



# **Eastleigh Local Plan 2016-2036:**

## **Final Main Modifications**

Addendum to the Sustainability Appraisal of  
the Eastleigh Borough Local Plan

## **Eastleigh Borough Council**

### **Final report**

Prepared by LUC

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# Chapter 1

## Introduction

**1.1** LUC, in conjunction with Eastleigh Borough Council ('the Council'), has completed an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the emerging Eastleigh Borough Local Plan 2016-2036 ('the Local Plan'). A full SA Report was prepared to accompany the Eastleigh Borough Proposed Submission Local Plan at Regulation 19 consultation stage (June 2018).

**1.2** The Proposed Submission Local Plan (SUB001) and accompanying SA Report (SUB003a, b and c) were subject to consultation from June 2018 until August 2018 and the Local Plan, supporting evidence and consultation responses were submitted for Examination on 31st October 2018. An SA addendum was prepared in June 2019 (Examination document ED11), which summarised updates to the SA required in response to consultation comments and to present an assessment of additional reasonable alternative site allocation options identified through the Regulation 19 consultation. This addendum was made publicly available and submitted to the Examination.

## Purpose of this document

**1.3** The Council, with agreement from the Inspector, consulted on a series of main modifications to the Proposed Submission Local Plan in response to issues raised at Examination, and changes in circumstance since the Proposed Submission Local Plan was produced in summer 2021. Having considered the consultation responses received in relation to the 2021 main modifications, the Inspector has now published an updated schedule of main modifications. This document presents an assessment of the main modifications to the Local Plan in terms of their implications for SA work previously undertaken. Where these implications state that a particular section of the SA "should be updated" in a particular way to reflect the Plan as proposed to be modified, the 2018 SA of the

Proposed Submission Local Plan should now be assumed to have been modified in the manner indicated. As such, this 2022 SA Addendum updates and should be read in conjunction with the SA of the Proposed Submission Local Plan (2018).

## **Relationship to previous SA work**

**1.4** This document is an addendum to the 2018 SA of the Proposed Submission Local Plan. It supersedes and replaces the SA Addendum prepared in April 2021. The April 2021 SA Addendum considered the implications of the main modifications to the Local Plan proposed at that time. The main modifications considered in this document are based on, but supersede, those previously published by the Council. As such, this SA Addendum represents an update to, and supersedes, the April 2021 SA Addendum. In addition, Appendix A and Appendix B of this document present an update of the review of plans, policies and programmes and the baseline information presented in Appendix 2 and Appendix 3 of the 2018 SA of the Proposed Submission Local Plan.

**1.5** This document is a separate and standalone report from the 2019 SA Addendum. The 2019 Addendum concluded that no substantial updates to the 2018 SA of the Proposed Submission Local Plan were required – a sentence was removed from paragraph 2.33 of the Proposed Submission Local Plan for clarity, and whilst a small area was added to a strategic site, this did not change the previous SA conclusions. As such, the SA implications set out in this 2021 SA Addendum relate to the 2018 SA of the Proposed Submission Local Plan.

# Chapter 2

## Methodology

**2.1** The approach to assessing the SA implications of the main modifications firstly involved screening each main modification set out in the Schedule of Main Modifications to determine whether it would result in any change to the likely effects recorded in 2018 SA of the Proposed Submission Local Plan. The results of this screening are presented in Appendix D which constitutes a modified version of the Schedule of Main Modifications with a column setting out the implications for the SA.

**2.2** Where potential changes to SA findings were identified, these have been assessed in line with the methodology for previous iterations of the SA. The June 2018 SA Report assessed each policy and site allocation against 13 SA objectives, which together formed the SA framework. The SA framework used to appraise the Local Plan is presented in Appendix C. The SA used colour-coded scores attributed to each policy and site allocation option to indicate its likely sustainability effects and performance against each SA objective. Table 2.1 shows how these scores were applied to the appraisals. Note that the colour coding presented in this report differs from previous reports in order to meet the government’s accessibility requirements; the symbols remain the same. The same methodology has been applied to assessments in this document.

**Table 2.1: Key to symbols used in the SA of the Eastleigh Local Plan**

SA score	Score meaning
++	The option is likely to have a significant positive effect on the SA objective(s).
+	The option is likely to have a positive effect on the SA objective(s).

SA score	Score meaning
0	The option is likely to have a negligible or no effect on the SA objective(s).
-	The option is likely to have a negative effect on the SA objective(s).
--	The option is likely to have a significant negative effect on the SA objective(s).
?	It is uncertain what effect the option will have on the SA objective(s), due to a lack of information.
+/-	The option is likely to have a mixture of positive and negative effects on the SA objective(s).

## Chapter 3

# Assessment updates as a result of main modifications

## Overview

**3.1** This Chapter presents assessments of new policies included in the main modifications to the Local Plan, as set out by the Council.

**3.2** A detailed schedule of all the main modifications and their implications for the SA effects reported in the SA Report for the Proposed Submission Local Plan is included in Appendix D. There are over 120 main modifications proposed and these include changes to supporting text, maps and updates, in addition to changes to policy text. All modifications have been considered in the same way, in accordance with the methodology set out in Chapter 2.

**3.3** Many modifications are not likely to affect the SA results set out in the SA Report for the Proposed Submission Local Plan and where this is the case it is stated in Appendix D. Where modifications to policies included in the Proposed Submission Local Plan are proposed to be modified in such a way as to result in a change to the SA findings set out in 2018, the changes to the SA scores and/or justification text are described in Appendix D. Policies for which the SA findings have changed are also listed in Chapter 5, with any changes to significant effects highlighted. With the exception of a correction to earlier SA work for Policy BO4, all changes to significant effects reflect improvements in the sustainability of the plan.

**3.4** Where the modifications propose an entirely new policy, the appraisal of that policy is presented in this chapter. This ensures that the appraisal of new policies is consistent with that of all other policy appraisals, as they were

presented in Chapters 7, 8 and 9 of the SA Report for the Proposed Submission Local Plan.

**3.5** Where policy names and numbers have been updated, these should be considered to have been updated throughout the SA. The assessments below use the policy names/numbers set out in the main modifications.

**3.6** The modifications include the removal of the strategic growth option (SGO) to the north of Bishopstoke and Fair Oak (SGO B/C), via the deletion of Policies S5 and S6 which originally set out the SGO and associated link road. The SA Report for the Proposed Submission Local Plan (June 2018) included an assessment of this SGO and four, additional, reasonable alternative SGOs.

**3.7** The Inspector's letter of April 2020 outlined some concerns regarding the assessment of SGOs in the SA Report of June 2018 and these are maintained in the Inspector's Final Report. Eastleigh Borough Council acknowledge the findings in the Inspector's letter of April 2020 and have proceeded on that basis. The Council has confirmed that, given the removal of SGO B/C in response to the Inspector's findings and the commitment to an early review of the Local Plan, among other factors, the SGO options are no longer considered to be reasonable alternatives for the 2016-2036 Local Plan. In light of the above, no further SA work has been carried out with regards to the SGOs.

**3.8** The effects of deleting the SGO were first appraised in the April 2021 SA of the proposed modifications and that appraisal is also presented in this SA Addendum. The final main modifications have not resulted in any changes to these assessments since the April 2021 SA Addendum.

## Appraisals of new policies

### Appraisal of new Policy S8: Historic Environment

3.9 New Policy S8 is included through the main modifications to ensure that local planning policy accords with the NPPF and the need for a strategic historic environment policy. The appraisal of the new policy is presented below.

**Table 3.1: Policy S8 Historic Environment**

SA Objective	S8
SA1: Provide sufficient housing to meet identified local needs, including affordability and special needs	0
SA2: Safeguard and improve community health, safety and wellbeing	+
SA3: Develop a dynamic and diverse economy	+
SA4: Reduce road traffic and congestion through improved accessibility to services homes and jobs; reducing the need to travel by car/lorry and improving sustainable travel choice	0
SA5: Protect and conserve natural resources	0
SA6: Reduce air, soil, water, light and noise pollution	0
SA7: Plan for the anticipated levels of climate change	0
SA8: Minimise Eastleigh’s contribution to climate change by reducing the borough’s carbon footprint and minimising other greenhouse gas emissions	0
SA9: Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste	0
SA10: Protect, enhance and manage biodiversity and geodiversity, improving its quality and range	0

SA Objective	S8
SA11: Enhance the Borough’s multifunctional green infrastructure networks	0
SA12: Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	++
SA13: Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance	++

## Description of effects in relation to SA objectives

**3.10** Policy S8: Historic Environment seeks to conserve and /or enhance the Borough’s heritage assets, including listed buildings and conservation areas.

**3.11** Indirect positive effects are expected for the policy in relation to promotion of public health and wellbeing given the enjoyment heritage assets can provide for local people. Protection of and improvements to locally important heritage features are also likely to help maintain an aesthetically pleasing environment which may help to encourage inward investment. Therefore, minor positive effects have been identified in relation to SA objective 2: community health and SA objective 3: economy.

**3.12** The policy includes landscapes amongst those features which should be conserved and/or enhanced in the Borough. Furthermore, it is expected that the protection of the settings of heritage assets in the plan area would have benefits for local distinctiveness. Therefore, a significant positive effect is expected in relation to SA objective 12: landscape and townscape.

**3.13** Considering the primary focus of the policy, significant positive effects have also been recorded in relation to SA objective 13: cultural heritage. The policy directly seeks to restrict development likely to harm heritage assets or their settings. It would also seek to encourage development that would help to

ensure the enhancement of assets and where possible the public's enjoyment of them.

## Appraisal of new Policy HH1: Land West of Horton Heath

**3.14** New Policy HH1 allocates a strategic development site, consisting of three sites that were previously referred to elsewhere in the Local Plan (sites 28 and 39 of Policy DM24 and the site allocated through Policy FO6). Sites 28 and 39 of Policy DM24 were not assessed in the June 2018 SA, as these sites have extant planning permission and are therefore considered to be part of the future baseline without the plan. Foxholes Farm Fir Tree Lane (previously allocated by Policy FO6) has permission for demolition of existing structures. A site-only assessment of Foxholes Farm Fir Tree Lane, i.e. an assessment of the development of the Foxholes Farm site for housing without the policy context, is included in Appendix 8 of the June 2018 SA Report.

**3.15** The new policy sets out requirements for what the (largely permitted) development should include. Given that the majority of the site has been granted planning permission, the principle of development in this location was not assessed in the 2018 SA Report (with the exception of Foxholes Farm, which was assessed). In line with the approach taken to permitted sites in the 2018 SA Report, the assessment below focuses on the requirements of the policy itself, rather than the effects as a result of the geographic location of development. (Foxholes Farm, the only constituent site not yet permitted, is only expected to provide land for around 40 of the 1,500 dwellings provided for by the policy as whole - less than 3%).

**Table 3.2: Policy HH1 Land West of Horton Heath**

SA Objective	HH1
SA1: Provide sufficient housing to meet identified local needs, including affordability and special needs	++
SA2: Safeguard and improve community health, safety and wellbeing	++
SA3: Develop a dynamic and diverse economy	++
SA4: Reduce road traffic and congestion through improved accessibility to services homes and jobs; reducing the need to travel by car/lorry and improving sustainable travel choice	+?
SA5: Protect and conserve natural resources	0
SA6: Reduce air, soil, water, light and noise pollution	+/-
SA7: Plan for the anticipated levels of climate change	+
SA8: Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions	+?
SA9: Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste	+
SA10: Protect, enhance and manage biodiversity and geodiversity, improving its quality and range	+?
SA11: Enhance the Borough's multifunctional green infrastructure networks	++
SA12: Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities	+
SA13: Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance	+

## **Description of effects in relation to SA objectives**

**3.16** Significant positive effects are expected for SA objective 1: housing, as the policy allocates land for the provision of 1,500 new dwellings in a range of sizes and tenures to meet varying affordability requirements and specialised housing needs.

**3.17** Policy HH1 also sets out the requirement to include the provision of a new community building, early years provision and local health facilities. Furthermore, the policy requirements include provision of footpath, cycle and bridleway routes through the site as well as on-site public open space, sports pitch provision and green infrastructure. These combined features are likely to lead to a significant positive effect in relation to SA objective 2: community health.

**3.18** A new link road is proposed within the policy between Bubb Lane and the Chalcroft Business Park and will be designed to cope with the HGV traffic generated by the business park. This is likely to facilitate business logistics and transport in the Borough and may help improve access to employment opportunities. In addition, the policy sets out the requirement for the allocation of 6ha of employment land at the site as well as retail facilities, which are likely to contribute to the achievement of growth in economic diversity in Eastleigh. Therefore, a significant positive effect is likely in relation to SA objective 3: economy.

**3.19** A minor positive effect is also likely in relation to SA objective 4: road traffic/congestion. This effect is likely given the policy requirement to provide footpath, cycle and bridle routes through the site to link to the existing (and proposed) footpath and cycle network nearby. This policy requirement reflects the aim of improving sustainable transport links for new residents. In addition, the policy requirement for a new link road between Bubb Lane and the Chalcroft Business Park will help to limit traffic congestion and improve accessibility for the housing development. Uncertainty is attached to the positive effect recorded for SA objective 4, given that while the new link road will help to ease

congestion, it could encourage travel to the Chalcroft Business Park by private vehicle, rather than by more sustainable modes of transport.

**3.20** A mixed minor positive and minor negative effect is likely in relation to SA objective 6: pollution as the delivery of a new link road is likely to result in increased localised air and noise pollution. The effect of limiting traffic congestion could, however, have benefits in relation to noise and air pollution. In addition, the provision of green infrastructure required through Policy HH1, may help to achieve some improvements in local air quality.

**3.21** The policy requires the provision of SuDS at the site. The incorporation of SuDS as well as green infrastructure is expected to address flood risk including changes in risk resulting from climate change. Therefore, a minor positive effect is expected in relation to SA objective 7: climate change adaptation.

**3.22** The policy requirement to include open space provision and green infrastructure could play a role in minimising the borough's contribution to climate change through carbon capture. Furthermore, the policy requirement to provide footpath and cycle routes at the site may help to reduce the need to travel by car. As such, an uncertain minor positive effect is expected in relation to SA objective 8: climate change mitigation.

**3.23** Given that the policy requires development to be phased to align with the delivery of any necessary wastewater network reinforcement, adverse impacts resulting from wastewater are likely to be addressed as the site is developed and occupied. Therefore, a minor positive effect is expected in relation to SA objective 9: waste, as well as adding to the positive effect already identified for SA objective 6: pollution.

**3.24** An uncertain minor positive effect is expected for the policy in relation to SA objective 10: biodiversity. This effect is expected as the policy requires there to be no adverse impacts to the adjacent SINC's with enhancements to these areas to be achieved. The policy also requires a 50m buffer around ancient woodland, although it is uncertain whether this is sufficient to avoid potential increases in urban edge effects. In addition, the policy states that development

will be required to retain as many mature trees and hedgerows on the site as possible and should enhance biodiversity interest. The policy also requires the provision of on-site green infrastructure with links to be made between open spaces and green routes which is likely to support the movement of species through the site. A significant positive effect is therefore also expected in relation to SA objective 11: green infrastructure.

**3.25** Finally, Policy HH1 is expected to result in minor positive effects in relation SA objective 12: landscape and townscape and SA objective 13: cultural heritage. The policy requires a comprehensive landscape framework for the design of the site. It also states that the heritage and architectural value of landscape features as well as that of existing buildings at the Chalcroft Farm complex and Firtree Farmhouse should be retained and enhanced.

## Appraisal of new Policies CF1, CF2 and E2

**3.26** These new policies allocate residential development sites as follows:

- Policy CF1: Land at Common Road Industrial Estate, Chandler's Ford;
- Policy CF2: Land to the Rear of 75-99 Hiltingbury Road; and
- Policy E2: Land at Toynbee Road, Eastleigh.

**3.27** These allocated sites were previously allocated elsewhere in the Local Plan (at Policy DM25 through bullets c, b and d, respectively).

**3.28** The new policies specify requirements of the development to come forward and what it should provide. The appraisal of each site was presented originally in Appendix 9 of the SA Report for the Proposed Submission Local Plan. The appraisal of the site only without any consideration for mitigation required through the text of the policy has been presented in the first appraisal column ('site only'). The second appraisal column ('site with policy') presents any expected changes to the effects as a result of the policy text.

## **Chapter 3**      Assessment updates as a result of main modifications

**3.29** The appraisal originally presented in Appendix 9 of the SA Report for the Proposed Submission Local Plan has remained the same in most cases.

**3.30** For Policy CF1 the appraisal of SA objective 11.1 was originally recorded as minor negative as the site contains TPO trees which might be affected by development. However, in line with the SA assumptions the effect should have been recorded as an uncertain minor negative given that the trees on site might be protected as development occurs, and this has been corrected in the table below. This is the only objective for which the SA effect recorded in the SA Report for the Proposed Submission Local Plan has been amended for the 'site only' appraisal.

