

LAND AT CALMORE CROFT FARM

SALISBURY ROAD, CALMORE

LANDSCAPE STATEMENT

GREEN LANDSCAPE STUDIO LIMITED

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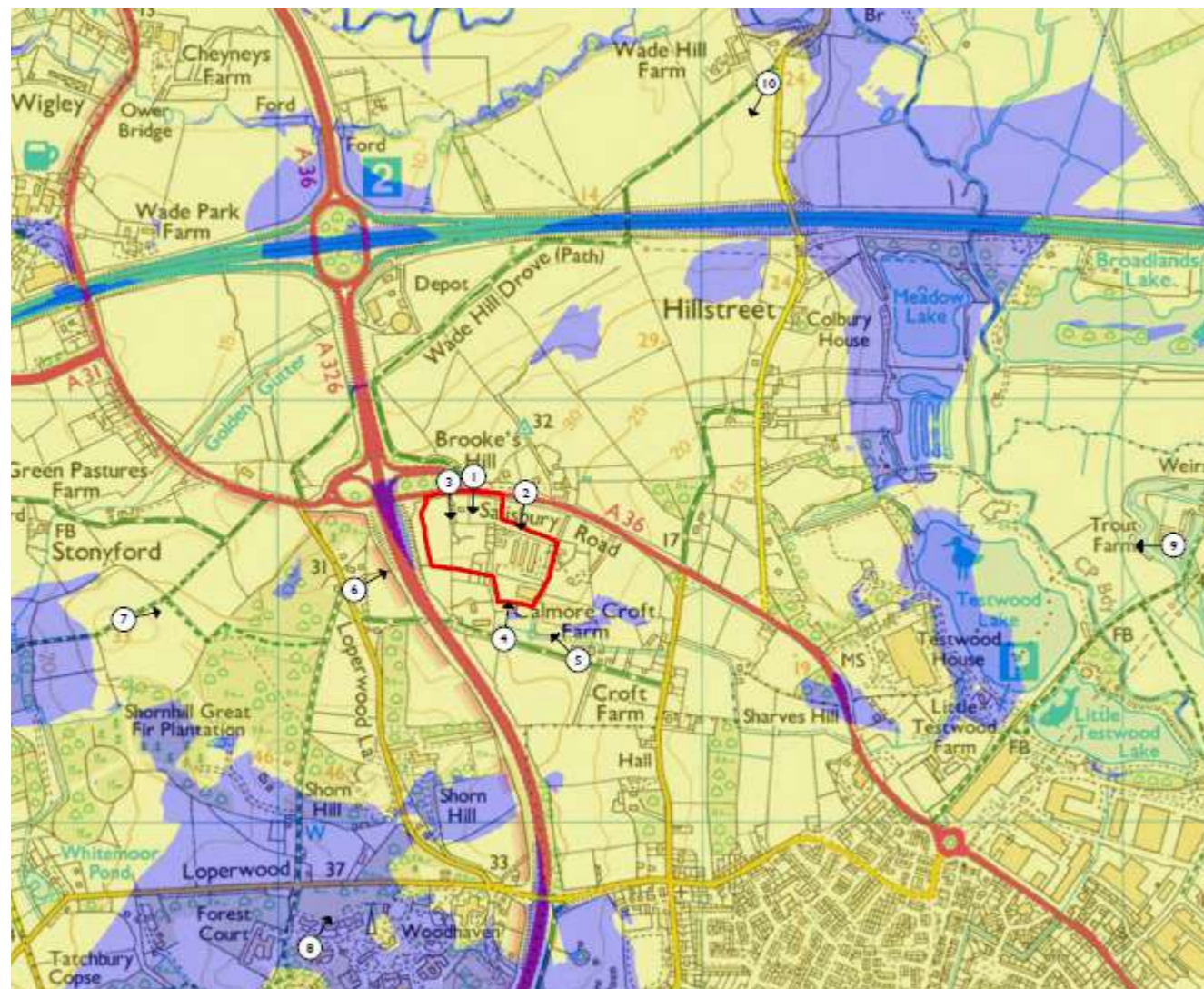
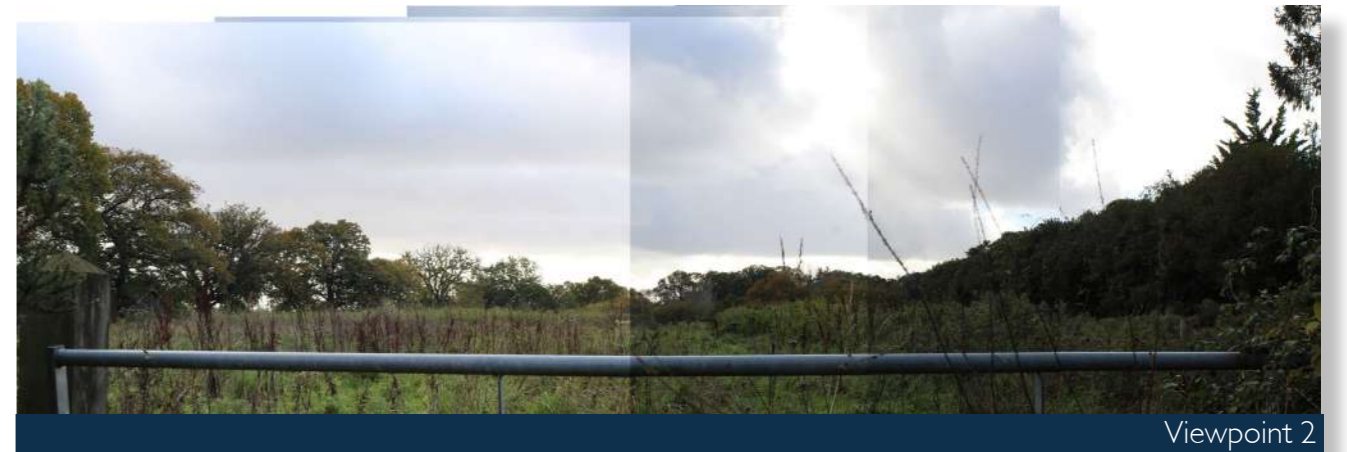


