li>• The local centre would partially change the character of views for walkers looking towards the site.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the local centre which would form a visible and recognisable new element. Receptors would generally observe a partial alteration to the baseline view.</li> <li>• Very small number of affected receptors.</li> <li>• The local centre would partially change the character of views looking towards the site, depending on the viewpoint.</li> </ul>	Medium	<b>SLIGHT (ADVERSE)</b>
P2 New local centre	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	<ul style="list-style-type: none"> <li>• Railway passengers passing the site would be able to see the higher parts of the new local</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>

				<p>centre.</p> <ul style="list-style-type: none"> <li>• Significant number of receptors affected</li> <li>• The local centre would partially change the character of views towards this part of the site</li> </ul>		
P3 New primary school	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Occupants of vehicles approaching from the north would be aware of the primary school which would become a visible and recognisable element of the view.</li> <li>• Significant number of affected receptors (well-trafficked road)</li> <li>• The new primary school would partially change the character of views for vehicle occupants looking towards the site.</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>
P3 New primary school	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be able to discern the primary school within the new development and would therefore experience a slight alteration to the baseline view over a distance of 1-2kms</li> <li>• Moderate number of affected receptors (lightly-trafficked)</li> <li>• Viewed in isolation, the primary school buildings and grounds would constitute only a minor component of the wider view and vehicle occupants would not perceive an overriding change from the baseline view at this distance.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

P3 New primary school	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be able to see glimpses of the new primary school when travelling in either a west or east direction but views would be filtered by intervening development. They would therefore experience a slight alteration to the baseline view</li> <li>• Moderate number of affected receptors (moderately trafficked)</li> <li>• The primary school would partially change the character of views for vehicle occupants looking towards the Barton Farm ridge.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P3 New primary school	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers using public footpaths within the site would see all or part of the new primary school depending on the precise viewpoint.</li> <li>• Significant number of receptors affected as public footpath network is well-used (especially along Barton Farm ridge)</li> <li>• Walkers would experience a minor or partial alteration to the baseline view depending on viewpoint.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P3 New primary school	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers approaching from the north would be aware of the new primary school which would become increasingly evident with reduced distance.</li> <li>• Low number of affected receptors (public footpath is lightly-used)</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

				<ul style="list-style-type: none"> <li>Walkers would experience a minor or partial alteration to the baseline view looking towards Barton Farm ridge</li> </ul>		
P3 New primary school	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	<ul style="list-style-type: none"> <li>The receptor group would be aware of the new primary school but this would only form a minor component of the wider view. Receptors would generally observe a slight alteration to the baseline view.</li> <li>Very small number of affected receptors.</li> <li>The new primary school would generate a minor change in the character of views looking towards the Barton Farm ridge, depending on the viewpoint.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	<ul style="list-style-type: none"> <li>Residents would be able to see the higher part of the flue stack on the north side of the Barton Farm ridge, and there may be glimpsed views of the main CHP building</li> <li>Significant numbers of residents affected.</li> <li>The CHP unit would partially change the character of views looking north towards the Barton Farm ridge</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	<ul style="list-style-type: none"> <li>Most residents would be able to see the higher part of the flue stack, but intervening buildings would hide the CHP main building and lower part of the flue stack.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

				<ul style="list-style-type: none"> <li>• Significant numbers of residents affected.</li> <li>• Residents would experience a partial alteration to the baseline view.</li> </ul>		
P4 New combined heat and power unit	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	Low	<ul style="list-style-type: none"> <li>• Schoolchildren and staff would be able to see the higher part of the flue stack, but intervening buildings would hide the CHP main building and lower part of the flue stack.</li> <li>• Significant number of receptors affected.</li> <li>• Schoolchildren and staff would experience a partial alteration to the baseline view.</li> </ul>	Medium	<b>SLIGHT (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP4</b> Realigned Andover Road (south of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants using the realigned section of Andover Road would see the higher part of the flue stack when travelling through the new local centre.</li> <li>• Significant number of receptors affected</li> <li>• In comparison with the former view over the site (prior to realignment) vehicle occupants would experience a partial alteration to the baseline view.</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	High	<ul style="list-style-type: none"> <li>• Most residents live within 1km and would be able to see the highest part of the flue stack. the main CHP building and lower part of the stack would be substantially screened by the tree line on the</li> </ul>	Low/ Medium	<b>SLIGHT/ MODERATE (ADVERSE)</b>

				<p>ridge.</p> <ul style="list-style-type: none"> <li>• Significant numbers of residents affected.</li> <li>• Residents would experience a partial change in the character of views looking north towards the Barton Farm ridge</li> </ul>		
P4 New combined heat and power unit	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	<ul style="list-style-type: none"> <li>• Most residents live within 1km and would be able to see the higher part of the flue stack and may also see part of the main CHP building.</li> <li>• Moderate number of residents affected.</li> <li>• Residents would experience a partial change in the character of views looking north towards the Barton Farm ridge</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Occupants of vehicles approaching from the north would be aware of the flue stack which would become progressively more prominent in the view. The CHP building may be partly screened by intervening buildings.</li> <li>• Significant number of affected receptors (well-trafficked road)</li> <li>• The flue stack would significantly change the character of views for vehicle occupants looking towards the site.</li> </ul>	Medium/ High	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would experience a noticeable alteration to the baseline view over a</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>

				<p>distance of 1-2kms</p> <ul style="list-style-type: none"> <li>• Moderate number of affected receptors (lightly-trafficked)</li> <li>• The CHP unit, notably the flue stack, would form a visible and recognisable new element in the view but vehicle occupants would not perceive an overriding change from the baseline view at this distance.</li> </ul>		
P4 New combined heat and power unit	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be able to see the higher part of the flue stack but the CHP unit will be partially screened by intervening buildings. The flue stack may be prominent against the skyline when travelling in either a west or east direction.</li> <li>• Moderate number of affected receptors (moderately trafficked)</li> <li>• The flue stack would significantly change the character of views for vehicle occupants looking towards the local centre.</li> </ul>	Medium/ High	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP10</b> Public footpaths within site	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers using public footpaths within the site would see all or part of the CHP unit and flue stack depending on the precise viewpoint.</li> <li>• Significant number of receptors affected as public footpath network is well-used (especially along Barton Farm ridge)</li> <li>• Walkers would experience a substantial or partial alteration to</li> </ul>	Medium/ High	<b>SUBSTANTIAL/ SEVERE (ADVERSE)</b>

				the baseline view according to the precise viewpoint		
P4 New combined heat and power unit	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	High	<ul style="list-style-type: none"> <li>Walkers using this public footpath would see the higher part of the flue stack and may also see part of the main CHP building.</li> <li>Moderate number of receptors as public footpath is moderately-used.</li> <li>The local centre would substantially change the character of views looking north towards the Barton Farm ridge.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	<ul style="list-style-type: none"> <li>Walkers approaching from the north would be aware of the flue stack which would become progressively more prominent in the view. The CHP building may be partly screened by intervening buildings.</li> <li>Low number of affected receptors (public footpath is lightly-used)</li> <li>The CHP unit and flue stack would partially change the character of views for walkers looking towards the site.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	<ul style="list-style-type: none"> <li>The receptor group would be aware of the flue stack which would form a visible and recognisable new element. Intervening buildings may screen the main CHP unit in some views. Receptors would observe a partial alteration to the baseline view.</li> </ul>	Medium	<b>SLIGHT (ADVERSE)</b>