**Table 3.3: Policy CF1 Land at Common Road Industrial Estate, Chandler's Ford**

SA Objective	Site Only	Site with Policy	Justification
1.1 Will the development provide a significant contribution towards meeting identified affordable housing needs?	++	++	The site has potential to accommodate 30 dwellings.
1.2 Will it provide other elements of identified housing need e.g. housing for older persons, self-build, support housing?	?	?	Policy DM31 requires provision of accessible and adaptable dwellings in developments of 40 residential units and above. As the site would provide a lower number of dwellings than this the potential for providing housing to meet specific local needs is uncertain.
2.1 Are community facilities (community hall or library) available locally?	+	+	The site is located within 400m of a community hall at Hiltingbury Recreation Ground and on Ramalley Lane.
2.2 Are health facilities available locally?	0	0	The site is located between 800m and 1200m from Park Doctor's Surgery.
2.3 What effect would the development have on local provision of sports pitches and facilities?	0	0	Development would not lead to a loss of sports or recreation facilities.
2.4 Is public open space available locally?	+	+	The site is within 300m of Cuckoo Bushes Lane and Ramalley Copse Green space.
2.5 Can the location readily be connected to the existing cycle and footpath network?	-	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.
3.1(a) Is the location close to a major rail station?	--	--	The site is located further than 1400m from a major railway station.
3.1 (b) Is the location close to a minor rail station?	-	-	The site is located within 1200m of Chandler's Ford railway station.
3.1 (c) Is the location close to a frequent bus route?	--	--	The site is located further than 800m from a frequent bus route.
3.1 (d) Is the location close to a semi-frequent bus route?	+	+	The site is located adjacent to the Xelabus X6/X7 semi-frequent bus route.
3.1 (e) Is the location close to a major employment centre?	+	+	The most southerly part of the site is located between 400m and 1000m from Chandler's Ford Industrial Estate.
3.2 Will the proposed development contribute towards meeting the need for new industrial, office or warehousing floorspace?	-	-	This site would be developed for residential use, therefore additional employment floorspace would not be provided.
3.3 Will the proposed development result in a net loss of existing employment land, or land which would be suitable for employment purposes?	-	-	Development of the site will result in the loss of a variety of employment uses currently on the site, some of which are associated with the Draper Tools factory opposite.
3.4 Will the proposed development increase the amount of commercial uses and other facilities in town, district or local centres?	0	0	The site is not located within a town, district or local centre.
4.1 Is the location close to a major rail station? (same score as 3.1a)	--	--	The site is located further than 1400m from a major railway station.
4.2 Is the location close to a minor rail station? (same score as 3.1b)	-	-	The site is located within 1200m of Chandler's Ford railway station.

**Chapter 4** Assessment updates as a result of main modifications

SA Objective	Site Only	Site with Policy	Justification
4.3 Is the location close to a frequent bus route? (same score as 3.1c)	--	--	The site is located further than 800m from a frequent bus route.
4.4 Is the location close to a semi-frequent bus route? (same score as 3.1d)	+	+	The site is located adjacent to the Xelabus X6/X7 semi-frequent bus route.
4.5(a) Will residential development at the location be close to a major employment centre? (same score as 3.1e)	+	+	The most southerly portion of the site is located between 400m and 1000m from Chandler's Ford Industrial Estate.
4.5(b) Will employment development at the location be close to a major population centre?	0	0	The site would not include employment use.
4.6 Are health facilities available locally? (same score as 2.2)	0	0	The site is located between 800m and 1200m from Park Doctors Surgery.
4.7 Are shopping and related services available locally?	-	-	The site is located between 600m and 800m from Hiltingbury Road Local Centre.
4.8 Is the location close to a Primary school?	++	++	The majority of the site is located within 400m of Hiltingbury Junior School.
4.9 Is the location close to a Secondary school?	0	0	The majority of the site is located between 1200m and 1600m of Thornden Secondary School.
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	-	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.
4.11 Are there Geographical barriers between the location and key facilities/ destinations?	0	0	A railway line is located between the site and Chandler's Ford Industrial Estate major employment centre.
5.1 Will development avoid the sterilisation of mineral resources?	0	0	The site is not located within a Minerals Safeguarding Area or a Minerals Consultation Area.
5.2 Will it result in the loss of higher grade agricultural land?	0	0	The site does not consist of agricultural land.
5.3 Will it use previously developed land?	++	++	The site is located on previously developed land and includes a variety of employment uses, some of which are associated with the Draper Tools factory opposite.
5.4 Will it deliver or support allotments or community farms?	-	-	Development will not make any contribution to allotments or community farms.
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	0	0	The site does not fall within an AQMA and is unlikely to be affected by significant noise generating uses.
6.2 Will development increase pollution?	0	0	Proposed development does not raise concerns about pollution.
7.1 Will the development provide additional or improved green infrastructure?	0	0	Development will not lead to the loss of existing green infrastructure.
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	--	-?	Much of the site falls within Flood Zone 3 and areas of 'less' and 'intermediate' surface water flood risk. However, the policy requires that development takes account of the topography and identified flood risk within the site. Development should also involve opening up the culverted watercourse crossing the site which is likely to further help address flood risk in the area.
7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	0	The site is not located near the coast.

SA Objective	Site Only	Site with Policy	Justification
8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)	N/A	N/A	Not applicable to residential/employment site allocations.
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)	N/A	N/A	Not applicable to residential/employment site allocations.
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	-?	0?	A water course flows through the site which eventually flows into the River Itchen SAC, which poses potential for cumulative effects. However, the policy requires a site level Habitats Regulations Assessment to demonstrate how the site will be delivered without adverse effect on any European site.
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	-?	-?	Cuckoo Buses Lane SINC and Ramalley Copse SINC are located within 100m of the site. Potential for recreation effects.
10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	0	0	Development of the site is unlikely to impact areas with other nature conservation value.
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	--	--	The site is located within the Monks Brook PBL.
10.5 Will the development adversely affect ancient woodland?	0	0	Development is unlikely to affect ancient woodland.
11.1 Will the development affect TPO trees?	-?	-?	The site contains a number of trees protected by TPOs.
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)	-	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)	0	0	Development will not lead to the loss of existing green infrastructure.
12.1 Will development adversely affect the separation of neighbouring settlements?	0	0	Development will not adversely affect the separation of settlements.
12.2 Will it protect the character of the countryside, coast, towns and/or villages, including views and settings?	0	0	Development of the site is not expected to adversely affect the character of the countryside, towns or villages.
13.1 Will the development protect and enhance listed buildings and their settings, conservation areas, archaeological sites, historic landscapes and other sites of local importance for heritage?	0	0	Development of the site will not affect heritage assets.

**Table 3.4: Policy CF2 Land to the Rear of 75-99 Hiltingbury Road**

SA Objective	Site Only	Site with Policy	Justification
1.1 Will the development provide a significant contribution towards meeting identified affordable housing needs?	++	++	The site has potential to accommodate 16 dwellings.
1.2 Will it provide other elements of identified housing need e.g. housing for older persons, self-build, support housing?	?	?	Policy DM31 requires provision of accessible and adaptable dwellings in developments of 40 residential units and above. As the site would provide a lower number of dwellings than this the potential for providing housing to meet specific local needs is uncertain.
2.1 Are community facilities (community hall or library) available locally?	+/-?	+/-?	The site is located within 400m of a community hall at Hiltingbury Recreation Ground. The site contains the Basement Youth Centre. It is unclear whether this is still open and whether it would be lost to development.
2.2 Are health facilities available locally?	0	0	The site is located between 800m and 1200m of Fryern Doctors Surgery.
2.3 What effect would the development have on local provision of sports pitches and facilities?	0	0	Development would not lead to a loss of sports or recreation facilities.
2.4 Is public open space available locally?	+	+	The site is within 300m of areas of open space at Hiltingbury Recreation Ground and Adamson Road Amenity Space.
2.5 Can the location readily be connected to the existing cycle and footpath network?	-	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.
3.1(a) Is the location close to a major rail station?	--	--	The site is located further than 1400m from a major railway station.
3.1 (b) Is the location close to a minor rail station?	--	--	The site is located further than 1200m from a minor railway station.
3.1 (c) Is the location close to a frequent bus route?	--	--	The site is located further than 800m from a frequent bus route.
3.1 (d) Is the location close to a semi-frequent bus route?	+	+	The site is located within 400m of the Xelabus X6/X7 bus route.
3.1 (e) Is the location close to a major employment centre?	-	-	The site is not within 1,000m of a major employment centre.
3.2 Will the proposed development contribute towards meeting the need for new industrial, office or warehousing floorspace?	-	-	This site would be developed for residential use, therefore additional employment floorspace would not be provided.
3.3 Will the proposed development result in a net loss of existing employment land, or land which would be suitable for employment purposes?	-	-	Development of the site will result in the loss of a builder's yard.
3.4 Will the proposed development increase the amount of commercial uses and other facilities in town, district or local centres?	0	0	The site is not located within a town, district or local centre.
4.1 Is the location close to a major rail station? (same score as 3.1a)	--	--	The site is located further than 1400m from a major railway station.
4.2 Is the location close to a minor rail station? (same score as 3.1b)	--	--	The site is located further than 1200m from a minor railway station.

SA Objective	Site Only	Site with Policy	Justification
4.3 Is the location close to a frequent bus route? (same score as 3.1c)	--	--	The site is located further than 800m from a frequent bus route.
4.4 Is the location close to a semi-frequent bus route? (same score as 3.1d)	+	+	The site is located within 400m of the Xelabus X6/X7 bus route.
4.5(a) Will residential development at the location be close to a major employment centre? (same score as 3.1e)	-	-	The site is not within 1,000m of a major employment centre.
4.5(b) Will employment development at the location be close to a major population centre?	0	0	The site would not include employment use.
4.6 Are health facilities available locally? (same score as 2.2)	0	0	The site is located between 800m and 1200m of Fryern Doctors Surgery.
4.7 Are shopping and related services available locally?	++?/-?	++?/-?	The site is located adjacent to Hiltingbury Road Local Centre, resulting in significant positive effects with uncertainty. However, a small portion of the site is located within the local centre, resulting in minor negative uncertain effects, as local centre services and facilities could be lost to development.
4.8 Is the location close to a Primary school?	++	++	The site is adjacent to Hiltingbury Junior School and within 400m of Lakewood Road Primary School.
4.9 Is the location close to a Secondary school?	0	0	The site is located between 1200m and 1600m from Thornden Secondary School.
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	-	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.
4.11 Are there Geographical barriers between the location and key facilities/ destinations?	+	+	There are no major geographical barriers between the site and facilities.
5.1 Will development avoid the sterilisation of mineral resources?	0	0	The site is not located within a Minerals Safeguarding Area or a Minerals Consultation Area.
5.2 Will it result in the loss of higher grade agricultural land?	0	0	The site does not consist of agricultural land.
5.3 Will it use previously developed land?	++	++	The site is located on previously developed land.
5.4 Will it deliver or support allotments or community farms?	-	-	Development will not make any contribution to allotments or community farms.
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	0	0	The site does not fall within an AQMA and is unlikely to be affected by significant noise generating uses.
6.2 Will development increase pollution?	0	0	Proposed development does not raise concerns about pollution.
7.1 Will the development provide additional or improved green infrastructure?	0	0	Development will not lead to the loss of existing green infrastructure.
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	0	0	The site does not fall within Flood Zones 2 or 3 or areas of surface water flooding.
7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	0	Non-coastal site.

SA Objective	Site Only	Site with Policy	Justification
8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)	N/A	N/A	Not applicable to residential/employment site allocations.
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)	N/A	N/A	Not applicable to residential/employment site allocations.
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	0	0	Development is unlikely to negatively impact or lead to the loss of an internationally or nationally designated site (either alone or in combination).
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	0	0	Development is unlikely to negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination).
10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	0	0	Development of the site is unlikely to impact areas with other nature conservation value.
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	0	0	Development is unlikely to adversely impact the biodiversity network.
10.5 Will the development adversely affect ancient woodland?	0	0	Development is unlikely to affect ancient woodland.
11.1 Will the development affect TPO trees?	-?	0	The site contains trees protected by TPOs however the policy requires that these and other important mature trees should be retained on the site.
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)	-	-	There are no footpaths or cycle lanes that cross or run adjacent to the site.
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)	0	0	Development will not lead to the loss of existing green infrastructure.
12.1 Will development adversely affect the separation of neighbouring settlements?	0	0	Development will not adversely affect the separation of settlements.
12.2 Will it protect the character of the countryside, coast, towns and/or villages, including views and settings?	0	0	Development of the site is not expected to adversely affect the character of the countryside, towns or villages.
13.1 Will the development protect and enhance listed buildings and their settings, conservation areas, archaeological sites, historic landscapes and other sites of local importance for heritage?	0	0	Development of the site will not affect heritage assets.

**Table 3.5: Policy E2 Land at Toynbee Road, Eastleigh**

SA Objective	Site Only	Site with Policy	Justification
1.1 Will the development provide a significant contribution towards meeting identified affordable housing needs?	++	++	The site has potential to accommodate 64 dwellings.
1.2 Will it provide other elements of identified housing need e.g. housing for older persons, self-build, support housing?	?	++?	Policy DM31 requires provision of accessible and adaptable dwellings in developments of 40 residential units and above.
2.1 Are community facilities (community hall or library) available locally?	0	0	The site is located between 400m and 800m of a community hall at Cranbury Road.
2.2 Are health facilities available locally?	++	++	Much of the site is located within 400m of health facilities at Newtown Road and Leigh Road, respectively.
2.3 What effect would the development have on local provision of sports pitches and facilities?	0	0	Development would not lead to a loss of sports or recreation facilities.
2.4 Is public open space available locally?	+	+	The site is within 300m of areas of open space including those at Whyteways amenity space and Caustons Play area.
2.5 Can the location readily be connected to the existing cycle and footpath network?	0	0	A footpath runs to the north eastern corner of the site and crosses the railway track that borders the site to the north.
3.1(a) Is the location close to a major rail station?	0	0	The majority of the site is located between 800m and 1200m of Eastleigh rail station.
3.1 (b) Is the location close to a minor rail station?	--	--	The site is located further than 1200m from a minor railway station.
3.1 (c) Is the location close to a frequent bus route?	+	+	The site is located 400m to 600m from the frequent Bluestar 2 route.
3.1 (d) Is the location close to a semi-frequent bus route?	+	+	The site is located within 400m of the Bluestar 5 and Xelabus X6/X7 semi-frequent bus routes.
3.1 (e) Is the location close to a major employment centre?	++	++	The site is located within 400m of Woodside Avenue and Boyatt Industrial Estates and Eastleigh town centre.
3.2 Will the proposed development contribute towards meeting the need for new industrial, office or warehousing floorspace?	-	-	This site would be developed for residential use, therefore additional employment floorspace would not be provided.
3.3 Will the proposed development result in a net loss of existing employment land, or land which would be suitable for employment purposes?	-	-	Current uses at the site include a number of vehicle rental, repair and storage business premises which would be lost as a result of development.
3.4 Will the proposed development increase the amount of commercial uses and other facilities in town, district or local centres?	0	0	The site is not located within a town, district or local centre.
4.1 Is the location close to a major rail station? (same score as 3.1a)	0	0	The majority of the site is located between 800m and 1200m of Eastleigh rail station.
4.2 Is the location close to a minor rail station? (same score as 3.1b)	--	--	The site is located further than 1200m from a minor railway station.
4.3 Is the location close to a frequent bus route? (same score as 3.1c)	+	+	The site is located 400m to 600m from the frequent Bluestar 2 route.

**Chapter 4** Assessment updates as a result of main modifications

SA Objective	Site Only	Site with Policy	Justification
4.4 Is the location close to a semi-frequent bus route? (same score as 3.1d)	+	+	The site is located within 400m of the Bluestar 5 and Xelabus X6/X7 semi-frequent bus routes.
4.5(a) Will residential development at the location be close to a major employment centre? (same score as 3.1e)	++	++	The site is located within 400m of Woodside Avenue and Boyatt Industrial Estates and Eastleigh town centre.
4.5(b) Will employment development at the location be close to a major population centre?	0	0	The site would not include employment use.
4.6 Are health facilities available locally? (same score as 2.2)	++	++	Much of the site is located within 400m of health facilities at Newtown Road and Leigh Road, respectively.
4.7 Are shopping and related services available locally?	+	+	The site is located between 200m and 400m of Eastleigh town centre.
4.8 Is the location close to a Primary school?	++	++	The site is located within 400m of The Crescent County Junior and Infant School.
4.9 Is the location close to a Secondary school?	++	++	The site is located within 800m of Crestwood College.
4.10 Can the location readily be connected to the existing cycle and footpath network? (same score as 2.5)	0	0	A footpath runs to the north eastern corner of the site and crosses the railway tracks.
4.11 Are there Geographical barriers between the location and key facilities/ destinations?	0	+?	A railway line is located just to the north of the site between the site and the secondary school and an employment centre. The policy requires that development of the site includes a replacement footbridge over the railway line. The existing railway bridge does not meet current standards and is in need of improvement.
5.1 Will development avoid the sterilisation of mineral resources?	0	0	The site is not located within a Minerals Safeguarding Area or a Minerals Consultation Area.
5.2 Will it result in the loss of higher grade agricultural land?	0	0	The site does not consist of agricultural land.
5.3 Will it use previously developed land?	++	++	The site is located on previously developed land.
5.4 Will it deliver or support allotments or community farms?	-	-	Development will not make any contribution to allotments or community farms.
6.1 Will the location be affected by significant noise generating uses or Air Quality Management Areas?	-	0	The site is adjacent to a railway line to the north; however, the policy requires that development should be laid out and designed to provide a buffer in that direction which will help to mitigate any noise pollution from this source.
6.2 Will development increase pollution?	0	0	Proposed development does not raise concerns about pollution.
7.1 Will the development provide additional or improved green infrastructure?	0	0	Development will not lead to the loss of existing green infrastructure.
7.2 Is the location at risk from flooding, taking into account of the effects of climate change?	-?	-?	A small section of the site falls within an area of 'less' surface water flood risk.
7.3 Will the development be at risk from coastal change? If so, can the Shoreline Management Plan Objectives be supported?	0	0	Non-coastal site.