LANDSCAPE VISUAL APPRAISAL REVIEW

An LVIA was prepared by Green Landscape Studio for McCarthy Investment Limited in November 2023 in support of the planning application. The findings and conclusion of the appraisal are summarised on the following pages.

The site is approximately 6 hectares and is bound to the north by the A36 Salisbury Road, with the dual carriageway A326 running north to south along the western boundary. A public right of way runs approximately 80m from the southern boundary and terminates in the east at Pauletts Lane.

The site is located within the 'Strategic Site 1: Land to the north of Totton' and is designated as employment land. The rest of the allocation includes 1000 homes, a commercial core, a community focal point, a primary school and formal public open space.



Viewpoint location plan from LVIA by Green Landscape Studio (2023)



Viewpoint 1



Viewpoint 3



Viewpoint 4



Viewpoint 6

The site was visited in November 2023 to provide photomontages of each viewpoint for the LVIA report.

There is one open view into the site. Viewpoint 3 is taken from the current site access and as the site boundary is located adjacent to the road this is a direct view into the site. Filtered views are limited to areas immediately adjacent or slightly offset from the site itself. The viewpoints taken from the A36 Salisbury Road (viewpoints 1 and 2) and the PRow off Pauletts Lane (viewpoints 4-5) demonstrate this.

Viewpoint 3 taken from Salisbury Road is where the proposed site access would be located and provides a direct view through the existing track through the site. The rest of the site is lined on all sides by existing mature trees and hedgerows providing the transient receptor with filtered views from the southern boundary and no direct open views from any other location in the surrounding wider landscape.

Locations in the wider landscape were included during the desktop site study. One from the west and one from the south within the New Forest National Park, one from the north and one from further east by the SSSI. Visiting these viewpoints 7-10 showed that there are no medium or long-distance views towards the site. These viewpoints were withdrawn from the study due to the enclosed envelope of the site.