				<ul style="list-style-type: none"> <li>• Very small number of affected receptors.</li> <li>• The CHP unit and flue stack would partially change the character of views looking towards the site, depending on the viewpoint.</li> </ul>		
P4 New combined heat and power unit	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	<ul style="list-style-type: none"> <li>• Railway passengers passing the site may be able to glimpse the main CHP unit and the flue stack would be visible over or through trees on the Barton Farm ridge.</li> <li>• Significant number of receptors affected</li> <li>• The CHP unit and flue stack would partially change the character of views towards this part of the site</li> </ul>	Medium	<b>MODERATE (ADVERSE)</b>
P5 Conversion of existing Andover Road to green corridor	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	<ul style="list-style-type: none"> <li>• Residents living on existing Andover Road would be directly affected by the proposed change in the status and use of the road. Other residents will observe the change when travelling within their local area.</li> <li>• Significant numbers of residents affected.</li> <li>• The conversion of existing Andover Road to a green corridor would partially and beneficially change the character of the road corridor by creating opportunities for environmental enhancement.</li> </ul>	Medium	<b>SUBSTANTIAL (BENEFICIAL)</b>

<p>P5 Conversion of existing Andover Road to green corridor</p>	<p><b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge</p>	<p>Residents</p>	<p>High</p>	<ul style="list-style-type: none"> <li>• Residents living on existing Andover Road would be directly affected by the proposed change in the status and use of the road.</li> <li>• Significant numbers of residents affected.</li> <li>• The conversion of existing Andover Road to a green corridor would partially and beneficially change the character of the road corridor by creating opportunities for environmental enhancement.</li> </ul>	<p>Medium</p>	<p><b>SUBSTANTIAL (BENEFICIAL)</b></p>
<p>P5 Conversion of existing Andover Road to green corridor</p>	<p><b>VP3</b> Henry Beaufort School, Andover Road</p>	<p>School-children and staff</p>	<p>Low</p>	<ul style="list-style-type: none"> <li>• Schoolchildren and staff at the school would be directly affected by the proposed change in the status and use of the existing Andover Road.</li> <li>• Moderate numbers of receptors affected.</li> <li>• The conversion of existing Andover Road to a green corridor would partially and beneficially change the character of the road corridor by creating opportunities for environmental enhancement.</li> </ul>	<p>Medium</p>	<p><b>SLIGHT (BENEFICIAL)</b></p>

P6 Construction of new junction on Well House Lane	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Occupants of vehicles approaching from the north would be aware of the new junction on Well House Lane.</li> <li>• Significant number of affected receptors (well-trafficked road)</li> <li>• Viewed in isolation, the new junction would represent a slight change to the baseline view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be able to discern the new junction and would therefore experience a slight alteration to the baseline view over a distance of 1-2kms</li> <li>• Moderate number of affected receptors (lightly-trafficked)</li> <li>• However, viewed in isolation, vehicle occupants would not perceive any major change from the baseline view at this distance.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants on Well House Lane would be directly aware of the proposed new junction which would introduce an urbanising element when compared with the baseline position.</li> <li>• Moderate number of affected receptors (moderately trafficked)</li> <li>• Viewed in isolation, the proposed new junction would represent a slight change to the baseline view</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

P6 Construction of new junction on Well House Lane	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	<ul style="list-style-type: none"> <li>Walkers approaching from the north would be aware of the new junction which would introduce an urbanising element when compared with the baseline position.</li> <li>Low number of affected receptors (public footpath is lightly-used)</li> <li>Walkers would experience a minor alteration to the baseline view looking towards Well House Lane</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	<ul style="list-style-type: none"> <li>The receptor group would be aware of the new junction but would only form a minor component of the wider view. Receptors would generally observe a slight alteration to the baseline view.</li> <li>Very small number of affected receptors.</li> <li>The new junction would generate a minor change in the character of views looking towards Well House Lane, depending on the viewpoint.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P7 Construction of new junction for residents' access on northern section of Andover Road	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	<ul style="list-style-type: none"> <li>Residents would be aware of the new junction which would introduce an urbanising element when compared with the baseline position.</li> <li>Significant numbers of residents affected.</li> <li>Viewed in isolation, the proposed new junction would represent a partial alteration to the baseline view</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>

P8 Reconstruction of Stoney Lane junction with Andover Road	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	<ul style="list-style-type: none"> <li>Residents would be aware of the reconstructed junction which would be viewed as an urbanising element when compared with the baseline position.</li> <li>Significant numbers of residents affected.</li> <li>Viewed in isolation, the proposed new junction would represent a partial alteration to the baseline view</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	High	<ul style="list-style-type: none"> <li>Residents near to the existing Well House Lane/ Andover Road junction would be aware of the junction re-design which would be viewed as an urbanising element when compared with the baseline position.</li> <li>Moderate numbers of residents affected.</li> <li>Viewed in isolation, the proposed new junction would represent a partial alteration to the baseline view</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>Occupants of vehicles approaching from the north would be aware of the new junction..</li> <li>Significant number of affected receptors (well-trafficked road)</li> <li>Viewed in isolation, the new junction would represent a slight change to the baseline view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	Medium	<ul style="list-style-type: none"> <li>Vehicle occupants would be able to discern the new junction and would therefore experience a slight alteration to the baseline</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

				<p>view over a distance of 1-2kms</p> <ul style="list-style-type: none"> <li>• Moderate number of affected receptors (lightly-trafficked)</li> <li>• However, viewed in isolation, vehicle occupants would not perceive any major change from the baseline view at this distance.</li> </ul>		
P9 Realignment of Andover Road (north end)	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers approaching from the north would be aware of the new junction which would introduce an urbanising element when compared with the baseline position.</li> <li>• Low number of affected receptors (public footpath is lightly-used)</li> <li>• Walkers would experience a minor alteration to the baseline view looking towards Well House Lane</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	Low	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new junction but would only form a minor component of the wider view. Receptors would generally observe a slight alteration to the baseline view.</li> <li>• Very small number of affected receptors.</li> <li>• The new junction would generate a minor change in the character of views looking towards Well House Lane, depending on the viewpoint.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