SA Objective	Site Only	Site with Policy	Justification
8. Minimise Eastleigh Borough's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions. (Not applicable to residential/employment site allocations.)	N/A	N/A	Not applicable to residential/employment site allocations.
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste. (Not applicable to residential/employment site allocations.)	N/A	N/A	Not applicable to residential/employment site allocations.
10.1 Could development negatively impact or lead to loss of an internationally or nationally designated site (either alone or in combination)?	0	0	Development is unlikely to negatively impact or lead to the loss of an internationally or nationally designated site (either alone or in combination).
10.2 Could development negatively impact or lead to loss of a locally designated biodiversity site (either alone or in combination)?	0	0	Development is unlikely to negatively impact or lead to the loss of a locally designated biodiversity site (either alone or in combination).
10.3 Will the development adversely affect areas with other nature conservation value, as identified in Biodiversity Action Plans (BAPs)?	0	0	Development of the site is unlikely to impact areas with other nature conservation value.
10.4 Will the development adversely impact the biodiversity network (e.g. Priority Biodiversity Links (PBLs), Priority Biodiversity Areas (PBAs), hedgerows and other corridors for species movement)?	--	--	The site is located within the Railway PBL.
10.5 Will the development adversely affect ancient woodland?	0	0	Development is unlikely to affect ancient woodland.
11.1 Will the development affect TPO trees?	0	0	The site does not contain trees protected by TPOs.
11.2 Can the location be connected to the existing cycle and footpath network? (same score as 2.5)	0	0	A footpath runs to the north eastern corner of the site and crosses the railway tracks.
11.3 Will the development provide additional or improved green infrastructure? (same score as 7.1)	0	0	Development will not lead to the loss of existing green infrastructure.
12.1 Will development adversely affect the separation of neighbouring settlements?	0	0	Development will not adversely affect the separation of settlements.
12.2 Will it protect the character of the countryside, coast, towns and/or villages, including views and settings?	0	0	Development of the site is not expected to adversely affect the character of the countryside, towns or villages.
13.1 Will the development protect and enhance listed buildings and their settings, conservation areas, archaeological sites, historic landscapes and other sites of local importance for heritage?	0	0	Development of the site will not affect heritage assets.

## Significant negative effects and recommendations

**3.31** The assessments of new policies above identify potential significant negative effects for Policies CF1, CF2 and E2 with regards to SA objective 3: economy and 4: road traffic/congestion, as the site is not in close proximity to a major rail station or a frequent bus route, although other public transport links are available in closer proximity to the site. Other policies in the plan require development proposals to contribute to public transport improvements, including Policy DM13 (General development criteria – Transport) and Strategic Policy S12 (Transport Infrastructure), which are likely to go some way to mitigating this.

**3.32** For Policies CF1 and E2, significant negative effects are also identified in relation to SA objective 10: biodiversity and geodiversity, as set out at in Chapter 10 of the 2018 SA Report, Policy DM11 (nature conservation) specifically states that the Borough Council will work to protect and enhance areas subject to nature conservation designations, as well as habitats and species of other nature conservation value, including biodiversity networks. Policy DM1 states that development should not involve loss or damage to biodiversity features, including trees, woodlands, hedgerows, ponds and other priority habitats. Nevertheless, given the site-specific sensitivity, policies CF1 and E2 could specifically state that development should protect and enhance the Monks Brook PBL and associated Monks Brook tributary, and the Railway PBL, respectively.

**3.33** It is also noted that Land at Common Road Industrial Estate, Chandler's Ford (Policy CF1) and Land to the Rear of 75-99 Hiltisbury Road (Policy CF2) both have TPO trees on-site. While Policy CF2 includes protection for these within the policy, Policy CF1 does not. Therefore, it is recommended that Policy CF1 incorporates similar wording to require TPO trees to be retained.

## Chapter 4

# Cumulative effects

**4.1** Chapter 10 of the SA Report for the Proposed Submission Local Plan set out the cumulative effects of the plan as a whole. Whilst the overall effects of the Local Plan are expected to remain largely the same, some updates to cumulative effects are required, as set out by SA objective below. Note that a number of site allocation policies have been removed because the sites now have permission, or in the case of Policies HO1: Country Park, South of Bursledon Road; E10: Land south of M27 junction 5; and E11: Western extension to Lakeside County Park, Eastleigh, these open spaces are now complete and in use. The SA Report for the Proposed Submission Local Plan considered the contribution of these sites to the total, cumulative effects of the plan. Whilst these sites are no longer included in the plan, the effects identified for sites that have not yet been built out could still occur cumulatively with the Local Plan.

**4.2** With regards to SA objective 1 (Housing), the references to the Strategic Growth Option (SGO) and Policy DM25 should be considered to be removed. Although the removal of the Strategic Growth Option means that the quantum of housing at allocated sites is lower, the overall housing target of 14,580 dwellings has been retained in Policy S2 (Approach to new development). However, in setting out the sources of supply for meeting this target (through completions, permissions, windfall and allocations), the Local Plan recognises a 2,614 dwelling shortfall, which is to be met via an early review of the Local Plan. Given that, while the Local Plan makes provision for a substantial level of housing, particularly in the first 10 years of the plan period but does not provide for the full housing need (it relies on an early review to ensure this is the case), cumulative mixed significant positive and minor negative effects are identified for this SA objective.

**4.3** For SA objective 2 (Community health), references to now deleted policies BU8, HO1, E10 and E11 should be considered to be removed. As discussed above, Policies HO1, E10 and E11 have been removed because these open

spaces are now operational, which can be considered positive in terms of ensuring access to open space. Very few of the remaining housing allocations are expected to have a significant negative effect with regards to distance from a GP surgery, although a number of minor negative effects are identified. The discussion regarding potential provision of new GP surgeries and/or expansion of Stokewood Surgery proposed through Policy S5 should be considered to be deleted. This does not affect the overall effects of the Local Plan as such provision was intended primarily to meet the additional need arising from the SGO, which has now been deleted. As such, cumulative mixed significant positive and minor negative effects are still expected with regards to health.

**4.4** With regards to SA objective 4 (Road traffic/congestion), the discussion regarding the SGO should be considered to be deleted. However, modifications to Policy S12 (Transport Infrastructure) strengthen the Local Plan's support for sustainable modes of transport. Cumulative mixed minor positive and minor negative effects are still expected against SA objective 4.

**4.5** The modifications do not result in any changes to cumulative effects for SA objectives 3: Economy; 5: Natural resources; 6: Pollution; 7: Climate change adaptation (although reference to Policy DM25 should be considered to be deleted); 8: Climate change mitigation; 9: Waste (although reference to hotel uses in Policy HA2 should be considered to be deleted); 10: Biodiversity and geodiversity; 11: Green infrastructure (although reference to Policy DM25 should be considered to be deleted); 12: Landscape and townscape (although references to the SGO should be considered to be deleted); and 13: Cultural heritage.

**4.6** Chapter 10 of the SA Report for the Proposed Submission Local Plan presented tables summarising the SA Scores for policies and site allocations (Tables 10.1 and 10.2). Updated versions of these are included as Table 4.1 to Table 4.4 below.

**Table 4.1: Summary of scores for strategic policies (excluding site allocations for residential and employment land and Gypsy and Traveller sites)**

Strategic Policy	SA1: Housing provision	SA2: Community health	SA3: Economy	SA4: Road traffic / congestion	SA5: Natural resources	SA6: Pollution	SA7: Climate change adaption	SA8: Climate change mitigation	SA9: Waste	SA10: Biodiversity and geodiversity	SA11: Green Infrastructure	SA12: Landscape and townscape	SA13: Cultural heritage
S1: Delivering sustainable development	+	+/-?	++	+/-?	+	+	++	++	+	++	+	++	+
S2: Approach to new development	++	+++?	++	--?	-?	--?/+?	0	--?	0	--?	+?/-?	--?	-?
S3: Location of new housing	+?	+?/-?	+?/-?	+?/-?	+/-	+?/-?	0	+?/-?	0	+/-	+?/-?	+?/-?	-?
S4: Employment provision	0	0	++	0	+/-?	-	0	0	0	--?/+	0	+?	+?/-
S5: New development in the countryside	+	+	+	0	+	+/-	+?	0	0	+?	+	++	+?
S6: Protection of settlement gaps	+?	+	+/-	0	+	+	0	0	0	+?	+?	+	+?
S7: The coast	0	++	+?	0	0	0	++	0	0	+/-	+	++/-	+?
New S8: Historic Environment	0	+	+	0	0	0	0	0	0	0	0	++	++
S9: Green infrastructure	0	++	+	++	+	0	++	++	0	++	++	+	+
S10: Community facilities	0	+++?	+?	+++?	+	+	0	0	0	+	0	+	0
S11: Transport infrastructure	0	+++?/-	++	++/-	--?/+	++/-	--?	+++?	0	+/-	++/-	-?	-?
S12: Strategic footpath, cycleway and bridleway links	0	++	0	+	0	+	0	+	0	+	+	0	0

**Table 4.2: Summary of scores for development policies (excluding site allocations for residential and employment land and Gypsy and Traveller sites)**

Development Policy	SA1: Housing provision	SA2: Community health	SA3: Economy	SA4: Road traffic / congestion	SA5: Natural resources	SA6: Pollution	SA7: Climate change adaption	SA8: Climate change mitigation	SA9: Waste	SA10: Biodiversity and geodiversity	SA11: Green Infrastructure	SA12: Landscape and townscape	SA13: Cultural heritage
DM1: General criteria for new development	0	+	0	+	0	+	+	+	+	+	+	+	+
DM2: Environmentally sustainable development	0	0	0	0	+	+	+	++	0	0	0	0	0
DM3: Adaptation to climate change	0	+	0	0	0	+	++	+	0	+	+	+	+
DM4: Zero or low carbon energy	0	0	0	0	+	+	+	++	0	+	+	+	+
DM5: Managing flood risk	0	0	0	0	0	0	++	0	0	+	+	+	0
DM6: Sustainable surface water management and watercourse management	0	+	0	0	0	+	++	0	0	+	+	+	0
DM7: Flood defences, land reclamation and coast protection	0	+	0	0	0	0	++	0	0	+	+	+	+
DM8: Pollution	0	+	0	0	+	++	0	+	0	+	+	+	+
DM9: Public utilities and communications	0	0	+	+	0	0	0	0	0	0	0	+	0
DM10: Water and waste water	0	0	0	0	0	+	+	0	+	+	0	0	0
DM11: Nature conservation	0	+	+/-	+	+	+	+	+	0	++?	++?	+	0
DM12: Heritage assets	0	+	+	0	0	0	0	0	0	0	0	+	++?
DM13: General development criteria – transport	0	+	+	++	0	+/-?	+	+/-?	0	0	0	0	0
DM14: Parking	0	0	+	-	0	-	0	-	0	0	0	+	0
DM15: Safeguarding existing employment sites	0	+	++	+	+	0	0	0	0	0	0	+	0
DM16: Workforce training requirements and new jobs	0	+	++	0	0	0	0	0	0	0	0	0	0

Development Policy	SA1: Housing provision	SA2: Community health	SA3: Economy	SA4: Road traffic / congestion	SA5: Natural resources	SA6: Pollution	SA7: Climate change adaption	SA8: Climate change mitigation	SA9: Waste	SA10: Biodiversity and geodiversity	SA11: Green Infrastructure	SA12: Landscape and townscape	SA13: Cultural heritage
DM17: Agricultural development	0	0	+	0	+	0	0	0	0	+	0	+	0
DM18: Extension and replacement of non-residential buildings in the countryside	0	0	+	+	++	+	0	+	0	0	0	+	0
DM19: Change of use of buildings in the countryside	0	0	+	+	+	+	0	+	0	0	0	+	0
DM20: Boatyard and marina sites on the River Hamble	0	+	+	-	0	+	0	+	0	+	0	+	+
DM21: New retail development	0	+	++/-	+/-	+?	+/-	0	+/-	0	0	0	+?	+?
DM22: Changes of use in retails frontages in Eastleigh town centre, district centres, local centres and neighbourhood parades	0	+	0	0	+?	0	0	0	0	0	0	+?	+?
DM23: Residential development in urban areas	++	+	+	+	+	0	0	0	0	0	0	+	0
DM24: Creating a mix of housing	++	0	+	0	0	0	0	0	0	0	0	+	+
DM25: Delivering older peoples housing	++	+	0	+	0	0	0	+	0	0	0	0	0
DM26: Residential extensions and replacement dwellings in the countryside	+/-	0	0	0	0	0	0	0	0	0	0	++?	0
DM27: Rural workers dwellings	+	0	+	0	+	0	0	0	0	0	0	++?	0
DM28: Delivering affordable housing	++	+	+	0	0	0	0	0	0	0	0	0	0
DM29: Dwellings with higher access standards	+?	+?	0	0	0	0	0	0	0	0	0	0	0
DM30: Internal space standards for new residential development	+	+	0	0	0	0	0	0	0	0	0	0	0

Development Policy	SA1: Housing provision	SA2: Community health	SA3: Economy	SA4: Road traffic / congestion	SA5: Natural resources	SA6: Pollution	SA7: Climate change adaption	SA8: Climate change mitigation	SA9: Waste	SA10: Biodiversity and geodiversity	SA11:Green Infrastructure	SA12: Landscape and townscape	SA13: Cultural heritage
DM31: Gypsies, Travellers and Travelling Showpeople	++	+	+	+	0	0	0	0	0	+	0	+	+
DM32: Protection of recreation and open space facilities	0	+	+	0	0	0	+	+	0	+	++	+	+
DM33: Provision of recreation and open space facilities with new development	0	+	+	0	0	0	+	+	0	+	++	+	+
DM34: New and enhanced recreation and open space facilities	0	++	+	+	++	+	+	+	0	++	++	++	+
DM35: Recreational activity on the River Hamble	0	+	+	0	0	0	+	+	0	+	+	+	+
DM36: Community, leisure and cultural facilities	0	++	0	+	+	+	0	+	0	0	0	0	0
DM37: Cemetery provision	0	+	0	0	0	+	0	0	0	+	+	0	0
DM38: Funding infrastructure	0	+	+	+	0	+	0	+	0	0	+	0	0

**Table 4.3: Summary of scores for parish by parish policies (excluding site allocations for residential and employment land and Gypsy and Traveller sites)**

Parish Policy	SA1: Housing provision	SA2: Community health	SA3: Economy	SA4: Road traffic / congestion	SA5: Natural resources	SA6: Pollution	SA7: Climate change adaption	SA8: Climate change mitigation	SA9: Waste	SA10: Biodiversity and geodiversity	SA11:Green Infrastructure	SA12: Landscape and townscape	SA13: Cultural heritage
Bi1: South of Stokewood Surgery, Bishopstoke	0	++	0	0	-?	0	0	0	0	0	0	0	0
FO4: Junction improvements, Fair Oak and Horton Heath	0	+	0	+	-?	+	-?	+	0	0	-?	0	0
HH1: Land west of Horton Heath	++	++	++	+	0	+/-	+	+	+	+	++	+	+
BU6: Riverside Boatyard, Blundell Lane, Bursledon	0	0	+	-	--	--?	-?	-	-	--/+	+/-	0	+/-

Parish Policy	SA1: Housing provision	SA2: Community health	SA3: Economy	SA4: Road traffic / congestion	SA5: Natural resources	SA6: Pollution	SA7: Climate change adaption	SA8: Climate change mitigation	SA9: Waste	SA10: Biodiversity and geodiversity	SA11: Green Infrastructure	SA12: Landscape and townscape	SA13: Cultural heritage
BU7: Residential extensions and replacement dwellings, Old Bursledon Special Policy Area	0	0	0	0	0	0	0	0	0	0	0	+	+
HA1: Railway station parking, Hamble	0	0	0	+/-	--	+/-	--?	+/-	0	0	0	0	0?
HA2: Mercury Marina and Riverside Camping and Caravan Park	0	0	+	-	-?	-?	-	-?	-	--/+	0	--	-?
HA3: Hamble Airfield	0	0	0	0	0	0	0	0	0	0	0	0	0
E3: Eastleigh town centre	+?	++?	++	++/-	++	-?	0	++/-?	0	0	?	+	+?/-?
E4: Urban Renaissance Quarter, Eastleigh	+?	++?	++	++/-	++	-?	0	++/-?	0	0	-?	+	+?/-?
E5: Public realm improvements in and adjoining Eastleigh town centre	0	+	+	0	0	0	0	0	0	0	0	++	+
E6: Eastleigh River Side	+?	++?	++	++/-	+/-	--?	-?	++/-?	0	-	0	+/-	--
E8: Junction improvements, Eastleigh	0	+/-?	+?	+	0	+	-?	+	0	-?	-?	0	0?
E10: Aviary Estate, Eastleigh	0	+	0	0	0	0	0	0	0	0	+	++	+
HE6: Hedge End Railway Station, Hedge End	0	+	0	+	0	+	0	+	0	0	0	0	0
WE1: Chalcroft Business Park, Burnetts Lane, West End	0	0	++	+/-	++	-?	0	+/-	0	-?	0	0	0
WE4: Land at Ageas Bowl and Tennis Centre, Botley Road, West End	+?	++	+	+/-	--?	+/-	-?	+/-	0	+?/-?	0	+	+?/-?
BO5: Botley bypass	0	+/-?	0	+	--?	+	0	+	0	--?	0	+/-	+/-
BO6: Junction improvement. Botley Road / Bubb Lane roundabout (Denham's Corner)	0	+	0	+	-?	+	0	+	0	-?	0	0	0