The following conclusions were reached:

The effect of the development will be most severe during the construction phase due to the intrusive nature of construction works and because proposed mitigation measures will not have had the time to establish.

Construction activity is predicted to have a minor adverse effect on the landscape character and the same for the topography and tranquillity. The majority of the hedgerows and trees are being retained and protected during the construction phase and so the effect for the hedgerows will be neutral and the trees will be minor/moderate adverse.

The construction of the development is predicted to have a temporary moderate/major effect on the close distance viewpoint 3. Viewpoint 2 was assessed as having a minor/moderate effect due to the road user receptor and for all other viewpoints a moderate/major adverse effect was recorded.

During the operation phase, the effect of the development will be permanent, but also change over time, with the negative impacts of the development reducing as proposed planting establishes.

Overall, the adverse effect of the development will decline across all landscape receptors, with the predicted effects on these receptors reduced to neutral by year 15.

Once established, there will be a minor/moderate beneficial effects expected for hedgerow and a neutral/minor beneficial effect for trees as the landscape proposals will have matured by year 15.

As with landscape receptors, the predicted adverse effects on the viewpoints are expected to decline, with the majority of visual receptors predicted to experience moderate to neutral adverse effects as a result of the proposed development.

Any residential development will change the character of a location to some degree. However, with the correct siting, design and landscape treatment, the visual impact of a development can be significantly reduced. To some extent the implementation of landscape mitigation measures can even provide an opportunity to enhance and improve the existing landscape.

LANDSCAPE MASTERPLAN

The landscape has been designed to create a pleasant environment for the proposed site, with ornamental tree and shrub planting proposed at suitable locations adding a softening element to the hard materials of the road and parking courts. Smaller native and ornamental trees are proposed along roads providing a natural vertical element and break in the built form. The species chosen will be suitable for hard standing areas as well as contributing to providing both shade and ecological benefits.

A pedestrian green route is proposed around the eastern corner of the development which will provide site users with accessible green space.

Landscape mitigation measures have been proposed in line with recommendations, in particular the retention of important existing site vegetation. Proposed native hedgerow and trees will help to soften any potential visibility of the development to the surrounding landscape.

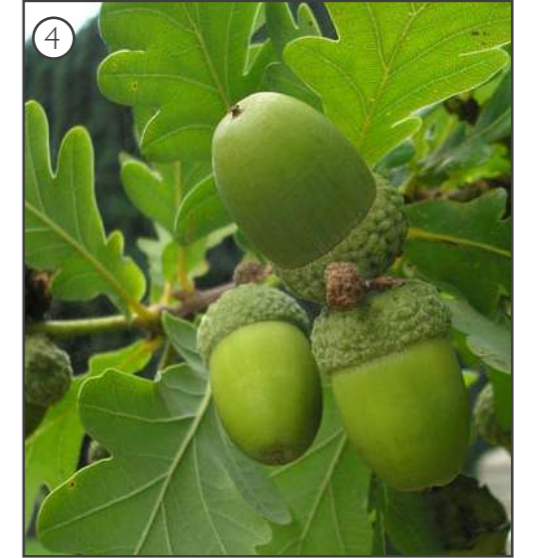
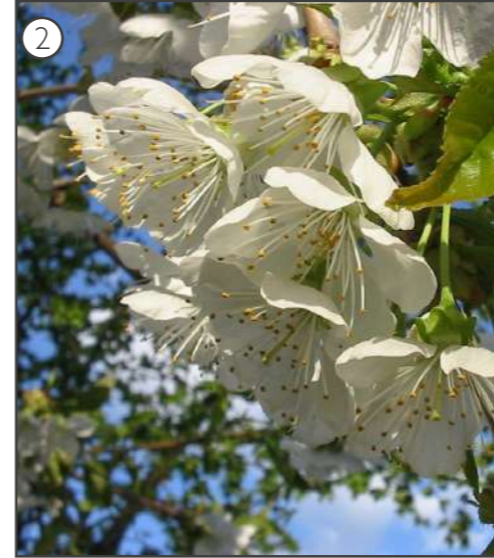
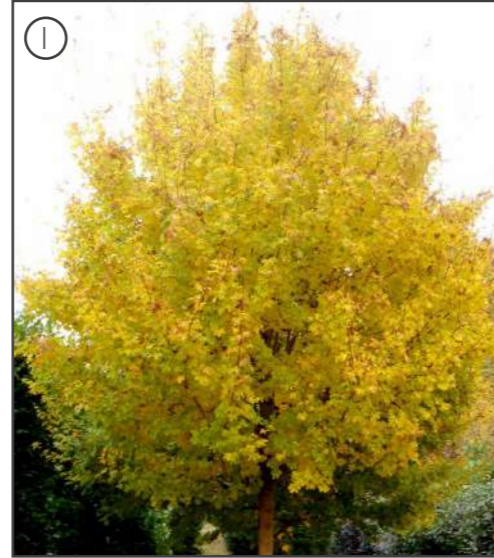