P10 Realignment of Andover Road (south end)	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	High	<ul style="list-style-type: none"> <li>Residents would be aware of the reconstructed junction which would be viewed as an urbanising element when compared with the baseline position.</li> <li>Significant numbers of residents affected.</li> <li>Viewed in isolation, the proposed new junction would represent a partial alteration to the baseline view</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	High	<ul style="list-style-type: none"> <li>Residents would be aware of the new footpath/cycleway link but it would not be viewed as an urbanising element</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	High	<ul style="list-style-type: none"> <li>Residents would be aware of the new footpath/cycleway link but it would not be viewed as an urbanising element</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	High	<ul style="list-style-type: none"> <li>Walkers would be aware of the new footpath/cycleway link but it would not be viewed as an urbanising element</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP14</b> London-Southampton railway line	Railway passengers	Medium	<ul style="list-style-type: none"> <li>Railway passengers would see the new footpath/cycleway link but it would not be viewed as an urbanising element</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
<i>Note: permanent visual impacts in the secondary visual envelopes are considered jointly: see Methodology in Appendix 11.2</i>						

<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS1</b> No Man's Land, scattered dwellings on Alresford Road (east of M3 overbridge), farms lying north Alresford Road on Winnall Down <b>SDNP</b></p>	<p>Residents</p>	<p>Very high</p>	<ul style="list-style-type: none"> <li>Residents would be aware of the new development with up to 40 % of the developed site theoretically visible over distance of 3-4 km.</li> <li>Small number of affected receptors but located in SDNP</li> <li>The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS2</b> St Swithun's School, Alresford Road <b>SDNP</b></p>	<p>School children and school staff</p>	<p>Low</p>	<ul style="list-style-type: none"> <li>Schoolchildren and staff would be aware of the new development with up to 40 % of the developed site theoretically visible over distance of 3-4 km.</li> <li>Moderate number of affected receptors and located in SDNP</li> <li>The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/</p>	<p><b>VS3</b> Alresford Road (B3404), between M3 overbridge and A.31 junction <b>SDNP</b></p>	<p>Vehicle occupants (well-trafficked)</p>	<p>Medium</p>	<ul style="list-style-type: none"> <li>Vehicle occupants would be aware of the new development with up to 40 % of the developed site theoretically visible over</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>

combined heat and power unit				<p>distance of 3-4 km.</p> <ul style="list-style-type: none"> <li>• Moderate number of affected receptors and located in SDNP</li> <li>• The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS4</b> Easton Lane (higher section), Long Walk (higher section) <b>SDNP</b>	Vehicle occupants (lightly trafficked)	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be aware of the new development with up to 60 % of the developed site theoretically visible over distance of about 3 km.</li> <li>• Small number of affected receptors and located in SDNP</li> <li>• The visible part of the developed site would only occupy a small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS5</b> Open farmland on rising ground to east of M3 corridor, lying between Easton and Deacon Hill/Twyford Down <b>SDNP</b>	Agricultural workers	Low	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of about 2.5-5 km.</li> <li>• Small number of affected receptors and located in SDNP</li> <li>• The visible part of the developed</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

				<p>site would only occupy a small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</p>		
<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS6</b> Morestead Road (between M3 and Deacon Hill). <b>SDNP</b></p>	<p>Vehicle occupants (well-trafficked)</p>	<p>Medium/ High</p>	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of about 4-5 km.</li> <li>• Significant number of affected receptors and located in SDNP</li> <li>• The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS7</b> Public footpaths at Magdalen Hill Down, Deacon Hill, Fawley Down, Telegraph Hill and Chilcomb Down <b>SDNP</b></p>	<p>Walkers</p>	<p>Very high</p>	<ul style="list-style-type: none"> <li>• Walkers would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of 3.5-6km.</li> <li>• Significant number of affected receptors and located in SDNP</li> <li>• The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>

				change on the overall perception of the view.		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS8</b> St. Catherine's Hill <b>SDNP</b>	Walkers/ visitors	Very high	<ul style="list-style-type: none"> <li>• Visitors to St. Catherine's Hill would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 3-4km.</li> <li>• Significant number of affected receptors and located in SDNP</li> <li>• The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS9</b> Easton (west side of village only) <b>SDNP</b>	Residents	Very high	<ul style="list-style-type: none"> <li>• Residents would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of 3.5-6km.</li> <li>• Small number of affected receptors and located in SDNP</li> <li>• The visible part of the developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS10</b> Recreational footpaths in Itchen Valley at Abbots Barton <b>SDNP</b>	Walkers	Very high	<ul style="list-style-type: none"> <li>Walkers would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 1.5-2km.</li> <li>Moderate number of affected receptors and located in SDNP</li> <li>The visible part of the developed site would be visible from some sections of footpath resulting in a partial change to the baseline view. This would therefore form a recognisable new element within the view.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS11</b> A34 corridor at Abbots Barton <b>SDNP</b>	Vehicle occupants (well-trafficked)	Medium	<ul style="list-style-type: none"> <li>Vehicle occupants would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 1.5-2km.</li> <li>Significant number of affected receptors and located in SDNP</li> <li>The visible part of the developed site would be visible from some sections of the A34 corridor resulting in a partial change to the baseline view and a recognisable new element within the view.</li> </ul>	Medium	<b>SUBSTANTIAL (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS12</b> Public footpath from Basingstoke Road (A.33) to Grace Farm (higher sections), Oxdrove Way (short section) east of Chillandham Farm	Walkers	High	<ul style="list-style-type: none"> <li>Walkers would be aware of the new development with up to 100 % of the developed site theoretically visible over distances of 3.5-4.5km.</li> <li>Small number of affected receptors.</li> <li>The developed site would only occupy a very small part of the</li> </ul>	Low/ Medium	<b>MODERATE (ADVERSE)</b>

				view at this distance. Receptors would therefore observe only a partial alteration to the baseline view although this would nevertheless form a recognisable new element within the view.		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS13</b> Bridgets Lane (southern section) <b>SDNP</b>	Vehicle occupants (lightly trafficked)	Medium	<ul style="list-style-type: none"> <li>Vehicle occupants would be aware of the new development with up to 100 % of the developed site theoretically visible over distances of 4-5km.</li> <li>Small number of affected receptors and located in SDNP.</li> <li>The visible part of the developed site would be visible from some sections of Bridgets Lane but occupy only a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS14</b> Bridget's Farm, scattered dwellings mainly to north of B3047 at Martyr Worthy/Itchen Abbas	Residents	High	<ul style="list-style-type: none"> <li>Residents would be aware of the new development with up to 100 % of the developed site theoretically visible over distances of 3.5-5km.</li> <li>Small number of affected receptors.</li> <li>Much of the developed site would be visible but would occupy only a very small part of the view at this distance. Receptors would therefore observe a partial alteration to the baseline view. which would form a recognisable new element within the view.</li> </ul>	Low/ Medium	<b>MODERATE (ADVERSE)</b>