Table 4.4: Summary of scores for site allocations (residential, employment and Gypsy and Traveller sites)

Parish by Parish proposals (including greenfield site allocations)	FO1 West of Durley Road, Horton Heath	FO2 East of Allington Lane	FO3 Lechlade, Burnetts Lane, Horton Heath	BU1 Land north of Providence Hill	BU2 Heath House Farm	BU3 Land lying south east of Windmill Lane	BU4 Land at Tansfield Stud, Tanhouse Lane	BU5 Land at Heath Green, Heath House Lane, Hedge	CF1 Land at Common Road Industrial Estate,	CF2 Land to the rear of 75-99 Hittingbury Road	CF3 Central Precinct, Chandler' s Ford	CF4 Land at Steele Close, Chandler' s Ford	E1 Land at the Civic Offices, Leigh Road,	E2 Land at Toynbee Road, Eastleigh	E7 Development opportunities adjoining	E9 Southampton Airport	AL1 Land east of Allbrook Way	AL2 Land west of Allbrook Way	HE1 Land west of Woodhouse Lane, Hedge	HE2 Land at Sundays Hill and Land north of Peewit	HE3 Land at Home Farm, St John' s Road, Hedge End	HE4 Land off Peewit Hill Close and Dodwell Lane	HE5 Land at Netley Firs, Kanes Hill, Hedge End	WE2 Land adjoining the Chalcroft Business Park	WE3 Land west of Tollbar Way and south of	BO1 Land south of Maddoxford Lane and east	BO2 Land north east of Winchester Street, Botley	BO3 Land east of Kings Copse Avenue and east of	BO4 Land north of Myrtle Cottage, Winchester Road	BO7 Botley Mill	
1.1 Contribution to housing needs	++	++	++	++	++	++	0	0	++	++	++	0	+	++	0	0	++	++	++	++	++	0	0	0	0	++	++	++	++	++	+
1.2 Provision of other elements of housing need	+	?	?	?	?	+	0	0	?	?	+	0	?	+	0	0	+	+	+	+	?	0	0	0	0	?	+	+	?	?	?
2.1 Community facilities available locally	0	+	0	0	+	0	+	+	+	+/-?	++	0	++?	0	0	0	+	+	++	-	-	0	-	0	0	-	0	+	-	+	
2.2 Health facilities available locally	--	+	-	++	0	+	--	--	0	0	++	0	0	++	0	0	-	-	+	-	-	0	-	0	0	0	++	0	-	+	
2.3 Effect on local provision of sports facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0	0	0	0	0	0	0	0	0	0	0
2.4 Public open space available locally	++	++	+	+	++	++	+	+	+	+	+	0	+	+	0	0	++	+	++	++	+	0	+	0	0	0	0	0	++	0	+
2.5 Connected to cycle / footpath locally	+	+	+	0	+	-	0	-	-	-	0	0	+	0	0	0	+	+	+	+	+	-	-	-	0	+	+	+	+	+	-?
3.1(a) Close to major railway station	--	--	--	--	--	--	--	--	--	--	--	--	--	0	-	0	--	--	+	--	--	--	--	-	0	-	+	--	+	+	
3.1(b) Close to minor railway station	--	--	--	-	--	-	--	--	-	--	+	-	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3.1(c) Close to frequent bus route	--	++	--	++	--	++	--	--	--	--	++	--	-	+	--	-?	-	-	--	--	--	--	--	--	--	--	--	--	--	--	--

Parish by Parish proposals (including greenfield site allocations)	FO1 West of Durley Road, Horton Heath	FO2 East of Allington Lane	FO3 Lechlade, Burnetts Lane, Horton Heath	BU1 Land north of Providence Hill	BU2 Heath House Farm	BU3 Land lying south east of Windmill Lane	BU4 Land at Tansfield Stud, Tanhouse Lane	BU5 Land at Heath Green, Heath House Lane, Hedge	CF1 Land at Common Road Industrial Estate,	CF2 Land to the rear of 75-99 Hittingbury Road	CF3 Central Precinct, Chandler' s Ford	CF4 Land at Steele Close, Chandler' s Ford	E1 Land at the Civic Offices, Leigh Road,	E2 Land at Toynee Road, Eastleigh	E7 Development opportunities adjoining	E9 Southampton Airport	AL1 Land east of Allbrook Way	AL2 Land west of Allbrook Way	HE1 Land west of Woodhouse Lane, Hedge	HE2 Land at Sundays Hill and Land north of Peewit	HE3 Land at Home Farm, St John' s Road, Hedge End	HE4 Land off Peewit Hill Close and Dodwell Lane	HE5 Land at Netley Firs, Kanes Hill, Hedge End	WE2 Land adjoining the Chalcraft Business Park	WE3 Land west of Tollbar Way and south of	BO1 Land south of Maddoxford Lane and east	BO2 Land north east of Winchester Street, Botley	BO3 Land east of Kings Copse Avenue and east of	BO4 Land north of Myrtle Cottage, Winchester Road	BO7 Botley Mill	
3.1(d) Close to semi-frequent bus route	--	--	--	--	--	--	--	--	+	+	+	+	++	+	--	--	.	.	+	--	--	--	--	.	+	--	--	--	--	.	--
3.1(e) Close to major employment centre	.	.	.	.	.	.	.	.	+	.	++	0	++	++	0	0	.	.	+	.	.	0	0	0	0	--	.	--	.	-?	
3.2 Industrial, office or warehousing floorspace	.	.	.	.	.	.	.	.	.	.	.	+	++?	.	+	+	.	.	.	.	.	.	+	+	+	+	.	.	.	.	++?
3.3 Loss of employment land	0	0	0	0	0	0	0	0	.	.	-?	0	0?	.	0	0	0	0	0	0	0	0	0	0	0	0	0	.	0	0	-?
3.4 Increase amount of commercial uses	0	0	0	0	0	0	0	0	0	0	.	+	0	0	0	0	0	0	0	0	0	0	+	0	+	+	0	0	0	0	++?
4.1 Close to major railway station	--	--	--	--	--	--	--	--	--	--	--	--	--	0	.	0	--	--	+	--	--	--	--	.	0	.	+	--	+	+	
4.2 Close to minor railway station	--	--	--	.	--	.	--	--	.	--	.	.	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4.3 Close to frequent bus route	--	++	--	++	--	++	--	--	--	--	++	--	-?	+	--	.	.	.	--	--	--	--	--	--	--	--	--	--	--	--	--
4.4 Close to semi-frequent bus route	--	--	--	--	--	--	--	--	+	+	+	+	++	+	--	--	.	.	+	--	--	--	--	.	+	--	--	--	--	.	--
4.5(a) Close to major employment centre	.	.	.	.	.	.	.	.	+	.	++	0	++	++	0	0	.	.	+	.	.	0	0	0	0	--	.	.	.	-?	
4.5(b) Close to major population centre	0	0	0	0	0	0	0	0	0	0	0?	++	++?	0	++	++	0	0	0	0	0	0	++	++	+	+	0	0	0	0	++?
4.6 Health facilities available locally	--	+	.	++	0	+	--	--	0	0	++	0	0	++	0	0	.	.	+	.	.	0	.	0	0	0	0	++	0	.	++?
4.7 Shopping services available locally	--	0	--	+	--	0	--	--	.	++?/-?	++	0	.	+	0	0	--	--	.	--	.	0	--	0	0	--	++	--	--	++?	

Parish by Parish proposals (including greenfield site allocations)	FO1 West of Durley Road, Horton Heath	FO2 East of Allington Lane	FO3 Lechlade, Burnetts Lane, Horton Heath	BU1 Land north of Providence Hill	BU2 Heath House Farm	BU3 Land lying south east of Windmill Lane	BU4 Land at Tansfield Stud, Tanhouse Lane	BU5 Land at Heath Green, Heath House Lane, Hedge	CF1 Land at Common Road Industrial Estate,	CF2 Land to the rear of 75-99 Hiltigbury Road	CF3 Central Precinct, Chandler' s Ford	CF4 Land at Steele Close, Chandler' s Ford	E1 Land at the Civic Offices, Leigh Road,	E2 Land at Toyntee Road, Eastleigh	E7 Development opportunities adjoining	E9 Southampton Airport	AL1 Land east of Allbrook Way	AL2 Land west of Allbrook Way	HE1 Land west of Woodhouse Lane, Hedge	HE2 Land at Sundays Hill and Land north of Peewit	HE3 Land at Home Farm, St John' s Road, Hedge End	HE4 Land off Peewit Hill Close and Dodwell Lane	HE5 Land at Netley Firs, Kanes Hill, Hedge End	WE2 Land adjoining the Chalcroft Business Park	WE3 Land west of Tollbar Way and south of	BO1 Land south of Maddoxford Lane and east	BO2 Land north east of Winchester Street, Botley	BO3 Land east of Kings Copse Avenue and east of	BO4 Land north of Myrtle Cottage, Winchester Road	BO7 Botley Mill	
4.8 Close to a primary school	+	++	+	0	++	0	++	++	++	++	++	0	+	++	0	0	-	++	-	-	0	0	0	0	0	-	++	++	-	++?	
4.9 Close to a secondary school	++	++	++	--	0	--	-	0	0	0	0	0	+	++	0	0	++	++	++	-	0	0	-	0	0	-	0	0	0	0	--?
4.10 Connected to cycle / footpath network	+	+	+	0	+	-	0	-	-	-	0	0	+	0	0	0	+	+	+	+	+	-	-	-	0	+	+	+	+	-?	
4.11 Barrier between site and destinations	+	+	+	+	+	+	+	+	0	+	0	0	0	+	0	0	-	-	+	+	0	0	0	--	+	-	+	+	-	+	
5.1 Avoid sterilisation of mineral resources	0	-?	0	-?	0	-?	0	0	0	0	0	0	0	0	-?	-?	-?	0?	0?	-?	0?	0	-?	0	0	-?	0?	-?	0	0	
5.2 Result in loss of higher grade agricultural land	0	-?	0	0	--	0	--	--	0	0	0	0	0	0	0	0	-	-	--	-	-	0	0	-	--	--	--	--	-	0	
5.3 Use previously developed land	-	-	-	-	-	-	++	++	++	++	++	++	++	++	-	-	-	-	-	-	-	-	+?/-	+?/-	-	-	-	-	-	++	+
5.4 Deliver allotments or community farms	-	-	-	-	-	-	-	-	-	-	-	0	-	-	0	0	-	-	-	-	-	0	0	0	0	-	+	-	-	-?	
6.1 Affected by noise or in an AQMA	0	0	-?	-?	0	-?	0	0	0	0	-?	-?	-?	0	--?	--?	-?	0	0?	0	0	-?	-?	-?	0	-?	0	0	0	0	--?
6.2 Increase population	0	0	0	-?	0	-?	0	0	0	0	0	0	-?	0	-?	-?	0	0	-?	0	-?	0	-?	0	-?	0	0	0	0	--?	0
7.1 Provide additional or improved GI	+	+	0	0	+	+	0	0	0	0	0	0	+	0	0	0	+	0	+	+	0	+?	0	+?	+?	0	+	+	0	0	
7.2 At risk of flooding	0	-?	0	-?	-?	-?	0	0	-?	0	-?	-?	-?	-?	-?	-?	-?	0	0	-?	0	-?	-?	0	--?	0	--?	0	0	0	--?
7.3 At risk of coastal change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Parish by Parish proposals (including greenfield site allocations)	FO1 West of Durley Road, Horton Heath	FO2 East of Allington Lane	FO3 Lechlade, Burnetts Lane, Horton Heath	BU1 Land north of Providence Hill	BU2 Heath House Farm	BU3 Land lying south east of Windmill Lane	BU4 Land at Tansfield Stud, Tanhouse Lane	BU5 Land at Heath Green, Heath House Lane, Hedge	CF1 Land at Common Road Industrial Estate,	CF2 Land to the rear of 75-99 Hittingbury Road	CF3 Central Precinct, Chandler' s Ford	CF4 Land at Steele Close, Chandler' s Ford	E1 Land at the Civic Offices, Leigh Road,	E2 Land at Toynee Road, Eastleigh	E7 Development opportunities adjoining	E9 Southampton Airport	AL1 Land east of Allbrook Way	AL2 Land west of Allbrook Way	HE1 Land west of Woodhouse Lane, Hedge	HE2 Land at Sundays Hill and Land north of Peewit	HE3 Land at Home Farm, St John' s Road, Hedge End	HE4 Land off Peewit Hill Close and Dodwell Lane	HE5 Land at Netley Firs, Kanes Hill, Hedge End	WE2 Land adjoining the Chalcroft Business Park	WE3 Land west of Tollbar Way and south of	BO1 Land south of Maddoxford Lane and east	BO2 Land north east of Winchester Street, Botley	BO3 Land east of Kings Copse Avenue and east of	BO4 Land north of Myrtle Cottage, Winchester Road	BO7 Botley Mill		
10.1 Impact internationally / nationally designated site	0	0	0	0	0	0	-?	0	0?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0
10.2 Impact locally designated biodiversity site	0	+	0	0	0	0	-?	0	-?	0	-	0	0	0	0	0	0	0	+	0	0	0	-	-?	0	0	0	0	0	0	0	0
10.3 Affect areas with other nature conservation value	+	+	+	+	+	-	?	?	0	0	-?	?	0	0	-?	-?	+	+	+	+	+	+	-?	-	?	?	+	+	+	+	+	?
10.4 Adversely impact the biodiversity network	+	0	0	0	0	--?	0	-?	--	0	--	-?	-?	--	-?	-?	0	0	0	+	0	-?	-?	-?	-?	0	0	0	0	0	0	0?
10.5 Adversely affect ancient woodland	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11.1 Affect TPO trees	-?	-?	0	-?	0	-?	0	0	-?	0	0	?	0	0	0	0	0	0	0	-?	0	0	0	?	-?	0	0	0	0	0	0	?
11.2 Connected to cycle / footpath network	+	+	+	0	+	-	0	-	-	-	0	0	+	0	0	0	+	+	+	+	+	0	0	0	0	0	+	+	+	+	+	-?
11.3 Provide additional improved GI	+	+	0	0	+	+	0	0	0	0	0	0	+	0	0	0	+	0	+	+	0	+	+	0	+	+	0	+	+	0	0	0
12.1 Affect separation of neighbouring settlements	-	--	-	0	0	-	0	0	0	0	0	0	0	0	0?	0?	-	-	0?	--	0	--	-?	0	0?	-?	-?	-	0	0	0	0
12.2 Protect the character of the countryside, cost, towns and villages	0	0	0	0	0	0	0	0	0	0	+	0	+	0	-?	-?	-?	-?	0	0	0	0	0?	0?	0?	0	0	0	0	0	0	+

Parish by Parish proposals (including greenfield site allocations)	FO1 West of Durley Road, Horton Heath	FO2 East of Allington Lane	FO3 Lechlade, Burnetts Lane, Horton Heath	BU1 Land north of Providence Hill	BU2 Heath House Farm	BU3 Land lying south east of Windmill Lane	BU4 Land at Tansfield Stud, Tanhouse Lane	BU5 Land at Heath Green, Heath House Lane, Hedge	CF1 Land at Common Road Industrial Estate,	CF2 Land to the rear of 75-99 Hiltigbury Road	CF3 Central Precinct, Chandler' s Ford	CF4 Land at Steele Close, Chandler' s Ford	E1 Land at the Civic Offices, Leigh Road,	E2 Land at Toynbee Road, Eastleigh	E7 Development opportunities adjoining	E9 Southampton Airport	AL1 Land east of Allbrook Way	AL2 Land west of Allbrook Way	HE1 Land west of Woodhouse Lane, Hedge	HE2 Land at Sundays Hill and Land north of Peewit	HE3 Land at Home Farm, St John' s Road, Hedge End	HE4 Land off Peewit Hill Close and Dodwell Lane	HE5 Land at Netley Firs, Kanes Hill, Hedge End	WE2 Land adjoining the Chalcroft Business Park	WE3 Land west of Tollbar Way and south of	BO1 Land south of Maddoxford Lane and east	BO2 Land north east of Winchester Street, Botley	BO3 Land east of Kings Copse Avenue and east of	BO4 Land north of Myrtle Cottage, Winchester Road	BO7 Botley Mill		
13.1 Protect and enhance sites of heritage importance	0	-?	0	0	0	0	0	0	0	0	0	0	+	0	0	-?	-?	0	0	0	0	0	-?	0	0	0	0	0	0	0	0	++

## Chapter 5

# Summary and next steps

**5.1** This document has presented an assessment of the main modifications to the Local Plan.

**5.2** The modifications generally led to relatively minor amendments to policies' supporting text. For the majority of policies, this had no impact on the sustainability effects previously recorded by the SA at Proposed Submission stage.

**5.3** Policies for which the main modifications have led to a change in the previously recorded sustainability effects are listed below. Where changes are expected in relation to significant sustainability effects (i.e. where a significant effect previously identified has been changed to minor, uncertainty has been added or removed, or a new significant effect is now expected) this is highlighted. The policies for which modifications have resulted in changes to sustainability effects previously identified are as follows:

- Policy S1: Delivering sustainable development:
  - SA objective 10: Biodiversity and geodiversity change from uncertain significant positive to significant positive.
  - SA objective 12: Landscape and townscape change from minor positive to significant positive.
- Policy S5 (was S7): New development in the countryside – changes to effects are non-significant.
- Policy DM1: General criteria for new development – changes to effects are non-significant.
- Policy DM10: Water and waste water – changes to effects are non-significant.
- DM11: Nature conservation – changes to effects are non-significant.