TREE PLANTING TO INCLUDE:

NATIVE BUFFERTREES

1. *Acer campestre*
2. *Prunus avium*
3. *Betula pendula*
4. *Quercus robur*



STREET TREES

1. *Betula nigra*
2. *Ulmus Rebona*
3. *Carpinus betulus* 'Lucas'
4. *Acer campestre* 'Streetwise'



NATIVE SHRUB PLANTING TO INCLUDE:

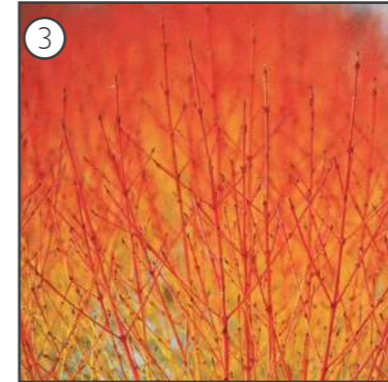
1. *Crataegus monogyna*
2. *Prunus spinosa*
3. *Viburnum opulus*
4. *Rosa canina*
5. *Corylus avellana*



ORNAMENTAL PLANTING TO INCLUDE:

SHRUBS

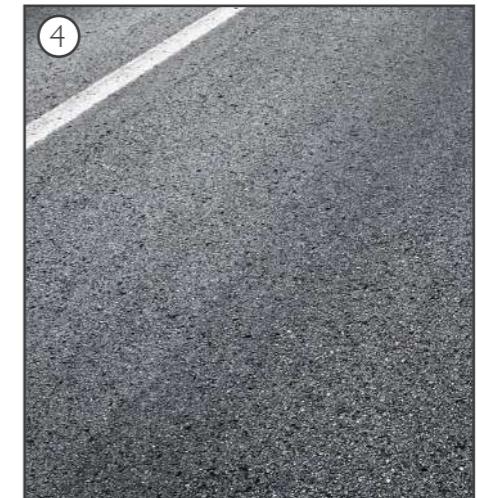
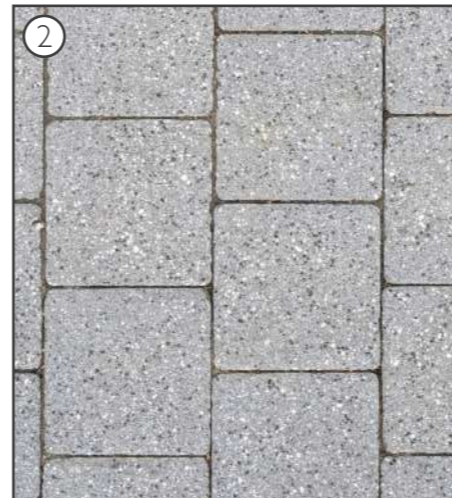
1. *Viburnum davidii*
2. *Choisya 'Aztec Pearl'*
3. *Cornus sanguinea 'Midwinter Fire'*
4. *Potentilla frutosa 'Abbotswood White'*
5. *Skimmia japonica 'Kew White'*



HARD LANDSCAPING TO INCLUDE:

FOOTPATHS, ROADS & PARKING

1. Bracken concrete block paving
2. Mid grey concrete block paving
3. Silver concrete flags
4. Tarmac





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