<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS15</b> B3047 between Itchen Abbas and Abbots Worthy <b>SDNP</b></p>	<p>Vehicle occupants (well-trafficked)</p>	<p>Medium</p>	<ul style="list-style-type: none"> <li>• Vehicle occupants would be aware of the new development with up to 80 % of the developed site theoretically visible over distances of 2.5-6km.</li> <li>• Significant number of affected receptors and located in SDNP.</li> <li>• The visible part of the developed site would only occupy a very small part of the view near Itchen Abbas but may occupy a greater part of the view on approaching Abbot's Worthy. Receptors would therefore observe a partial alteration to the baseline view. which would form a recognisable new element within the view.</li> </ul>	<p>Low/ Medium</p>	<p><b>MODERATE (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS16</b> Open farmland on rising ground extending between A33 and Martyr Worthy <b>SDNP</b> (southern section)</p>	<p>Agricultural workers</p>	<p>Low</p>	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development with up to 100 % of the developed site theoretically visible over distances of about 3-4 km.</li> <li>• Small number of affected receptors and located in SDNP</li> <li>• The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a partial alteration to the baseline view although this would nevertheless form a recognisable new element within the view.</li> </ul>	<p>Medium</p>	<p><b>SLIGHT (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development scheme/ local centre/</p>	<p><b>VS17</b> Open farmland on rising ground between railway line and A33</p>	<p>Agricultural workers</p>	<p>Low</p>	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development with up to 80 % of the developed</li> </ul>	<p>Medium</p>	<p><b>SLIGHT (ADVERSE)</b></p>

primary school/ combined heat and power unit				<p>site theoretically visible over distances of about 3.5-5km.</p> <ul style="list-style-type: none"> <li>• Small number of affected receptors.</li> <li>• The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a partial alteration to the baseline view although this would nevertheless form a recognisable new element within the view.</li> </ul>		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS18</b> Alresford Drove (short section), south of Borough Down Farm	Walkers	High	<ul style="list-style-type: none"> <li>• Walkers would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of 4.5-6km.</li> <li>• Small number of affected receptors.</li> <li>• The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS19</b> Open farmland on rising ground to north of A34 bypass and west of railway line	Agricultural workers	Low	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development with up to 80 % of the developed site theoretically visible over distances of 2-4km.</li> <li>• Small number of affected receptors.</li> <li>• The developed site would only occupy a very small part of the</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

				view at this distance. Receptors would therefore observe only a minor alteration to the baseline view This would not have a marked change on the overall perception of the view.		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS20</b> Stoke Charity Road (higher sections)	Vehicle occupants (lightly trafficked)	Medium	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of about 2.5-5 km.</li> <li>• Small number of affected receptors.</li> <li>• The visible part of the developed site would only occupy a small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS21</b> A34 and parallel minor road (old A34), north of A34/A272/B3420 junction (short sections)	Vehicle occupants (well-trafficked)	Medium	<ul style="list-style-type: none"> <li>• Vehicle occupants would be aware of the new development with up to 80 % of the developed site theoretically visible over distances of about 2.5-4 km.</li> <li>• Significant number of affected receptors.</li> <li>• The visible part of the developed site would only be seen over a short sections of these roads. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS22</b> Littleton Lane (higher section)</p>	<p>Vehicle occupants (lightly trafficked)</p>	<p>Medium</p>	<ul style="list-style-type: none"> <li>• Vehicle occupants would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of 2.5-4.5km.</li> <li>• Small number of affected receptors.</li> <li>• The visible part of the developed site would be visible from some higher sections of Littleton Lane but would occupy only a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit</p>	<p><b>VS23</b> Public footpath, Littleton to New Barn (part only)</p>	<p>Walkers</p>	<p>High</p>	<ul style="list-style-type: none"> <li>• Walkers would be aware of the new development with up to 80 % of the developed site theoretically visible over distances of 2.5-4.5km.</li> <li>• Small number of affected receptors.</li> <li>• The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view This would not have a marked change on the overall perception of the view.</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>
<p>P1/P2/P3/P4 Residential development</p>	<p><b>VS24</b> Open farmland north and west of Littleton, extending across</p>	<p>Agricultural workers</p>	<p>Low</p>	<ul style="list-style-type: none"> <li>• The receptor group would be aware of the new development</li> </ul>	<p>Low</p>	<p><b>SLIGHT (ADVERSE)</b></p>

scheme/ local centre/ primary school/ combined heat and power unit	Northwood Park towards Sparsholt			<p>with up to 60 % of the developed site theoretically visible over distances of 2.5-4km.</p> <ul style="list-style-type: none"> <li>• Small number of affected receptors.</li> <li>• The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view This would not have a marked change on the overall perception of the view.</li> </ul>		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS25</b> Dispersed residential area north edge of Littleton, Littleton House, Northwood Park Farm, Lainston House Hotel	Residents	High	<ul style="list-style-type: none"> <li>• Residents would be aware of the new development with up to 60 % of the developed site theoretically visible over distances of 2-3.5km.</li> <li>• Small number of affected receptors.</li> <li>• The developed site would only occupy a small part of the view at this distance. Receptors would therefore observe only a minor or partial alteration to the baseline view according to distance. This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS26</b> Open farmland on rising ground at Teg Down/ Weeke Down, Lanham Down	Agricultural workers	Low	<ul style="list-style-type: none"> <li>• the receptor group would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 3-4.5km.</li> <li>• Small number of affected receptors.</li> </ul>	Negligible	<b>NO CHANGE</b>

				<ul style="list-style-type: none"> <li>The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor or partial alteration to the baseline view. This would not have a marked change on the overall perception of the view.</li> </ul>		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS27</b> Public footpaths Lanham Lane, Clarendon Way (short sections)	Walkers	High	<ul style="list-style-type: none"> <li>Walkers would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 3-4.5km.</li> <li>Small number of affected receptors.</li> <li>The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view This would not have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS28</b> Kings' School, Romsey Road	School children and school staff	Low	<ul style="list-style-type: none"> <li>Schoolchildren and staff would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 2.5-3.5km.</li> <li>moderate number of affected receptors.</li> <li>The developed site would only occupy a very small part of the view at this distance. Receptors would therefore observe only a minor alteration to the baseline view This would not have a</li> </ul>	Low	<b>SLIGHT (ADVERSE)</b>

				marked change on the overall perception of the view.		
P1/P2/P3/P4 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS29</b> Teg Down (Golf Course)	Users of outdoor recreational facility (golfers), walkers	High	<ul style="list-style-type: none"> <li>• Users of outdoor recreational facilities would be aware of the new development with up to 40 % of the developed site theoretically visible over distances of 2-3.5km.</li> <li>• Moderate number of affected receptors.</li> <li>• The developed site would only occupy a small or very small part of the view according to distance. Receptors would therefore observe only a minor or partial alteration to the baseline view. In closer views where a partial alteration is observed, this may form a recognisable new element within the view. For other uses the development would have a marked change on the overall perception of the view.</li> </ul>	Low	<b>SLIGHT/ MODERATE (ADVERSE)</b>