## Chapter 5 Summary and next steps

- DM24 (was DM26): Creating a mix of housing – changes to effects are non-significant.
- DM29 (was DM31): Dwellings with higher access standards – changes to effects are non-significant.
- BU6 (was BU7): Riverside Boatyard, Bundell Lane, Bursledon – changes to effects are non-significant.
- CF4 (was CF2): Land at Steele Close, Chandler’s Ford – changes to effects are non-significant.
- AL2: Land west of Allbrook Way
  - SA objective 12.2 change from uncertain significant negative to uncertain minor negative.
- HE4: Land off Peewit Hill Close and Dodwell Lane – changes to effects are non-significant.
- WE2: Land adjoining the Chalcroft Business Park – changes to effects are non-significant.
- WE3: Land west of Tollbar Way and south of Berrywood Business Park, Hedge End – changes to effects are non-significant.
- WE4: Land at Ageas Bowl and Tennis Centre, Botley Road, West End
  - SA objective 2: Community health change from minor positive to significant positive.
- BO2: Land north east of Winchester Street – changes to effects are non-significant.
- BO4: Land north of Myrtle Cottage, Winchester Road:
  - SA objective 6.2 change from negligible effect to uncertain significant negative effect (correction from 2018 SA, see Appendix B).

**5.4** The changes to sustainability effects (including changes relating to minor effects identified) for these policies are set out in more detail in Appendix D. This appendix also sets out where changes to the justification text of the 2018

SA of the Proposed Submission Local Plan should now be assumed to have been made to reflect the Plan as proposed to be modified.

**5.5** The modifications include five new policies: Policies S8 (Historic Environment), HH1 (Land West of Horton Heath), CF1 (Land at Common Road Industrial Estate, Chandler's Ford), CF2 (Land to Rear of 75-99 Hiltisbury Road) and E2 (Land at Toynbee Road, Eastleigh). The sustainability effects of these policies are reported in Chapter 3 of this report. These new policies are likely to result in both positive and negative significant effects. An overview of the significant negative effects identified and recommendations for addressing these is set out in Chapter 3.

**5.6** The modifications also include the removal of the strategic growth option (SGO) to the north of Bishopstoke and Fair Oak which was previously included in the Proposed Submission Local Plan. This change is incorporated through the deletion of Policies S5 and S6 which originally set out the SGO. This has resulted in the cumulative effects for SA objective 1 (Housing) being amended from significant positive to cumulative mixed significant positive and minor negative effects. This is because, while the Local Plan makes provision for a substantial level of housing, particularly in the first 10 years of the plan period, it does not provide for the full housing need (it relies on an early review to ensure this is the case).

**5.7** Policies DM24, DM25, FO5, FO7, HO1, CF3, E10 and E11 were also deleted as they were originally set out to bring forward development at sites which are now largely under construction or built out (in the case of Policies HO1, E10 and E11 the country park and open space proposed are now completed). Policy FO6 was also deleted as the land in question forms part of the new site allocation HH1 which is now subject to appraisal in its own right. Policy FO8 was deleted as the site is no longer deliverable as an employment allocation as it has planning permission for residential uses. Policy HE7 which originally allocated the site in question for cemetery use is also deleted as the provision is not needed and site is undeliverable for this use. Policy BU8 was deleted as it is no longer justified by the evidence base.

## **Chapter 5** Summary and next steps

**5.8** Where the modifications have resulted in a deletion of a policy, assessments of those policies and references to them elsewhere in the SA Report should be considered to have been deleted throughout the SA Report.

**5.9** Whilst references to any deleted policies should be considered to have been removed from the cumulative effects assessment, the overall cumulative effects of the plan are the same as set out in the SA Report for the Proposed Submission Local Plan.

LUC

April 2022

# Appendix A

## Policy context

### Population, health and wellbeing

#### Policy context

##### International

**A.1 The 2030 Agenda for Sustainable Development (2015) [See reference 1]:** This initiative, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 1: No Poverty
- SDG 2: Zero Hunger
- SDG 3: Good Health and Well-being
- SDG 4: Quality Education
- SDG 5: Gender Equality
- SDG 10: Reduced Inequalities
- SDG 11: Sustainable Cities and Communities

**United Nations Declaration on Sustainable Development (the 'Johannesburg Declaration')** (2002) [See reference 2]: sets a broad framework for international sustainable development, including building a humane, equitable and caring global society aware of the need for human

## Appendix A Policy context

dignity for all, renewable energy and energy efficiency, sustainable consumption and production and resource efficiency.

**United Nations Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters** (the ‘**Aarhus Convention**’) (1998) [See reference 3]: establishes a number of rights of the public (individuals and their associations) with regard to the environment. The Parties to the Convention are required to make the necessary provisions so that public authorities (at national, regional, or local level) will contribute to these rights to become effective.

## National

**National Planning Policy Framework** (NPPF) (2021) [See reference 4]: includes as part of its social objective the promotion of “strong, vibrant and healthy communities” by:

- “ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and
- by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural wellbeing.”

Ultimately planning policies and planning decision making should “aim to achieve healthy, inclusive and safe places”.

The document states that strategic policies should set out the pattern, scale and quality of development and make sufficient provision for “housing (including affordable housing) ... [as well as] community facilities (such as health, education and cultural infrastructure).” Policies should reflect “the size, type and tenure of housing needed”. This policy approach is to include but should not be limited to housing requirements relating to affordable homes, families with children, older people, students, people with disabilities, service families, travellers, those who rent their homes and people wishing to commission the

## Appendix A Policy context

construction of their own homes. Major developments that involve the provision of new housing planning policies and decisions should expect at least 10% of the total number of homes to be delivered for affordable home ownership subject to conditions and exemptions.

To help to diversify opportunities for builders, promote a better mix of site sizes and increase the number of schemes that can be built-out quickly to meet housing need, the NPPF states that at least 10% of the sites allocated for housing through a local authority's plan should be half a hectare or smaller.

Where there is an identified need, development of sites not already allocated for housing to provide entry-level homes suitable for first-time buyers is to be supported by local planning authorities unless such need is already to be met at other locations within the authority area. These sites should comprise of entry-level homes that offer one or more types of affordable housing.

The document also promotes a theme of enhancing healthy and safe communities which is to be achieved by creating places which “promote social interaction (and) enable and support healthy lifestyles.”

As part of this approach social, recreational and cultural facilities and services that the community needs should be provided guided by planning policies which

- “plan positively provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services;
- support the delivery of local strategies to improve health, social and cultural wellbeing for all sections of the community;
- help prevent unnecessary loss of valued facilities and services.”

Plan making through the guidance of the NPPF recognises the important role of access to open spaces and other facilities which provide opportunities for sport and physical activity has in terms of health and wellbeing of communities. The importance of delivering a sufficient choice of school places to meet the needs of existing and new communities is also recognised in the document and

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local planning authorities should take a “proactive, positive and collaborative approach to meeting this requirement”.

The NPPF also sets out that the standard method provided in national planning guidance should be used to undertake a local housing need assessment identifying the minimum number of homes needed. The **Housing Delivery Test Measurement Rule Book** (2018) [See reference 5] provides this standard method allowing for calculation of objectively assessed housing need using government household forecasts adjusted for local house prices and local earnings. Unmet need from neighbouring areas will also need to be taken into account as part of the calculation.

The NPPF is supported by planning practice guidance relating to:

- **Housing needs of different groups** (2021) [See reference 6] provides advice on planning for affordable, private rented, self-build, student and rural housing needs.
- **Healthy and safe communities** (2019) [See reference 7] provides guidance on achieving healthy, safe and inclusive communities, estate regeneration and school place provision.
- **Housing supply and delivery** (2019) [See reference 8] sets out guidance on five-year land supply and Housing Delivery Test.
- **Housing for older and disabled people** (2019) [See reference 9] provides guidance on preparing planning policies for accessible and adaptable housing and inclusive design.
- **Noise** (2019) [See reference 10] advises on how planning can manage potential noise impacts in new development.
- **Light pollution** (2019) [See reference 11] advises on how to consider artificial light within the planning system.
- **Open space, sports and recreation facilities, public rights of way and local green space** (2014) [See reference 12] provides key advice on open space, sports, recreation, public rights of way, National Trails and Local Green Space designation.

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The **White Paper Levelling Up the United Kingdom** (2022) [\[See reference 13\]](#): sets out how the UK Government will spread opportunity more equally across the UK. It comprises 12 UK-wide missions to achieve by 2030. Missions which relate to population, health and wellbeing state that by 2030:

- The gap in Healthy Life Expectancy (HLE) between local areas where it is highest and lowest will have narrowed, and by 2035 HLE will rise by five years.
- Well-being will have improved in every area of the UK, with the gap between top performing and other areas closing.
- Homicide, serious violence, and neighbourhood crime will have fallen, focused on the worst-affected areas.
- Pride in place, such as people's satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between the top performing and other areas closing.
- The number of primary school children achieving the expected standard in reading, writing and maths will have significantly increased. In England, this will mean 90% of children will achieve the expected standard, and the percentage of children meeting the expected standard in the worst performing areas will have increased by over a third.
- Renters will have a secure path to ownership with the number of first-time buyers increasing in all areas; and the Government's ambition is for the number of non-decent rented homes to have fallen by 50%, with the biggest improvements in the lowest performing areas.

**National Design Guide** (2021) [\[See reference 14\]](#): sets out the Government's priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

**Build Back Better: Our Plan for Health and Social Care** (2021) [\[See reference 15\]](#): sets out the government's new plan for health and social care. It

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provides an overview of how this plan will tackle the elective backlog in the NHS and put the NHS on a sustainable footing. It sets out details of the plan for adult social care in England, including a cap on social care costs and how financial assistance will work for those without substantial assets. It covers wider support that the government will provide for the social care system, and how the government will improve the integration of health and social care. It explains the government's plan to introduce a new Health and Social Care Levy.

**COVID-19 Mental Health and Wellbeing Recovery Action Plan (2021)** [See reference 16]: sets out the Government's plan to prevent, mitigate and respond to the mental health impacts of the pandemic during 2021 and 2022. Its main objectives are to support the general population to take action and look after their own mental wellbeing; to take action to address factors which play a crucial role in shaping mental health and wellbeing outcomes; and, to support services to meet the need for specialist support.

**Planning for the Future White Paper (2020)** [See reference 17]: sets out a series of potential reforms to the English planning system, to deliver growth faster. The White Paper focuses on the following:

- Simplifying the role of Local Plans and the process of producing them.
- Digitising plan-making and development management processes.
- Focus on design, sustainability and infrastructure delivery.
- Nationally determined, binding housing requirements for local planning authorities to deliver through Local Plans.

**The Charter for Social Housing Residents: Social Housing White Paper (2020)** [See reference 18]: sets out the Government's actions to ensure residents in social housing are safe, listened to, live in good quality homes and have access to redress when things go wrong.

**Using the planning system to promote healthy weight environments (2020)** [See reference 19], **Addendum (2021)** [See reference 20]: provides a

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framework and starting point for local authorities to clearly set out in local planning guidance how best to achieve healthy weight environments based on local evidence and needs, by focusing on environments that enable healthier eating and help promote more physical activity as the default. The Addendum provides updates on the implications for planning for a healthier food environment, specifically on the hot food takeaways retail uses, and sets out recommended actions in light of changes to the Use Class Order (UCO) in England from 1 September 2020.

**Public Health England, PHE Strategy 2020-25** (2019) [\[See reference 21\]](#): identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

**A Green Future: Our 25 Year Plan to Improve the Environment** [\[See reference 22\]](#): sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to the topics of population growth, health and wellbeing are 'using and managing land sustainably' and 'connecting people with the environment to improve health and wellbeing'. Actions that will be taken as part of these two key areas are as follows:

- Using and managing land sustainably:
  - Embed an 'environmental net gain' principle for development, including housing and infrastructure.
- Connecting people with the environment to improve health and wellbeing:
  - Help people improve their health and wellbeing by using green spaces including through mental health services.
  - Encourage children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
  - 'Green' our towns and cities by creating green infrastructure and planting one million urban trees.

**Homes England Strategic Plan 2018 to 2023 [See reference 23]:** sets out a vision to ensure more homes are built in areas of greatest need, to improve affordability, and make a more resilient and diverse housing market.

**The Environmental Noise Regulations [See reference 24]:** applies to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

**The Housing White Paper 2017 (Fixing our broken housing market) [See reference 25]:** sets out ways to address the shortfall in affordable homes and boost housing supply. The White Paper focuses on the following:

- Planning for the right homes in the right places – Higher densities in appropriate areas, protecting the Green Belt while making more land available for housing by maximising the contribution from brownfield and surplus public land, regenerating estates, releasing more small and medium-sized sites, allowing rural communities to grow and making it easier to build new settlements.
- Building homes faster – Improved speed of planning cases, ensuring infrastructure is provided and supporting developers to build out more quickly.
- Diversifying the Market – Backing small and medium-sized house builders, custom-build, institutional investors, new contractors, housing associations.
- Helping people now – supporting home ownership and providing affordable housing for all types of people, including the most vulnerable.

**Planning Policy for Traveller Sites [See reference 26]:** sets out the Government’s planning policy for traveller sites, replacing the older version published in March 2012. The Government’s overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.

**Select Committee on Public Service and Demographic Change Report Ready for Ageing? [See reference 27]:** warns that society is underprepared for the ageing population. The report states “longer lives can be a great benefit, but there has been a collective failure to address the implications and without urgent action this great boon could turn into a series of miserable crises”. The report highlights the under provision of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.

**Fair Society, Healthy Lives [See reference 28]:** investigates health inequalities in England and the actions needed in order to tackle them. Subsequently, a supplementary report was prepared providing additional evidence relating to spatial planning and health on the basis that there is “overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities”. **Marmot Review 10 Years On [See reference 29]** revisits Fair Society, Healthy Lives. It found that, since 2010, life expectancy in England has stalled, which suggests society has stopped improving. In addition, there are marked regional differences in life expectancy – the more deprived the area, the shorter the life expectancy. Mortality rates are increasing in those aged 45-49, child poverty has increased and there is a housing crisis and rise in homelessness.

**Laying the foundations: A housing strategy for England [See reference 30]:** aims to provide support to deliver new homes and improve social mobility.

**Healthy Lives, Healthy People: Our strategy for public health in England** [See reference 31]: sets out how the Government's approach to public health challenges will:

- Protect the population from health threats – led by central Government, with a strong system to the frontline.
- Empower local leadership and encourage wide responsibility across society to improve everyone's health and wellbeing and tackle the wider factors that influence it.
- Focus on key outcomes, doing what works to deliver them, with transparency of outcomes to enable accountability through a proposed new public health outcomes framework.
- Reflect the Government's core values of freedom, fairness and responsibility by strengthening self-esteem, confidence and personal responsibility; positively promoting healthy behaviours and lifestyles; and adapting the environment to make healthy choices easier.
- Balance the freedoms of individuals and organisations with the need to avoid harm to others, use a 'ladder' of interventions to determine the least intrusive approach necessary to achieve the desired effect and aim to make voluntary approaches work before resorting to regulation.

### Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure that the provision of open space and green infrastructure is of sufficient quantity and quality to meet the needs of the Plan area, encourage healthy and active lifestyles, creates fair, safe and inclusive communities, and improves the sustainable transport network within the Plan area. The SA is able to respond to this through the inclusion of SA objectives relating to health and wellbeing, social inclusion, and sustainable transport.

## Economy

### Policy context

#### International

The **2030 Agenda for Sustainable Development** (2015) [See reference 32]: This initiative, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 8: Decent Work and Economic Growth.
- SDG 9: Industry, Innovation and Infrastructure.
- SDG 12: Responsible consumption and production.

There are no specific international economic policy agreements relevant to the preparation of the SEF and the SA, although there are a large number of trading agreements, regulations and standards that set down the basis of trade with the European Union and other nations.

#### National

The **NPPF** (2021) [See reference 33] contains an economic objective to “help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity.” It also requires that planning seeks to “create the conditions in which businesses can invest, expand and adapt” with policies required to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth”. Policies addressing the economy should also seek “to address

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potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.”

Of particular relevance is the requirement for planning policies to “recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”

Planning policies are also required specifically to address support for the rural economy. Sustainable growth and expansion of all types of business and enterprise in rural areas should be supported, both through conversion of existing buildings and well-designed new buildings, while the diversification of the rural economy and promotion of sustainable rural tourism and leisure developments is also supported.

The NPPF also supports the role of town centres as functioning at the heart of local communities. This support is required to provide for a “positive approach to [town centres’] growth, management and adaptation.” Included within this support is a requirement to “allocate a range of suitable sites in town centres to meet the scale and type of development needed, looking at least ten years ahead.”

The NPPF is supported by planning practice guidance relating to:

- **Town centres and retail** (2020) [See reference 34] provides guidance on planning for town centre vitality and viability, permitted development, change of use and out of town centre development.

The **White Paper Levelling Up the United Kingdom** (2022) [See reference 35]: sets out how the UK Government will spread opportunity more equally across the UK. It comprises 12 UK-wide missions to achieve by 2030. Missions which relate to economy and employment state that by 2030:

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- Pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, with the gap between the top performing and other areas closing.
- The number of people successfully completing high-quality skills training will have significantly increased in every area of the UK. In England, this will lead to 200,000 more people successfully completing high-quality skills training annually, driven by 80,000 more people completing courses in the lowest skilled areas.
- Domestic public investment in Research & Development outside the Greater South East will increase by at least 40% and at least one third over the Spending Review period, with that additional government funding seeking to leverage at least twice as much private sector investment over the long term to stimulate innovation and productivity growth.
- Every part of England that wants one will have a devolution deal with powers at or approaching the highest level of devolution and a simplified, long-term funding settlement.

**Build Back Better: Our Plan for Growth** (2021) [\[See reference 36\]](#): sets out a plan to ‘build back better’ tackling long-term problems to deliver growth that delivers high-quality jobs across the UK while supporting the transition to net zero. This will build on three core pillars of growth: infrastructure, skills and innovation.

**Agriculture Act 2020** [\[See reference 37\]](#): sets out how farmers and land managers in England will be rewarded in the future with public money for “public goods” – such as better air and water quality, thriving wildlife, soil health, or measures to reduce flooding and tackle the effects of climate change, under the Environmental Land Management Scheme. These incentives will provide a vehicle for achieving the goals of the government’s 25 Year Environment Plan and commitment to reach zero emissions by 2050. The Act will help farmers to stay competitive, increase productivity, invest in new technology and seek a fairer return from the marketplace.

**Agricultural Transition Plan 2021 to 2024 [See reference 38]:** aims to drive competitiveness, increase productivity, reduce carbon emissions, and generate fairer returns across the agricultural industry. The Transition Plan introduces several new schemes to improve the environment, animal health and welfare, and farm resilience and productivity (e.g., grants will be available for sustainable farming practices, creating habitats for nature recovery and making landscape-scale changes such as establishing new woodland and other ecosystem services).

**UK Industrial Strategy: Building a Britain fit for the future (2018) [See reference 39]:** lays down a vision and foundations for a transformed economy. Areas including artificial intelligence and big data; clean growth; the future of mobility; and meeting the needs of an ageing society are identified as the four 'Grand Challenges' of the future.

### Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure the sustainable growth of income and employment as well as the enhancement of productivity and investment within the Essex economy. The SA is able to respond to this through the inclusion of SA objectives relating to economic growth and employment.

# Transport connections and travel habits

## Policy context

### International

The **2030 Agenda for Sustainable Development** (2015) [\[See reference 40\]](#): This initiative, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 9: Industry, Innovation and Infrastructure.
- SDG 11: Sustainable Cities and Communities.
- SDG 13: Climate Action.

### National

The **NPPF** (2021) [\[See reference 41\]](#): requires that “transport issues should be considered from the earliest stages of plan-making”. The scale, location and density of development should reflect “opportunities from existing or proposed transport infrastructure”. To help reduce congestion and emissions and improve air quality and public health the planning system should focus significant development “on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.” The draft revised framework also requires that planning policies support an appropriate mix of uses across an area to further help reduce the need to travel as well as the provision of high-quality walking and cycling network.

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While the framework promotes the use and development of sustainable transport networks it also requires that “where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development” should be identified and protected.

The NPPF is supported by planning practice guidance relating to:

- **Transport evidence bases in plan making and decision taking (2015)** [See reference 42]: Provides guidance to help local authorities assess and reflect transport needs in Local Plan making.
- **Travel Plans, Transport Assessments and Statements (2014)** [See reference 43]: Provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.
- A target on ambient PM2.5 concentrations.

The **White Paper Levelling Up the United Kingdom (2022)** [See reference 44]: sets out how the UK Government will spread opportunity more equally across the UK. It comprises 12 UK-wide missions to achieve by 2030, which includes the following key mission relating to transport and travel:

- By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.

The **Environment Act 2021** [See reference 45]: sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. It also establishes the Office for Environmental Protection which will act as an impartial and objective body for the protection and improvement of the environment. The Act sets out legislation which covers local air quality management frameworks and the recall of motor vehicles.

**Decarbonising Transport: A Better, Greener Britain (2021)** [See reference 46]: the Decarbonisation Transport Plan (DTP) sets out the Government's

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commitments and the actions needed to decarbonise the entire transport system in the UK. It follows on from the Decarbonising Transport: Setting the Challenge report published in 2020. The DTP commits the UK to phasing out the sale of new diesel and petrol heavy goods vehicles by 2040, subject to consultation, in addition to phasing out the sale of polluting cars and vans by 2035. The DPT also sets out how the government will improve public transport and increase support for active travel, as well as creating a net zero rail network by 2050, ensuring net zero domestic aviation emissions by 2040, and a transition to green shipping.

**Decarbonising Transport: Setting the Challenge (2020) [See reference 47]:** sets out the strategic priorities for the new Transport Decarbonisation Plan (TDP), published in July 2021. It sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP takes a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

**The Road to Zero (2018) [See reference 48]:** sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

**Transport Investment Strategy [See reference 49]:** Sets out four objectives that the strategy aims to achieve:

- Create a more reliable, less congested, and better connected transport network that works for the users who rely on it;
- Build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities;

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- Enhance our global competitiveness by making Britain a more attractive place to trade and invest; and
- Support the creation of new housing.

### **Highways England Sustainable Development Strategy and Action Plan**

(2017) [See reference 50]: designed to communicate the company's approach and priorities for sustainable development to its key stakeholders. Highways England aims to ensure its action in the future will further reduce the impact of its activities seeking a long-term and sustainable benefit to the environment and the communities it serves. The action plan describes how Highways England will progress the aspirations of their Sustainable Development and Environment Strategies. It describes actions that will enable the company to deliver sustainable development and to help protect and improve the environment.

### **Door to Door: A strategy for improving sustainable transport integration**

(2013) [See reference 51]: focuses on four core areas which need to be addressed so that people can be confident in choosing greener modes of transport. There are as follows:

- Accurate, accessible and reliable information about different transport options.
- Convenient and affordable tickets.
- Regular and straightforward connections at all stages of the journey and between different modes of transport.
- Safe and comfortable transport facilities.

The strategy also includes details on how the Government is using behavioural change methods to reduce or remove barriers to the use of sustainable transport and working closely with stakeholders to deliver a better-connected transport system.

### Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure that more sustainable modes of transport are viable and encouraged in order to improve air quality, minimise climate change and reduce congestion. The Local Plan should also encourage walking and cycling as alternative modes of transport by providing safe and attractive walking and cycling infrastructure, as well as recognise the multiple benefits they bring in terms of physical and mental health, reducing carbon emissions and reducing air pollution. The SA is able to respond to this through the inclusion of SA objectives relating to the mitigation of climate change, improving air quality, public health and wellbeing, and the provision of sustainable transport.

## Air, land and water quality

### Policy context

#### International

The **2030 Agenda for Sustainable Development** (2015) [\[See reference 52\]](#): This initiative, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 6: Clean Water and Sanitation
- SDG 14: Life Below Water.
- SDG 15: Life on Land.

## National

The NPPF (2021) [See reference 53] states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soil and the economic and other benefits of the best and most versatile agricultural land. Policies should also prevent new and existing development from “contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution.”

The document also requires that strategic policies should seek to make the most effective use of land in meeting local requirements making as much use as possible of previously developed or ‘brownfield’ land. Furthermore, policies should “support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land”.

The NPPF is supported by planning practice guidance relating to:

- **Air quality** (2019) [See reference 54]: provides guidance on air quality considerations planning needs to take into account.
- **Effective use of land** (2019) [See reference 55]: provides guidance on making effective use of land, including planning for higher density development.
- **Green Belt** (2019) [See reference 56]: provides advice on the role of the Green Belt in the planning system, removal of land from the Green Belt and compensatory improvements.
- **Land affected by contamination** (2019) [See reference 57]: outlines guiding principles on how planning can deal with land affected by contamination.
- **Land stability** (2019) [See reference 58]: sets out advice on how to ensure that development is suitable to its ground condition and how to avoid risks caused by unstable land or subsidence.

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- **Natural environment** (2019) [See reference 59]: highlights key issues in implementing policy to protect and enhance the natural environment, agricultural land, soils and brownfield land of environmental value, green infrastructure, biodiversity, geodiversity, ecosystems and landscapes.
- **Water supply, wastewater and water quality** (2019) [See reference 60]: advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure.
- **Brownfield land registers** (2017) [See reference 61]: provides guidance on the purpose, preparation, publication and reviewing of brownfield land registers.
- **Minerals** (2014) [See reference 62]: outlines guidance for planning for mineral extraction in the plan-making and application process.

The **Environment Act 2021** [See reference 63]: sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. It also establishes the Office for Environmental Protection which will act as an impartial and objective body for the protection and improvement of the environment. The Act sets out legislation which covers:

- Resource efficiency, producer responsibility, and the management, enforcement and regulation of waste;
- Local air quality management frameworks and the recall of motor vehicles etc; and
- Plans and proposals for water resources, drainage and sewerage management, storm overflows, water quality and land drainage.

**The Waste (Circular Economy) (Amendment) Regulations** [See reference 64]: seeks to prevent waste generation and to monitor and assess the implementation of measures included in waste prevention programmes. They set out requirements to justify not separating waste streams close to source for re-use, recycling or other recovery operations, prohibit incineration and landfilling of waste unless such treatment process represent the best environmental outcome in accordance with the waste hierarchy. The

## Appendix A Policy context

Regulations set out when waste management plans and in waste prevention programmes are required. The Regulations focus on the circular economy as a means for businesses to maximise the value of waste and waste treatment.

**Clean Air Strategy 2019 [See reference 65]:** sets out the comprehensive action that is required from across all parts of Government and society to meet these goals. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030.

**A Green Future: Our 25 Year Plan to Improve the Environment [See reference 66]:** sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are:

- Using and managing land sustainably:
  - Embed a 'net environmental gain' principle for development, including natural capital benefits to improved and water quality.
  - Protect best agricultural land.
  - Improve soil health and restore and protect peatlands.
- Recovering nature and enhancing the beauty of landscapes:
  - Respect nature by using our water more sustainably.
- Increasing resource efficiency and reducing pollution and waste:
  - Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals.

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The **Environmental Noise Regulations** (2018) [See reference 67] apply to environmental noise, mainly from transport. The regulations require regular noise mapping and action planning for road, rail and aviation noise and noise in large urban areas. They also require Noise Action Plans based on the maps for road and rail noise and noise in large urban areas. The Action Plans identify Important Areas (areas exposed to the highest levels of noise) and suggest ways the relevant authorities can reduce these. Major airports and those which affect large urban areas are also required to produce and publish their own Noise Action Plans separately. The Regulations do not apply to noise from domestic activities such as noise created by neighbours; at workplaces; inside means of transport; or military activities in military areas.

**The Road to Zero** (2018) [See reference 68]: sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

**Our Waste, Our Resources: A strategy for England** (2018) [See reference 69]: aims to increase resource productivity and eliminate avoidable waste by 2050. The Strategy sets out key targets which include: a 50% recycling rate for household waste by 2020, a 75% recycling rate for packaging by 2030, 65% recycling rate for municipal solid waste by 2035 and municipal waste to landfill 10% or less by 2035.

The **Water Environment Regulations** [See reference 70]: protect inland surface waters, transitional waters, coastal waters and groundwater, and outlines the associated river basin management process. These Regulations establish the need to prevent deterioration of waterbodies and to protect, enhance and restore waterbodies with the aim of achieving good ecological and chemical status.

The **UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations** [See reference 71]: sets out the Government's ambition and actions for delivering a

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better environment and cleaner air, including £1 billion investment in ultra-low emission vehicles, a £290 million National Productivity Investment Fund, a £11 million Air Quality Grant Fund and £255 million Implementation Fund to help Local Authorities to prepare Air Quality Action Plans and improve air quality, an £89 million Green Bus Fund, £1.2 billion Cycling and Walking Investment Strategy and £100 million to help improve air quality on the National road network.

The **Nitrate Pollution Prevention Regulations [See reference 72]**: provides for the designation of land as nitrate vulnerable zones and imposes annual limits on the amount of nitrogen from organic manure that may be applied or spread in a holding in a nitrate vulnerable zone. The Regulations also specify the amount of nitrogen to be spread on a crop and how, where and when to spread nitrogen fertiliser, and how it should be stored. It also establishes closed periods during which the spreading of nitrogen fertiliser is prohibited.

The **Water Supply (Water Quality) Regulations [See reference 73]**: focus on the quality of water for drinking, washing, cooking and food preparation, and for food production. Their purpose is to protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring it is wholesome and clean.

The **Environmental Permitting Regulations [See reference 74]**: streamlines the legislative system for industrial and waste installations into a single permitting structure for those activities which have the potential to cause harm to human health or the environment. They set out how to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment and human health.

The **Air Quality Standards Regulations [See reference 75]**: sets out limits on concentrations of outdoor air pollutants that impact public health, most notably particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO<sub>2</sub>). It also sets out the procedure and requirements for the designation of Air Quality Management Areas (AQMAs).

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**National Planning Policy for Waste (NPPW) (2014) [See reference 76]:** Key planning objectives are identified within the NPPW, requiring planning Authorities to:

- Help deliver sustainable development through driving waste management up the waste hierarchy.
- Ensure waste management is considered alongside other spatial planning concerns.
- Provide a framework in which communities take more responsibility for their own waste.
- Help secure the recovery or disposal of waste without endangering human health and without harming the environment.
- Ensure the design and layout of new development supports sustainable waste management.

**Water White Paper (2012) [See reference 77]:** sets out the Government's vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It outlines the measures that will be taken to tackle issues such as poorly performing ecosystem, and the combined impacts of climate change and population growth on stressed water resources.

**National Policy Statement for Waste Water (2012) [See reference 78]:** sets out Government policy for the provision of major waste water infrastructure. The policy set out in this NPS is, for the most part, intended to make existing policy and practice in consenting nationally significant waste water infrastructure clearer and more transparent.

**Building Regulations (2010) [See reference 79]:** requires that reasonable precautions are taken to avoid risks to health and safety cause by contaminants in ground to be covered by building and associated ground.

**Safeguarding our Soils – A Strategy for England (2009) [See reference 80]:** sets out how England's soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention on tackling degradation

## Appendix A Policy context

threats, including better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and dealing with contaminated land.

**Future Water: The Government's Water Strategy for England (2008)** [See reference 81]: sets out how the Government wants the water sector to look by 2030, providing an outline of steps which need to be taken to get there. These steps include improving the supply of water; agreeing on important new infrastructure such as reservoirs; proposals to time limit abstraction licences; and reducing leakage. The document also states that pollution to rivers will be tackled, whilst discharge from sewers will be reduced.

The **Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)** [See reference 82]: sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. The objectives of the Strategy are to:

- Further improve air quality in the UK from today and long term.
- Provide benefits to health quality of life and the environment.

The **Urban Waste Water Treatment Regulations (2003)** [See reference 83]: protect the environment from the adverse effects of urban waste water discharges and certain industrial sectors, notably domestic and industrial waste water. The regulations require the collection of waste water and specifies how different types of waste water should be treated, disposed and reused.

**Environmental Protection Act 1990** [See reference 84]: makes provision for the improved control of pollution to the air, water and land by regulating the management of waste and the control of emissions. Seeks to ensure that decisions pertaining to the environment are made in an integrated manner, in

collaboration with appropriate authorities, non-governmental organisations and other persons.

### Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to minimise the contamination of land, water and air as well as ensure the effective management of waste and water and the efficient extraction of minerals. The SA is able to respond to this through the inclusion of SA objectives relating to air pollution, water quality, land contamination, waste management, and the efficient use of land.

## Climate change adaptation and mitigation

### Policy context

#### International

**United Nations Paris Climate Change Agreement (2015) [See reference 85]:** International agreement to keep global temperature rise this century well below 2 degrees Celsius above pre-industrial levels.

The **2030 Agenda for Sustainable Development (2015) [See reference 86]:** This initiative, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17 Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SGD 7: Affordable and Clean Energy.

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- SDG 11: Sustainable Cities and Communities.
- SDG 12: Responsible Consumption and Production.
- SDG 13: Climate Action.
- SDG 14: Life Below Water.
- SDG 15: Life on Land.

## National

The NPPF (2021) [See reference 87] contains as part of its environmental objective a requirement to mitigate and adapt to climate change, “including moving to a low carbon economy”. The document also states that the “planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.” To achieve these aims new development should be planned to ensure appropriate adaptation measures are included (including green infrastructure) and should be designed, located and orientated as to help to reduce greenhouse gas emissions.

The revised framework also requires that development is directed away from areas which are at highest existing or future risk of flooding. Where development is required in such areas, the “development should be made safe for its lifetime without increasing flood risk elsewhere.”

In relation to coastal change in England planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Furthermore, plans should “reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast”.

The NPPF is supported by planning practice guidance relating to:

- **Flood risk and coastal change** (2021) [See reference 88]: provides guidance on how the planning process can assess, avoid, manage and mitigate the risks associated with flooding and coastal change.

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- **Climate change** (2019) [See reference 89]: advises how to identify suitable mitigation and adaptation measures in the planning process to address the impacts of climate change.
- **Renewable and low carbon energy** (2015) [See reference 90]: outlines guidance for developing a strategy for renewable and low carbon energy, and particular planning considerations for hydropower, solar technology, solar farms and wind turbines.

The **Environment Act 2021** [See reference 91]: sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. The Environment Act will deliver:

- Long-term targets to improve air quality biodiversity, water, and waste reduction and resource efficiency.
- A target on ambient PM2.5 concentrations.
- A target to halt the decline of nature by 2030.
- Environmental Improvement Plans, including interim targets.
- A cycle of environmental monitoring and reporting.
- Environmental Principles embedded in domestic policy making.
- Office for Environmental Protection to uphold environmental law.