**Table 11.13: Significance of residual temporary landscape impacts**

<i>Activity/ change</i>	<i>Receptor affected</i>	<i>Impact significance</i>	<i>Mitigation Measures</i>	<i>Significance of Residual impact</i>
T1 protective fencing	LR1 field under arable cultivation	<b>NO CHANGE</b>	None	<b>NO CHANGE</b>
T1 protective fencing	LR7 field under arable cultivation	<b>NO CHANGE</b>	None	<b>NO CHANGE</b>
T2 temporary haul routes	LR1 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR2 internal field boundary hedgerows, incl. western hedgerow	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR4 line of young copper beech trees, Barton Farm ridge	<b>MODERATE (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree canopies; maintain effective protective fencing through construction period	<b>NO IMPACT</b>
T2 temporary haul routes	LR5 woodland belt	<b>HIGH (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree canopies; maintain effective protective fencing through construction period	<b>NO IMPACT</b>
T2 temporary haul routes	LR6 copse on Andover Road	<b>HIGH (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree canopies; maintain effective protective fencing through construction period	<b>NO IMPACT</b>
T2 temporary haul routes	LR7 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	LR8 semi-mature trees and	<b>MODERATE (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree	<b>NO IMPACT</b>

	hedgerow on Andover Road		canopies; maintain effective protective fencing through construction period	
T2 temporary haul routes	LR9 tree group on Well House Lane/ Andover Road junction	<b>MODERATE (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree canopies; maintain effective protective fencing through construction period	<b>NO IMPACT</b>
T2 temporary haul routes	LR10 hedgerow and boundary trees, west section of Well House Lane	<b>MODERATE (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree canopies; maintain effective protective fencing through construction period	<b>NO IMPACT</b>
T2 temporary haul routes	LR11 hedgerow and mature trees, east section of Well House Lane	<b>MODERATE (ADVERSE)</b>	Design haul routes to avoid tree root protection areas/ hedgerow protection zones, and to stay outside tree canopies; maintain effective protective fencing through construction period	<b>NO IMPACT</b>
T2 temporary haul routes	LR12 internal field boundary hedgerows near Well House Lane	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR1 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR2 internal field boundary hedgerows, incl. western hedgerow	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR4 line of young copper beech trees, Barton Farm ridge	<b>MODERATE (ADVERSE)</b>	Site compounds and hoardings outside tree root protection areas/ hedgerow protection zones and away from tree canopies; maintain effective protective fencing through construction period.	<b>NO IMPACT</b>
T3 site compounds/ hoardings	LR5 woodland belt	<b>HIGH (ADVERSE)</b>	Site compounds and hoardings outside tree root protection areas/ hedgerow protection zones and away	<b>NO IMPACT</b>

			from tree canopies; maintain effective protective fencing through construction period.	
T3 site compounds/ hoardings	LR6 copse on Andover Road	<b>HIGH (ADVERSE)</b>	Site compounds and hoardings outside tree root protection areas/ hedgerow protection zones and away from tree canopies; maintain effective protective fencing through construction period.	<b>NO IMPACT</b>
T3 site compounds/ hoardings	LR7 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	LR12 internal field boundary hedgerows near Well House Lane	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR1 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR2 internal field boundary hedgerows, incl. western hedgerow	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR4 line of young copper beech trees, Barton Farm ridge	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T4 site clearance	LR5 woodland belt	<b>HIGH (ADVERSE)</b>	None	<b>HIGH (ADVERSE)</b>
T4 site clearance	LR6 copse on Andover Road	<b>HIGH (ADVERSE)</b>	None	<b>HIGH (ADVERSE)</b>
T4 site clearance	LR7 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>

T4 site clearance	LR12 internal field boundary hedgerows near Well House Lane	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
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**Table 11.14: Significance of residual permanent landscape impacts**

<b>Activity/ change</b>	<b>Receptor affected</b>	<b>Impact significance</b>	<b>Mitigation Measures</b>	<b>Significance of Residual impact</b>
P1 Residential development scheme	LR1 field under arable cultivation	<b>HIGH (ADVERSE)</b>	None	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR2 internal field boundary hedgerows, incl. western hedgerow	<b>MODERATE (ADVERSE)</b>	(i) None within field; (ii) Retain and strengthen western boundary hedgerow as part of Andover Road green corridor proposals	<b>(i) MODERATE (ADVERSE)/  (ii) MODERATE/ BENEFICIAL</b>
P1 Residential development scheme	LR4 line of young copper beech trees, Barton Farm ridge	<b>HIGH (ADVERSE)</b>	Design residential development scheme to retain tree line (except where new roads cross tree line), to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding pressure to fell trees).	<b>LOW (ADVERSE)</b>
P1 Residential development scheme	LR5 woodland belt	<b>HIGH (ADVERSE)</b>	Design residential development scheme to retain woodland belt (except where new roads cross tree line), to avoid direct impact on crowns and root protection areas, and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>LOW (ADVERSE)</b>
P1 Residential development scheme	LR6 copse on Andover Road	<b>HIGH (ADVERSE)</b>	Design residential development scheme to retain copse, to avoid direct impact on crowns and root protection areas, and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>

P1 Residential development scheme	LR7 field under arable cultivation	<b>HIGH (ADVERSE)</b>	None	<b>HIGH (ADVERSE)</b>
P1 Residential development scheme	LR8 semi-mature trees and hedgerow on Andover Road	<b>HIGH (ADVERSE)</b>	Design residential development scheme to retain hedgerow and boundary trees on Andover Road, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P1 Residential development scheme	LR10 hedgerow and boundary trees, west section of Well House Lane	<b>MODERATE (ADVERSE)</b>	Design residential development scheme to retain hedgerow and boundary trees on Well House Lane, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P1 Residential development scheme	LR11 hedgerow and mature trees, east section of Well House Lane	<b>HIGH (ADVERSE)</b>	Design residential development scheme to retain hedgerow and boundary trees on Well House Lane, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P1 Residential development scheme	LR12 internal field boundary hedgerows near Well House Lane	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
P2 New local centre	LR4 line of young copper beech trees, Barton Farm ridge	<b>HIGH (ADVERSE)</b>	Design local centre to retain tree line, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees) .	<b>NO IMPACT</b>
P2 New local centre	LR6 copse on Andover Road	<b>HIGH (ADVERSE)</b>	Design local centre to retain copse, to avoid direct impact on crowns and root protection areas, and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P2 New local centre	LR7 field under arable cultivation	<b>HIGH (ADVERSE)</b>	None	<b>HIGH (ADVERSE)</b>