The **Net Zero Strategy: Build Back Greener** (2021) [See reference 92]: sets out policies and proposals for decarbonising all sectors of the UK economy to meet net zero targets by 2050. It sets out strategies to keep the UK on track with carbon budgets, outlines the National Determined Contribution (NDC) and sets out the vision for a decarbonised economy in 2050. Its focus includes:

- Policies and proposals for reducing emissions across the economy in key sectors (power, fuel supply and hydrogen, industry, heat and buildings, transport, natural gas and waste); and
- Policies and proposals for supporting transition across the economy through innovation, green investment, green jobs, embedding net-zero in

## Appendix A Policy context

government, local climate action, empowering people and businesses, and international leadership and collaboration.

The **Industrial Decarbonisation Strategy** (2021): aims to support existing industry to decarbonise and encourage the growth of new, low carbon industries to protect and create skilled jobs and businesses in the UK encouraging long-term investment in home-grown decarbonisation technology. The strategy builds in the Prime Minister's 10 Point Plan for a Green Industrial Revolution and sets out the government's vision for building a competitive, greener future for the manufacturing and construction sector and is part of the government's path to net zero by 2050.

The strategy aims to reduce emissions by two-thirds in just 15 years and support up to 80,000 jobs over the next thirty years and includes measures to produce 20 terawatt hours of the UK industry's energy supply from low carbon alternatives by 2030. It also aims to introduce new rules on measuring the energy and carbon performance of the UK's largest commercial and industrial buildings, providing potential savings to businesses of around £2 billion per year in energy costs in 2030 and aiming to reduce annual carbon emissions by over 2 million tonnes - approximately 10% of their current emissions.

Other key commitments within the Strategy include:

- The use of carbon pricing to drive changes in industry to focus on emissions in business and investment decisions;
- To establish a policy framework to accelerate the switch from fossil fuels to low carbon alternatives such as hydrogen, electricity, or biomass;
- New product standards, enabling manufacturers to clearly distinguish their products from high carbon competitors;
- To ensure the land planning regime is fit for building low carbon infrastructure;
- Support the skills transition so that the UK workforce benefits from the creation of new green jobs;

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- An expectation that at least 3 megatons of CO<sub>2</sub> is captured within industry per year by 2030;
- That by 2050, there will be zero avoidable waste of materials across heavy industries.

The **Heat and Buildings Strategy** (2021): sets out the government's plan to significantly cut carbon emissions from the UK's 30 million homes and workplaces. This strategy aims to provide a clear direction of travel for the 2020s, set out the strategic decisions that need to be taken this decade, and demonstrate how the UK plans to meet its carbon targets and remain on track for net zero by 2050.

Key aims of the strategy include:

- Reduce direct emissions from public sector buildings by 75% against a 2017 baseline by the end of carbon budget 6.
- Significantly reduce energy consumption of commercial, and industrial buildings by 2030.
- Phase out the installation of new natural gas boilers beyond 2035.
- Significantly grow the supply chain for heat pumps to 2028: from installing around 35,000 hydronic heat pumps a year to a minimum market capacity of 600,000 per year by 2028.
- Reduce the costs of installing a heat pump by at least 25-50% by 2025 and to ensure heat pumps are no more expensive to buy and run than gas boilers by 2030.
- Achieve 30-fold increase in heat pumps manufactured and sold within the UK by the end of the decade.
- Grow the market for heat pumps notably via a £450 million Boiler Upgrade Scheme to support households who want to switch with £5,000 grants.
- Improve heat pump appeal by continuing to invest in research and innovation, with the £60 million Net Zero Innovation Portfolio 'Heat Pump Ready' Programme supporting the development of innovation across the sector.

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- Ensure all new buildings in England are ready for Net Zero from 2025. To enable this, new standards will be introduced through legislation to ensure new homes and buildings will be fitted with low-carbon heating and high levels of energy efficiency.
- Establish large-scale trials of hydrogen for heating, including a neighbourhood trial by 2023.
- Ensure as many fuel poor homes in England, as reasonably practicable, achieve a minimum energy efficiency rating of band C by the end of 2030.
- Support social housing, low income and fuel poor households via boosting funding for the Social Housing Decarbonisation Fund and Home Upgrade Grant, which aim to improve the energy performance of low income households' homes, support low carbon heat installations and build the green retrofitting sector to benefit all homeowners.
- Scale up low-carbon heat network deployment and to enable local areas to deploy heat network zoning- Heat Network Transformation Programme of £338 million (over 2022/23 to 2024/25).

The **UK Hydrogen Strategy** (2021) [See reference 93]: sets out the approach to developing a substantial low carbon hydrogen sector in the UK and to meet the ambition for 5GW of low carbon hydrogen production capacity by 2030.

The **Energy Performance of Buildings Regulations** (2021) [See reference 94]: seeks to improve the energy efficiency of buildings, reducing their carbon emissions and lessening the impact of climate change. The Regulations require the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance, reported through Energy Performance Certificates and Display Energy Certificates.

The **Energy white paper: Powering our net zero future** (2020): builds on the Prime Minister's Ten point plan for a green industrial revolution.

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The white paper addresses the transformation of the UK's energy system, promoting high-skilled jobs and clean, resilient economic growth during its transition to net-zero emissions by 2050. Key aims of the paper include:

- Supporting green jobs - The government aims to support up to 220,000 jobs in the next 10 years. Several will be supported via a "major programme" that will see the retrofitting of homes for improved energy efficiency and clean heat.
- Transforming the energy system - To transform its electricity grid for net-zero, the white paper highlights how this will involve changing the way the country heats its homes, how people travel, doubling the electricity use, and harnessing renewable energy supplies.
- Keeping bills affordable - The government aims to do this by making the energy retail market "truly competitive". This will include offering people a method of switching to a cheaper energy tariff and testing automatically switching consumers to fairer deals to tackle "loyalty penalties".
- Generating emission-free electricity by 2050 - The government aims to have "overwhelmingly decarbonised power" in the 2030s in order to generate emission-free electricity by 2050.
- Establishing UK Emissions Trading Scheme - The government aims to establish a UK Emissions Trading Scheme (UK ETS) from 1 January 2021 to replace the current EU ETS at the end of the Brexit Transition Period.
- Exploring new nuclear financing options - The government is continuing to explore a range of financing options for new nuclear with developers including the Regulated Asset Base (RAB) funding model.
- Further commitments to offshore wind - The white paper lays out plans to scale up its offshore wind fleet to 40 gigawatts (GW) by 2030, including 1GW of floating wind, enough to power every home in the country.
- Carbon capture and storage investments - Including £1bn worth of investments in state-of-the-art CCS in four industrial clusters by 2030. With four low-carbon clusters set up by 2030, and at least one fully net-zero cluster by 2040.

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- Kick-starting the hydrogen economy - The government plans to work with industry to aim for 5GW of production by 2030, backed up by a new £240m net-zero Hydrogen Fund for low-carbon hydrogen production.
- Investing in electric vehicle charge points- The government plans to invest £1.3bn to accelerate the rollout of charge points for electric vehicles as well as up to £1bn to support the electrification of cars, including for the mass-production of the batteries needed for electric vehicles.
- Supporting the lowest paid with their bills - The government aims to support those with lower incomes through a £6.7bn package of measures that could save families in old inefficient homes up to £400. This includes extending the Warm Home Discount Scheme to 2026 to cover an extra three quarters of a million households and giving eligible households £150 off their electricity bills each winter.
- Moving away from fossil fuel boilers - The government aims, by the mid-2030s, for all newly installed heating systems to be low-carbon or to be appliances that it is confident can be converted to a clean fuel supply.
- Supporting North Sea oil and gas transition - The white paper notes the importance of supporting the North Sea oil and gas transition for the people and communities most affected by the move away from fossil fuels. The government aims to achieve this by ensuring that the expertise of the oil and gas sector be drawn on in developing CCS and hydrogen production to provide new green jobs for the future.

### **Flood and Coastal Erosion Risk Management: Policy Statement (2020)**

**[See reference 95]:** This policy statement sets out the government's long-term ambition to create a nation more resilient to future flood and coastal erosion risk, and in doing so, reduce the risk of harm to people, the environment and the economy. The Policy Statement sets out five policy areas which will drive this ambition. These are:

- Upgrading and expanding our national flood defences and infrastructure
- Managing the flow of water more effectively
- Harnessing the power of nature to reduce flood and coastal erosion risk and achieve multiple benefits

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- Better preparing our communities
- Enabling more resilient places through a catchment-based approach

The **Flood and Water Management Act 2010** [See reference 96] and **The Flood and Water Regulations 2019** [See reference 97] sets out measures to ensure that risk from all sources of flooding is managed more effectively. This includes incorporating greater resilience measures into the design of new buildings; utilising the environment in order to reduce flooding; identifying areas suitable for inundation and water storage to reduce the risk of flooding elsewhere; rolling back development in coastal areas to avoid damage from flooding or coastal erosion; and creating sustainable drainage systems (SuDS).

**A Green Future: Our 25 Year Plan to Improve the Environment** [See reference 98]: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Actions relating to climate change are as follows:

- Using and managing land sustainably:
  - Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
- Protecting and improving our global environment:
  - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.

The **National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate** [See reference 99]: Sets out visions for the following sectors:

- People and the Built Environment – “to promote the development of a healthy, equitable and resilient population, well placed to reduce the harmful health impacts of climate change...buildings and places (including built heritage) and the people who live and work in them are resilient and organisations in the built environment sector have an increased capacity to

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address the risks and make the most of the opportunities of a changing climate.”

- Infrastructure – “an infrastructure network that is resilient to today’s natural hazards and prepared for the future changing climate.”
- Natural Environment – “the natural environment, with diverse and healthy ecosystems, is resilient to climate change, able to accommodate change and valued for the adaptation services it provides.”
- Business and Industry – “UK businesses are resilient to extreme weather and prepared for future risks and opportunities from climate change.”
- Local Government – “Local Government plays a central role in leading and supporting local places to become more resilient to a range of future risks and to be prepared for the opportunities from a changing climate.”

**UK Climate Change Risk Assessment 2017 [See reference 100]:** Sets out six priority areas needing urgent further action over the next five years. These include:

- Flooding and coastal change risks to communities, businesses and infrastructure
- Risks to health, well-being and productivity from high temperatures
- Risks of shortages in the public water supply, and for agriculture, energy generation and industry, with impacts on freshwater ecology
- Risks to natural capital, including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity.
- Risks to domestic and international food production and trade
- New and emerging pests and diseases, and invasive non-native species, affecting people, plants and animals.

**The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK [See reference 101]:** Aims to realise the wider energy efficiency potential that is available in the UK economy by maximising the potential of existing

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dwellings by implementing 21st century energy management initiatives on 19th century homes.

The **national flood and coastal erosion risk management strategy for England** [See reference 102]: This Strategy sets out the national framework for managing the risk of flooding and coastal erosion. It sets out the roles for risk management authorities and communities to help them understand their responsibilities. The strategic aims and objectives of the Strategy are to:

- Manage the risk to people and their property.
- Facilitate decision-making and action at the appropriate level – individual, community or Local Authority, river catchment, coastal cell or national.
- Achieve environmental, social and economic benefits, consistent with the principles of sustainable development.

The **UK Low Carbon Transition Plan: National Strategy for Climate and Energy** (2009) [See reference 103]: sets out a five-point plan to tackle climate change. The points are as follows: protecting the public from immediate risk, preparing for the future, limiting the severity of future climate change through a new international climate agreement, building a low carbon UK and supporting individuals, communities and businesses to play their part.

The **UK Renewable Energy Strategy** (2009) [See reference 104]: Sets out the ways in which we will tackle climate change by reducing our CO2 emissions through the generation of a renewable electricity, heat and transport technologies.

**Climate Change Act 2008** [See reference 105]: Sets targets for UK greenhouse gas emission reductions of at least 100% by 2050, against a 1990 baseline (this was previously 80% but was updated to a net zero target in June 2019).

**Planning and Energy Act** (2008) [See reference 106]: enables local planning authorities to set requirements for carbon reduction and renewable energy provision. It should be noted that while the Housing Standards Review

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proposed to repeal some of these provisions, at the time of writing there have been no amendments to the Planning and Energy Act.

### Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure that new development is energy efficient and promotes the use of sustainable construction methods and materials, as well as reduce their carbon emissions. The Local Plan should also ensure that risk from all sources of flooding as a result of climate change is managed effectively and ensure that development is resilient to future flooding, as well as improve the transport network across the Plan area including by encouraging a modal shift towards public transport, walking and cycling, and reduce the need to travel by car. The SA is able to respond to this through the inclusion of SA objectives relating to the mitigation of climate change and adaptation to climate change, sustainable construction, flooding and sustainable transport.

## Biodiversity

### Policy context

#### International

**United Nations Declaration on Forests and Land Use** (COP26 Declaration) (2021) [\[See reference 107\]](#): international commitment to halt and reverse forest loss and land degradation by 2030 while delivering sustainable development and promoting an inclusive rural transformation.

The **2030 Agenda for Sustainable Development** (2015) [\[See reference 108\]](#): This initiative, adopted by all United Nations Member States, provides a shared blueprint for peace and prosperity for people and the planet and includes 17

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Sustainable Development Goals (SDGs), designed to achieve a better and more sustainable future for all. Relevant to this topic are:

- SDG 13: Climate Action.
- SDG 14: Life Below Water.
- SDG 15: Life on Land.

**International Convention on Biological Diversity** (1992) [See reference 109]: International commitment to biodiversity conservation through national strategies and action plans.

**European Convention on the Conservation of European Wildlife and Natural Habitats** (Bern Convention) (1979) [See reference 110]: Aims to ensure conservation and protection of wild plant and animal species and their natural habitats, to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species).

**International Convention on Wetlands** (Ramsar Convention) (1976) [See reference 111]: International agreement with the aim of conserving and managing the use of wetlands and their resources.

## National

A requirement of the **NPPF's** (2021) [See reference 112] environmental objective is that the planning system should contribute to protecting and enhancing the natural environment including helping to improve biodiversity and using natural resources prudently. In support of this aim the framework states that Local Plans should “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks” and should also “promote the conservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.”

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The framework requires that plans should take a strategic approach in terms of “maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries”.

The NPPF is supported by planning practice guidance relating to:

- **Natural environment** (2019) [See reference 113]: highlights key issues in implementing policy to protect and enhance the natural environment, agricultural land, soils and brownfield land of environmental value, green infrastructure, biodiversity, geodiversity, ecosystems and landscapes.

The **Environment Act 2021** [See reference 114]: sets statutory targets for the recovery of the natural world in four priority areas: air quality, biodiversity, water, and resource efficiency and waste reduction. Biodiversity elements in the Act include:

- Strengthened biodiversity duty. Both onsite and offsite enhancements must be maintained for at least 30 years after completion of a development.
- Biodiversity net gain to ensure developments deliver at least 10% increase in biodiversity
- Local Nature Recovery Strategies to support a Nature Recovery Network.
- Duty upon Local Authorities to consult on street tree felling.
- Strengthen woodland protection enforcement measures.
- Conservation Covenants.
- Protected Site Strategies and Species Conservation Strategies to support the design and delivery of strategic approaches to deliver better outcomes for nature.
- Prohibit larger UK businesses from using commodities associated with wide-scale deforestation.
- Requires regulated businesses to establish a system of due diligence for each regulated commodity used in their supply chain, requires regulated

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businesses to report on their due diligence, introduces a due diligence enforcement system.

**A Green Future: Our 25 Year Plan to Improve the Environment [See reference 115]:** Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are recovering nature and enhancing the beauty of landscapes; securing clean, productive and biologically diverse seas and oceans; and protecting and improving our global environment. Actions that will be taken as part of these three key areas are as follows:

- Recovering nature and enhancing the beauty of landscapes:
  - Develop a Nature Recovery Network to protect and restore wildlife and provide opportunities to re-introduce species that have been lost from the countryside.
- Securing clean, healthy, productive and biologically diverse seas and oceans:
  - Achieve a good environmental status of the UK's seas while allowing marine industries to thrive and complete our economically coherent network of well-managed marine protected areas.
- Protecting and improving our global environment:
  - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
  - Support and protect international forests and sustainable agriculture.

**The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 [See reference 116]:** protect biodiversity through the conservation of natural habitats and species of wild fauna and flora, including birds. The Regulations lay down rules for the protection, management and exploitation of such habitats and species, including how adverse effects on such habitats and species should be avoided, minimised and reported.

### **Biodiversity offsetting in England Green Paper [See reference 117]:**

Biodiversity offsets are conservation activities designed to compensate for residual losses. The Green Paper sets out a framework for offsetting.

### **England Biodiversity Strategy Climate Change Adaptation Principles**

(2008) [See reference 118]: sets out principles to guide adaptation to climate change. The principles are: take practical action now, maintain and increase ecological resilience, accommodate change, integrate action across all sectors and develop knowledge and plan strategically. The precautionary principle underpin all of these.

**Natural Environment and Rural Communities Act 2006 [See reference 119]:** Places a duty on public bodies to conserve biodiversity.

## Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure that ecological features and biodiversity is managed, protected and enhanced and that opportunities for habitat restoration or creation are encouraged. The Local Plan should also help to ensure that environmental pollution is minimised in order to protect land, water and air quality. The SA is able to respond to this through the inclusion of SA objectives relating to the protection and enhancement of biodiversity, air pollution, water quality and contaminated land.

## Historic environment

### Policy context

#### International

**Valletta Treaty** (1992) formerly the European Convention on the Protection of the Archaeological Heritage (Revisited) **[See reference 120]**: Aims to protect the European archaeological heritage “as a source of European collective memory and as an instrument for historical and scientific study”.

**European Convention for the Protection of the Architectural Heritage of Europe** (1985) **[See reference 121]**: Defines ‘architectural heritage’ and requires that the signatories maintain an inventory of it and take statutory measures to ensure its protection. Conservation policies are also required to be integrated into planning systems and other spheres of Government influence as per the text of the convention.