P2 New local centre	LR8 semi-mature trees and hedgerow on Andover Road	<b>HIGH (ADVERSE)</b>	Design local centre to retain hedgerow and boundary trees on Andover Road, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P3 New primary school	LR4 line of young copper beech trees, Barton Farm ridge	<b>HIGH (ADVERSE)</b>	Design primary school to retain tree line, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P3 New primary school	LR5 woodland belt	<b>HIGH (ADVERSE)</b>	Design primary school to retain woodland belt, to avoid direct impact on crowns and root protection areas, and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P3 New primary school	LR7 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	LR4 line of young copper beech trees, Barton Farm ridge	<b>MODERATE (ADVERSE)</b>	Design combined heat and power unit to retain tree line, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P4 New combined heat and power unit	LR7 field under arable cultivation	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
P5 Conversion of existing Andover Road to green corridor	LR3 Highway trees along Andover Road	<b>HIGH (ADVERSE)</b>	Design scheme for conversion of existing Andover Road to green corridor to retain highway trees, to avoid direct impact on crowns and root protection areas, and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P5 Conversion of existing Andover Road to green corridor	LR6 copse on Andover Road	<b>HIGH (ADVERSE)</b>	Design scheme for conversion of existing Andover Road to green corridor to retain copse, to avoid direct impact on crowns and root protection areas, and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>

P5 Conversion of existing Andover Road to green corridor	LR8 semi-mature trees and hedgerow on Andover Road	<b>HIGH (ADVERSE)</b>	Design scheme for conversion of existing Andover Road to green corridor to retain hedgerow and boundary trees on Andover Road, to avoid direct impact on crowns and root protection areas and to allow for future crown spread and root growth (avoiding future pressure to fell trees).	<b>NO IMPACT</b>
P6 Construction of new junction on Well House Lane	LR10 hedgerow and boundary trees, west section of Well House Lane	<b>MODERATE (ADVERSE)</b>	Design new junction, incorporating high quality landscape scheme, to minimise urbanising effects and to enhance local landscape character.	<b>SLIGHT (ADVERSE)</b>
P7 Construction of new junction for residents' access on northern section of Andover Road	LR8 semi-mature trees and hedgerow on Andover Road	<b>MODERATE (ADVERSE)</b>	Design new junction, incorporating high quality landscape scheme, to minimise urbanising effects and to enhance local landscape character.	<b>SLIGHT (ADVERSE)</b>
P8 Reconstruction of Stoney Lane junction with Andover Road	LR2 internal field boundary hedgerows, incl. western hedgerow	<b>MODERATE (ADVERSE)</b>	Design reconstructed junction, incorporating high quality landscape scheme, to minimise urbanising effects and to enhance local landscape character.	<b>SLIGHT (ADVERSE)</b>
P8 Reconstruction of Stoney Lane junction with Andover Road	LR3 Highway trees along Andover Road	<b>HIGH (ADVERSE)</b>	Design reconstructed junction, incorporating high quality landscape scheme with replacement highway tree planting, to minimise urbanising effects and to enhance local landscape character.	<b>MODERATE (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	LR9 tree group on Well House Lane/ Andover Road junction	<b>HIGH (ADVERSE)</b>	Design realignment scheme, incorporating high quality landscape scheme with replacement highway tree planting, to minimise urbanising effects and to enhance local landscape character.	<b>MODERATE (ADVERSE)</b>
P10 Realignment of Andover Road (south end)	LR2 internal field boundary hedgerows, incl. western hedgerow	<b>MODERATE (ADVERSE)</b>	Design realignment scheme, incorporating high quality landscape scheme, to minimise urbanising effects and to enhance local landscape character.	<b>SLIGHT (ADVERSE)</b>

P10 Realignment of Andover Road (south end)	LR3 Highway trees along Andover Road	<b>HIGH (ADVERSE)</b>	Design realignment scheme, incorporating high quality landscape scheme with replacement highway tree planting, to minimise urbanising effects and to enhance local landscape character.	<b>MODERATE (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	LR13 Headlands to agricultural land, with adjoining semi-mature and mature trees	<b>MODERATE (ADVERSE)</b>	Design footpath/ cycleway to avoid interference with root protection areas (RPAs) of existing trees (or use BS5837 guidance for construction methods over RPAs); construct link with appropriate materials (such as bound gravel surfacing) suitable for rural area.	<b>SLIGHT</b>

**Table 11.15: Significance of residual temporary visual impacts**

<b>Activity/ change</b>	<b>Location</b>	<b>Receptors affected</b>	<b>Impact significance</b>	<b>Mitigation Measures</b>	<b>Significance of Residual impact</b>
T1 protective fencing	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T1 protective fencing	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T1 protective fencing	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
T1 protective fencing	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

T1 protective fencing	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
T1 protective fencing	<b>VP10</b> Public footpaths within site	Walkers	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T1 protective fencing	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>MODERATE (ADVERSE)</b>
T2 temporary haul routes	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>SLIGHT (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>NO CHANGE</b>
T2 temporary haul routes	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>NO CHANGE</b>

T2 temporary haul routes	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>NO CHANGE</b>
T2 temporary haul routes	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	<b>SEVERE (ADVERSE)</b>	None	<b>SEVERE (ADVERSE)</b>
T2 temporary haul routes	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T2 temporary haul routes	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>NO CHANGE</b>
T2 temporary haul routes	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>MODERATE (ADVERSE)</b>	Design haul routes to generate least possible <u>external</u> visual impact	<b>SLIGHT (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>MODERATE (ADVERSE)</b>

T3 site compounds/ hoardings	<b>VP3</b> Henry Beaufort School, Andover Road	School- children and staff	<b>SLIGHT (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>NO CHANGE</b>
T3 site compounds/ hoardings	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>SLIGHT (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>SLIGHT (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>MODERATE (ADVERSE)</b>
T3 site compounds/ hoardings	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>MODERATE (ADVERSE)</b>	Design and site compounds and hoardings to generate least possible visual impact.	<b>SLIGHT (ADVERSE)</b>
T4 site clearance	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SEVERE (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SEVERE (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP3</b> Henry Beaufort School, Andover Road	School- children and staff	<b>MODERATE (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint	<b>SLIGHT (ADVERSE)</b>

				consistent with operational and safety requirements.	
T4 site clearance	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>SLIGHT (ADVERSE)</b>
T4 site clearance	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>SLIGHT (ADVERSE)</b>

T4 site clearance	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	<b>SEVERE (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>SUBSTANTIAL (ADVERSE)</b>
T4 site clearance	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>MODERATE (ADVERSE)</b>
T4 site clearance	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or areas with minimum footprint consistent with operational and safety requirements.	<b>NO CHANGE</b>
T4 site clearance	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>SUBSTANTIAL (ADVERSE)</b>	Undertake site clearance in phases; locate spoil and soil heaps in well-organised area or	<b>MODERATE (ADVERSE)</b>

				areas with minimum footprint consistent with operational and safety requirements.	
T5 operation of plant and machinery	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	None	<b>SUBSTANTIAL (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	None	<b>SUBSTANTIAL (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP4</b> Andover Road (south of Well House Lane) prior to realignment	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	<b>SEVERE (ADVERSE)</b>	None	<b>SEVERE (ADVERSE)</b>
T5 operation of plant and machinery	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>MODERATE (ADVERSE)</b>	None	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SEVERE (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>SUBSTANTIAL (ADVERSE)</b>

T6 security lighting	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SEVERE (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>SUBSTANTIAL (ADVERSE)</b>
T6 security lighting	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>MODERATE (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>SLIGHT (ADVERSE)</b>
T6 security lighting	<b>VP4</b> Andover Road (south of Well House Lane)	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>SLIGHT (ADVERSE)</b>
T6 security lighting	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>NO CHANGE</b>
T6 security lighting	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	<b>SEVERE (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>SUBSTANTIAL (ADVERSE)</b>

T6 security lighting	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>
T6 security lighting	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>NO CHANGE</b>
T6 security lighting	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>SUBSTANTIAL (ADVERSE)</b>	Select and deploy lighting equipment to minimise point light sources seen from this location	<b>MODERATE (ADVERSE)</b>

**Table 11.16: Significance of residual permanent visual impacts**

<b>Activity/ change</b>	<b>Location</b>	<b>Receptors affected</b>	<b>Impact significance</b>	<b>Mitigation Measures</b>	<b>Significance of Residual impact</b>
P1 Residential development scheme	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SEVERE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; Andover Road green corridor; siting of built form away from Park Road boundary	<b>SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SEVERE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb;	<b>SUBSTANTIAL/ MODERATE (ADVERSE)</b>

				Andover Road green corridor; retaining public open space along part of Andover Road frontage	
P1 Residential development scheme	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>SLIGHT (ADVERSE)</b>	No specific measures required	<b>SLIGHT</b>
P1 Residential development scheme	<b>VP4</b> Realigned Andover Road (south of Well House Lane)	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; design of sequential changes in landscape character approaching and leaving local centre	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; creating buffer of natural green space between railway and edge of built form	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; creating buffer of natural green space between railway and edge of built form	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to	<b>MODERATE (ADVERSE)</b>

				achieve a distinctive and high quality residential suburb; setting edge of built development to south of Well House Lane, allowing for buffer of natural green space	
P1 Residential development scheme	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; setting edge of built development to south of Well House Lane, allowing for buffer of natural green space	<b>SLIGHT/ MODERATE (ADVERSE)</b>
P1 Residential development scheme	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; setting edge of built development to south of Well House Lane, allowing for buffer of natural green space	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	<b>VP10</b> Public footpaths within site	Walkers	<b>SEVERE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; retaining existing footpath routes and associated landscape features	<b>SUBSTANTIAL (ADVERSE)</b>
P1 Residential development scheme	<b>VP11</b> Public footpath, site to Well House Lane	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and	<b>MODERATE (ADVERSE)</b>

	(higher section only)			landscape design process to achieve a distinctive and high quality residential suburb; creating buffer of natural green space between railway and edge of built form	
P1 Residential development scheme	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; setting edge of built development to south of Well House Lane, allowing for buffer of natural green space	<b>MODERATE (ADVERSE)</b>
P1 Residential development scheme	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT/ MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; setting edge of built development to south of Well House Lane, allowing for buffer of natural green space	<b>SLIGHT (ADVERSE)</b>
P1 Residential development scheme	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb; creating buffer of natural green space between railway and edge of built form	<b>MODERATE (ADVERSE)</b>
P2 New local centre	<b>VP1</b> Houses on Andover Road and within	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and	<b>MODERATE (ADVERSE)</b>

	eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line			landscape design process to achieve a distinctive and high quality urban space; restricting height of new buildings to 16m; siting taller buildings in compact group; setting main building group back from edge of (existing) Andover Road	
P2 New local centre	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SEVERE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space; restricting height of new buildings to 16m; siting taller buildings in compact group; setting main building group back from edge of (existing) Andover Road	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group; setting main building group back from edge of (existing) Andover Road; creating new green opposite school in conjunction with realignment of Andover Road	<b>SLIGHT ADVERSE/ MODERATE BENEFICIAL</b>
P2 New local centre	<b>VP4</b> Realigned Andover Road (south of Well House Lane)	Vehicle occupants	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to	<b>MODERATE ADVERSE/ SLIGHT</b>

				achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group; creating pedestrian-priority environment within local centre.	<b>BENEFICIAL</b>
P2 New local centre	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>MODERATE (ADVERSE)</b>
P2 New local centre	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>MODERATE (ADVERSE)</b>
P2 New local centre	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>MODERATE (ADVERSE)</b>
P2 New local centre	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to	<b>SLIGHT (ADVERSE)</b>

				achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	
P2 New local centre	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>SLIGHT (ADVERSE)</b>
P2 New local centre	<b>VP10</b> Public footpaths within site	Walkers	<b>SUBSTANTIAL/ SEVERE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>SUBSTANTIAL (ADVERSE)</b>
P2 New local centre	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	<b>SLIGHT (ADVERSE)</b>	No specific measures required	<b>SLIGHT (ADVERSE)</b>
P2 New local centre	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>MODERATE (ADVERSE)</b>

P2 New local centre	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	No specific measures required	<b>SLIGHT (ADVERSE)</b>
P2 New local centre	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality urban space and focal point; restricting height of new buildings to 16m; siting taller buildings in compact group.	<b>SLIGHT (ADVERSE)</b>
P3 New primary school	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	MODERATE (ADVERSE)	Reduction of potential adverse impacts through exemplary building design and robust landscape framework	<b>SLIGHT (ADVERSE)</b>
P3 New primary school	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	No specific measures required	<b>SLIGHT (ADVERSE)</b>
P3 New primary school	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P3 New primary school	<b>VP10</b> Public footpaths within site (Barton Farm ridge/ railway line)	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through exemplary building design and robust landscape framework; siting of school building away from Barton Farm ridge and footpath.	<b>MODERATE (ADVERSE)</b>
P3 New primary school	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P3 New primary school	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

P4 New combined heat and power unit	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP4</b> Realigned Andover Road (south of Well House Lane)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>SLIGHT/ MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>SLIGHT/ MODERATE (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design; strengthened structural planting on Barton Farm ridge.	<b>SLIGHT (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design; north-south planting belts on north side of Barton Farm ridge.	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>MODERATE (ADVERSE)</b>

P4 New combined heat and power unit	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>MODERATE (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>SLIGHT/ MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>MODERATE / SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>SLIGHT/ MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP10</b> Public footpaths within site	Walkers	<b>SUBSTANTIAL/ SEVERE (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design	<b>SUBSTANTIAL (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design; north-south planting belts on north side of Barton Farm ridge.	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design.	<b>MODERATE (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P4 New combined heat and power unit	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>MODERATE (ADVERSE)</b>	Design of main building with lowest possible ridge height and flue stack height; achievement of exemplary building design; strengthened structural planting on Barton Farm ridge.	<b>SLIGHT (ADVERSE)</b>

P5 Conversion of existing Andover Road to green corridor	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (BENEFICIAL)</b>	None	<b>SUBSTANTIAL (BENEFICIAL)</b>
P5 Conversion of existing Andover Road to green corridor	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SUBSTANTIAL (BENEFICIAL)</b>	None	<b>SUBSTANTIAL (BENEFICIAL)</b>
P5 Conversion of existing Andover Road to green corridor	<b>VP3</b> Henry Beaufort School, Andover Road	School-children and staff	<b>SLIGHT (BENEFICIAL)</b>	None	<b>SLIGHT (BENEFICIAL)</b>
P6 Construction of new junction on Well House Lane	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP9</b> Well House Lane (west of railway line)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P6 Construction of new junction on Well House Lane	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P7 Construction of new junction for	<b>VP2</b> Houses on Andover Road and within	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

residents' access on northern section of Andover Road	eastern edge of Harestock Estate, north of Barton Farm Ridge				
P8 Reconstruction of Stoney Lane junction with Andover Road	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Sensitive engineering and landscape design to integrate with local character	<b>MODERATE (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP2</b> Houses on Andover Road and within eastern edge of Harestock Estate, north of Barton Farm Ridge	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Sensitive engineering and landscape design to integrate with local character	<b>MODERATE (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP7</b> Andover Road (north of Well House Lane)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP8</b> Down Farm Lane (higher section)	Vehicle occupants	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP12</b> Public footpath, Andover Road to Down Farm Lane	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P9 Realignment of Andover Road (north end)	<b>VP13</b> Other locations within primary visual envelope, mainly on open farmland	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P10 Realignment of Andover Road (south end)	<b>VP1</b> Houses on Andover Road and within eastern edge of Harestock Estate, south of Barton Farm Ridge, houses on north side of Park Road, west of railway line	Residents	<b>SUBSTANTIAL (ADVERSE)</b>	Sensitive engineering and landscape design to integrate with local character	<b>MODERATE (ADVERSE)</b>

P11 Construction of footpath cycleway link to Worthy Road	<b>VP5</b> North edge of Abbots Barton, including Courtenay Road residential area	Residents	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP6</b> South-west side of Headbourne Worthy (south of Well House Lane)	Residents	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP11</b> Public footpath, site to Well House Lane (higher section only)	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P11 Construction of footpath cycleway link to Worthy Road	<b>VP14</b> London-Southampton railway line	Railway passengers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS1</b> No Man's Land, scattered dwellings on Alresford Road (east of M3 overbridge), farms lying north Alresford Road on Winnall Down <b>SDNP</b>	Residents	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS2</b> St Swithun's School, Alresford Road <b>SDNP</b>	School children and school staff	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS3</b> Alresford Road (B3404), between M3 overbridge and A.31 junction <b>SDNP</b>	Vehicle occupants (well-trafficked)	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS4</b> Easton Lane (higher section), Long Walk (higher section) <b>SDNP</b>	Vehicle occupants (lightly trafficked)	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS5</b> Open farmland on rising ground to east of M3 corridor, lying between Easton and Deacon Hill/Twyford Down <b>SDNP</b>	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS6</b> Morestead Road (between M3 and Deacon Hill). <b>SDNP</b>	Vehicle occupants (well-trafficked)	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS7</b> Public footpaths at Magdalen Hill Down, Deacon Hill, Fawley Down, Telegraph Hill and Chilcomb Down <b>SDNP</b>	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS8</b> St. Catherine's Hill <b>SDNP</b>	Walkers/ visitors	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/	<b>VS9</b> Easton (west side of village only) <b>SDNP</b>	Residents	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

primary school/ combined heat and power unit					
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS10</b> Recreational footpaths in Itchen Valley at Abbots Barton <b>SDNP</b>	Walkers	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb when seen from edge of SDNP	<b>MODERATE (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS11</b> A34 corridor at Abbots Barton <b>SDNP</b>	Vehicle occupants (well- trafficked)	<b>SUBSTANTIAL (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb when seen from edge of SDNP	<b>MODERATE (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS12</b> Public footpath from Basingstoke Road (A.33) to Grace Farm (higher sections), Oxdrove Way (short section) east of Chillandham Farm	Walkers	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb when seen from edge of SDNP	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS13</b> Bridget's Lane (southern section) <b>SDNP</b>	Vehicle occupants (lightly trafficked)	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS14</b> Bridget's Farm, scattered dwellings mainly to north of B3047 at Martyr Worthy/Itchen Abbas	Residents	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb	<b>SLIGHT (ADVERSE)</b>

P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS15</b> B3047 between Itchen Abbas and Abbots Worthy <b>SDNP</b>	Vehicle occupants (well-trafficked)	<b>MODERATE (ADVERSE)</b>	Reduction of potential adverse impacts through urban and landscape design process to achieve a distinctive and high quality residential suburb when seen from within SDNP	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS16</b> Open farmland on rising ground extending between A33 and Martyr Worthy <b>SDNP</b> (southern section)	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS17</b> Open farmland on rising ground between railway line and A33	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS18</b> Alresford Drove (short section), south of Borough Down Farm	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS19</b> Open farmland on rising ground to north of A34 bypass and west of railway line	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/	<b>VS20</b> Stoke Charity Road (higher sections)	Vehicle occupants (lightly	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

primary school/ combined heat and power unit		trafficked)			
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS21</b> A34 and parallel minor road (old A34), north of A34/A272/B3420 junction (short sections)	Vehicle occupants (well- trafficked)	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS22</b> Littleton Lane (higher section)	Vehicle occupants (lightly trafficked)	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS23</b> Public footpath, Littleton to New Barn (part only)	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS24</b> Open farmland north and west of Littleton, extending across Northwood Park towards Sparsholt	Agricultural workers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS25</b> Dispersed residential area north edge of Littleton, Littleton House, Northwood Park Farm, Lainston House Hotel	Residents	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>

P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS26</b> Open farmland on rising ground at Teg Down/ Weeke Down, Lanham Down	Agricultural workers	<b>NO CHANGE</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS27</b> Public footpaths Lanham Lane, Clarendon Way (short sections)	Walkers	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS28</b> Kings' School, Romsey Road	School children and school staff	<b>SLIGHT (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>
P1/P2/P3 Residential development scheme/ local centre/ primary school/ combined heat and power unit	<b>VS29</b> Teg Down (Golf Course)	Users of outdoor recreational facility (golfers), walkers	<b>SLIGHT/ MODERATE (ADVERSE)</b>	None	<b>SLIGHT (ADVERSE)</b>