**UNESCO World Heritage Convention** (1972) **[See reference 122]**: Requires signatories to identify and conserve World Heritage sites situated on its territory and protect its national heritage. The States Parties are encouraged to integrate the protection of the cultural and natural heritage into regional planning programmes, set up staff and services at their sites, and undertake scientific and technical conservation research.

#### National

Of relevance to the approach of the planning system to the historic environment the **NPPF** (2021) **[See reference 123]** contains an environmental objective to contribute to the protection and enhancement of the built and historic environment. The document also sets out a strategy to seek “the conservation

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and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay and other threats.” Such a strategy is required to take into consideration the desirability of sustaining and enhancing the significance of heritage assets and bringing them into viable use.

It should also be considerate of the wider benefits of conserving the historic environment, the contribution new development can make in terms of character and distinctiveness and the opportunity for the historic environment to contribute to this character and distinctiveness. Local authorities should also maintain or have access to a historic environment record which is to be supported by up-to-date evidence.

The NPPF is supported by planning practice guidance relating to:

- **Historic environment (2019) [See reference 124]:** advises on enhancing and conserving the historic environment through planning, decision-making, designation, listed building consent processes and consultation.

The **Environment Act 2021 [See reference 125]:** sets out the UK’s new framework for environmental protection. It includes the creation of Conservation Covenant agreements between a landowner and a responsible body for the purposes of conservation. This can include to preserve land as a place of ‘archaeological, architectural artistic, cultural or historic interest.’

The **Heritage Statement 2017 [See reference 126]:** Sets out how the Government will support the heritage sector and help it to protect and care for our heritage and historic environment, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.

**Sustainability Appraisal and Strategic Environmental Assessment, Historic England Advice Note 8 [See reference 127]:** Sets out requirements for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment process.

The **Government's Statement on the Historic Environment for England 2010 [See reference 128]**: Sets out the Government's vision for the historic environment. It calls for those who have the power to shape the historic environment to recognise its value and to manage it in an intelligent manner in light of the contribution that it can make to social, economic and cultural life. Includes reference to promoting the role of the historic environment within the Government's response to climate change and the wider sustainable development agenda.

**Planning (Listed Buildings & Conservation Areas) Act 1990 [See reference 129]**: An Act of Parliament that changed the laws for granting of planning permission for building works, with a particular focus on listed buildings and conservation areas.

**Ancient Monuments & Archaeological Areas Act 1979 [See reference 130]**: a law passed by the UK government to protect the archaeological heritage of England & Wales and Scotland. Under this Act, the Secretary of State has a duty to compile and maintain a schedule of ancient monuments of national importance, in order to help preserve them. It also creates criminal offences for unauthorised works to, or damage of, these monuments.

**Historic Buildings and Ancient Monuments Act 1953 [See reference 131]**: An Act of Parliament that makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).

### Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure the conservation and enhancement of the historic environment, including heritage and cultural assets, and protect local character and distinctiveness. The SA is able to respond to this through the inclusion of SA objectives relating to the historic environment and the character of landscapes and townscapes.

# Landscape

## Policy context

### International

The **European Landscape Convention** (2000) [See reference 132]: Promotes landscape protection, management and planning. The Convention is aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape.

### National

The **NPPF** (2021) [See reference 133] includes as part of its approach to protecting the natural environment, recognition for the intrinsic character and beauty of the countryside, and the wider benefits to be secured from natural capital. Importantly, great weight is to be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty (AONB).

As part of the approach to achieving well-designed places the NPPF states that planning policies and decisions should ensure that developments “are sympathetic to local character and history, including the surrounding built environment and landscape setting.”

The NPPF is supported by planning practice guidance relating to:

- **Natural environment** (2019) [See reference 134]: highlights key issues in implementing policy to protect and enhance the natural environment, agricultural land, soils and brownfield land of environmental value, green infrastructure, biodiversity, geodiversity, ecosystems and landscapes.

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- **Green Belt (2019) [See reference 135]:** provides advice on the role of the Green Belt in the planning system, removal of land from the Green Belt and compensatory improvements.

The **Environment Act 2021 [See reference 136]:** sets out the UK's new framework for environmental protection. It includes the creation of Conservation Covenant agreements between a landowner and a responsible body for the purposes of conservation of the natural environment of the land or its natural resources, or to conserve the place or setting of the land for its 'archaeological, architectural, artistic, cultural or historic interest.'

**A Green Future: Our 25 Year Plan to Improve the Environment [See reference 137]:** Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. Those of relevance to this chapter are 'recovering nature' and 'enhancing the beauty of landscapes'. Actions that will be taken as part of this key area are as follows:

- Working with AONB authorities to deliver environmental enhancements.
- Identifying opportunities for environmental enhancement of all England's Natural Character Areas, and monitoring indicators of landscape character and quality.

**Countryside and Rights of Way Act 2010 [See reference 138]:** An Act of Parliament to make new provision for public access to the countryside.

**National Parks and Access to the Countryside Act 1949 [See reference 139]:** An Act of Parliament to make provision for National Parks and the establishment of a National Parks Commission; to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves; to make further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country.

## Implications of the policy review

In order to align with the international and national policies outlined above, the Local Plan should help to ensure that designated and valued landscapes are protected and enhanced, and that development should be sympathetic to local character and history including the surrounding built environment and landscape setting. The SA is able to respond to this through the inclusion of SA objectives relating to the character of landscapes and townscapes and green infrastructure.

# Appendix B

## Baseline information

### Community

#### Population

##### Population size and migration

The UK mid-2020 population estimates suggest that Eastleigh Borough has a population of 135,520 people [See reference 140]. The population increased by 7.8% in a decade between the 2001 and 2011 census and by over a third (37%) in the three decades between 1981 and 2011 (the Borough's current boundaries were established in 1974). The Office for National Statistics Subnational Population Projections 2018 (which are based on recent demographic trends) , anticipate a steady increase in the population in Eastleigh Borough in the 25 year period between 2018 and 2043, with the population growing by approximately 19.5% [See reference 141].

##### Population density

According to the mid-2020 population estimates, the Borough has a population density of about 1,701 per square km. This is higher than in neighbouring authorities, including Fareham (1,567), Test Valley (203) and Winchester (191) [See reference 142].

### Age structure

Eastleigh Borough had more births than deaths in 2020. The total number of births was 1,413 and the total number of deaths 1,181. The age profile of Eastleigh Borough is similar to the county, regional and national averages, with a slightly larger proportion of the population being of working age than for Hampshire as a whole.

The Office for National Statistics Subnational Population Projections 2018 anticipate that the proportion of people aged 65 and over will increase more than other age groups, from 19.3% in 2018 to 24.3% in 2043. The proportion of people aged 14 or under is expected to decrease a little from 17.9% to 15.8% over the same period. Despite this decrease, the dependency ratio is forecast to rise as there will be more 'dependents', mainly older adults, being supported by relatively fewer people of working age [\[See reference 143\]](#).

### Ethnicity

Data from the 2011 census show that 91.8% of the Borough's population was 'White British', with 3.0% 'Asian', 2.9% 'White Other' and 1.4% 'Mixed'. Ethnic minorities (i.e. ethnic groups other than 'White British') increased from 4.6% to 8.2% of the population between the 2001 and 2011 Censuses. Amongst the 'White Other' ethnic group, there was a range of backgrounds including many European nationalities.

### Housing

#### House prices and affordability

Eastleigh Borough is part of the wider Southampton Housing Market Area (HMA). House prices in Eastleigh Borough are lower than the neighbouring district of Winchester but higher than in Southampton and the nearby authorities

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in the neighbouring Portsmouth HMA, Gosport, and Portsmouth. The median house price in Eastleigh Borough in June 2021 was £313,750 [See reference 144].

The South Hampshire Strategic Housing Market Assessment (SHMA) 2014 and Objectively-Assessed Housing Need Update 2016 were commissioned by the Partnership for Urban South Hampshire (PUSH) in order to support on-going work on local plans. There are four distinct local housing markets in Eastleigh Borough: Chandler's Ford; the town of Eastleigh; Hedge End which is north east of the M27; and the area south of the M27 which borders Southampton Water.

Eastleigh Borough has a broad mix of housing types including flats, terraced, semi-detached and detached housing. Owner occupation is higher than the HMA average, in part influenced by a housing generally focused toward family homes. The Borough has a requirement that new market housing provision should focus on two, three and four bed properties, whilst affordable housing delivery should consist of one and two bedroom properties.

Affordability of housing is a significant issue in the Borough of Eastleigh, as it is elsewhere. This is reflected in the ratio between average house prices and average salaries. In 2020, house prices in Eastleigh Borough were 9.5 times earnings [See reference 145]. The shortage in affordable housing is reflected in the continuing increase in the number of households in the Borough on the Local Authority Housing Register. The Hampshire Home Choice (HHC) Register is used for the allocation of social housing for the Borough of Eastleigh. The number of applicants registered with Eastleigh Borough Council on the HHC register in January 2022 was 2,099.

According to the Objectively Assessed Housing Need Update [See reference 146], trend-based demographic projections using the latest data indicate a need for 546 dwellings per annum. The economic evidence does not provide an upside to this, showing a need for 527 homes per annum.

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The affordable housing evidence points to a need for between 360 and 453 affordable homes per year, representing 66-83% of the demographic-led need. Market signals provide evidence of moderate affordability pressures.

Altogether, the Objectively-Assessed Housing Need Update suggests that, taking account of the market signals and the need to boost affordable housing provision, there is a need for 580 homes per annum during 2011-2036. However, Eastleigh Borough Council has since undertaken an update (taking account of the Inspector's appeal decisions) which identified the need for 630 dwellings per annum. As of July 2020 there was a need for 200 affordable housing per year, equivalent to 28% of the latest OAN [\[See reference 147\]](#).

## Health

### Health indicators

The health of people in Eastleigh Borough is generally better than the England average. Average life expectancy for the period 2019-2020 at birth was 81.7 years for men and 84.8 years for women, which was slightly higher than the averages for England (79.4 and 83.1) [\[See reference 148\]](#).

In Year 6, 16% (240) of children are classified as obese, which is better than the England average. However, estimated levels of adult excess weight are worse than the England average [\[See reference 149\]](#). Despite this, estimated levels of adult smoking and physical activity are better than the England average. Rates of sexually transmitted infections and TB are better than average. Rates of long term unemployment, early deaths from cardiovascular diseases and early deaths from cancer are also better than average. Therefore, on most measures of health, the Borough does significantly better than England as a whole.

## Health inequalities

While the Borough's health levels are generally good, there remain a number of health inequalities across the Borough, which is closely linked to overall deprivation levels. Pockets of health deprivation exist in the wards of Eastleigh South, Eastleigh Central, Eastleigh North, Bishopstoke, Bursledon & Hound North, and Hamble & Netley [See reference 150]. Life expectancy is 4.2 years lower for men and 6.6 years lower for women in the most deprived areas of Eastleigh Borough than in the least deprived [See reference 151].

## Quality of life

### Indices of Multiple Deprivation

Overall, the levels of relative deprivation in Eastleigh Borough are low. According to the Index of Multiple Deprivation (IMD), in 2019 the Borough ranked 290 out of England's 326 districts (where 1 is the most deprived), placing it in the least deprived quartile of districts in England. The average multiple deprivation score for Eastleigh Borough was 10.02 compared with the Hampshire score of 11.92 (where a higher score means a greater level of deprivation) [See reference 152].

Whilst deprivation is generally low within Eastleigh Borough, about 10% (2,400) of children live in low income families. Pockets of deprivation can be found across the Borough, within Eastleigh South, Eastleigh Central, Bursledon and Old Netley, Netley Abbey and Bishopstoke West areas. Some 8.4% and 8.9% of children were reported to be from low income families in 2015 and 2016 respectively in the Borough [See reference 153].

### Health

In the 2011 Census, 84.5% of people in the Borough reported that they were in good or very good health, while 3.9% reported that they were of bad or very bad health. The 2011 Census also found that 15.3% of the people in the Borough said they had a long-term illness or disability that limited their day-to-day activities, which was lower than the South East and English averages. Indicators of child health are relatively good. The percentage of children classified as obese in Year 6 is lower (16%) than the England average (21%), and rates of alcohol-specific stays in hospital for those under 18 are somewhat lower than the England average (558 and 664 respectively) [\[See reference 154\]](#).

In line with national and regional trends, estimated levels of obesity are high. According to Public Health England estimates for 2019-2020, 63.8% of adults in the Borough had excess weight, which compared with 61.5% for the SE Region, and 62.8% for England [\[See reference 155\]](#). However, this is a decrease since 2013 at all geographic levels. According to Sport England's Active People Survey 2016 [\[See reference 156\]](#), levels of physical activity within the Borough have increased over time. The percentage of physically active adults (those achieving at least 150 minutes of physical activity per week in accordance with the UK Chief Medical Officer's recommended guidelines) in the Borough has increased from 56.4% in 2012/13 to 63.7% in 2017. The English average in 2017 was 57%.

There are nine venues in Eastleigh Borough with gyms of 20 stations or larger that offer pay as you train access to the public. All of these venues also have exercise studio spaces and offer class programmes in addition to those available at standalone parish, church and community halls.

Other than the Council's Places Leisure gym, the rest of the nine gyms are on education sites and most have restricted access to the public during the day in term time. Places Leisure replaces the former Fleming Park Leisure Centre and has a bigger capacity to better meet local demand. In addition, a further eight commercial gyms have been identified that offer more than 20 station gyms.

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There is also good supply of large-scale gym and fitness facilities within the drive time catchment of the Borough.

The assessment of need findings for gyms in Eastleigh Borough concluded that once the larger Places Leisure gym is available, there will be no need for further pay and play provision to serve community demand in the north of the Borough in the short (1-3yrs) or medium term (3-5yrs).

According to EBC's Sports Facility Needs Assessment & Playing Pitch Strategy Update [See reference 157], there are three public swimming pools in the Borough at Places Leisure, Hamble Sport Complex and Wildern School Leisure Centre. These three municipal and school pools are supplemented by private members club pools at four commercial health club sites. Additionally, ten community pools in neighbouring Boroughs are located within the Council's existing accessibility standard (i.e. an approximate 15 minute drive time).

The assessment of need findings for swimming pools shows that, at current population levels, demand for swimming space in Eastleigh Borough in the peak hours exceeds the current available supply. However, the current supply shortfall should be largely addressed by the opening of the new Places Leisure and the opening of Holly Hill Leisure Centre in Sarisbury Green in Fareham Borough. This venue is accessible to residents in the south and east of Eastleigh Borough.

As in the case for the rest of England, obesity is a key issue for the Borough, as it will have a substantial impact on the future health of many individuals and increase their risk of suffering a range of diseases, including heart disease. In addition, the trend towards an ageing population will have significant implications for health and social care services in the Borough. It will also increase the dependency ratio, so that in the future there are likely to be more retired people, relative to the number of people in work [See reference 158].

### Crime

Figures from 2017-2018 indicate that the overall distribution of recorded crimes within the Borough was relatively consistent with the distribution for the whole of England and Wales. However, a slightly smaller proportion of the locally recorded crimes were for anti-social behaviour, domestic burglary, drug offences, robbery, shoplifting and vehicle offences. A slightly larger proportion was recorded for criminal damage and arson, public order offences and violent offences. Violent crime with or without injury and criminal damage including arson are the main forms of crime within the Borough. The overall crime rate for the Borough from 2013-2018 has been consistently lower than the average rate for Hampshire [See reference 159].

Reported levels of anti-social behaviour in Eastleigh have continued to fall year on year. In 2019/2020, the following locations were identified as relative hotspots for anti-social behaviour: Hamble Foreshore; Eastleigh Town centre; Lakeside; and Hedge End Town centre. Violent crime increased from 2017-2020 but violent crime with injury decreased. Domestic abuse related crime accounts for 14% of all crime reported to Hampshire Constabulary. Overall acquisitive crime has continued to fall year on year since 2017, although 2019/2020 saw an upturn in residential burglary, though it should be noted that these figures now include not just the home but also sheds and garages [See reference 160].

### Arts and culture

Eastleigh Borough has a rich aviation, railway and maritime heritage, significant historic monuments, international cricket at the Ageas Bowl ground and a number of local museums and libraries.

Eastleigh Town Centre is the home of The Point, a centre for the development of contemporary performance. In the north of the Borough, there is a 400 seat Thornden Concert hall and the nationally recognized jazz venue, The Concorde Club. There is a lack of cultural facilities in the south of the Borough, although

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this was partly addressed with the building of a 300+ seat theatre at Wildern School, the Berry Theatre.

There are currently over 60 public artworks located within the Borough, ranging from mosaic, to sculpture, metalwork, glasswork and murals. Public art in Eastleigh Borough is promoted through the Borough Council's Public Arts Strategy and delivered through the Council's Community Investment Programme.

### Recreation and amenity (including open space and green infrastructure)

The Borough contains an extensive array of recreation facilities including **[See reference 161]**:

- Places Leisure Eastleigh;
- The Point (Eastleigh) and the Berry Theatre (Hedge End)– theatre, art gallery and dance centre;
- Country parks at Manor Farm (Botley/ Bursledon), Itchen Valley (West End), Lakeside (Eastleigh) and Royal Victoria (Netley);
- The Itchen Way footpath;
- Strawberry Trail;
- Hamble Rail Trail;
- Parts of the Solent Way along the coast;
- Parts of the national cycle network including between Hamble and the eastern boundary of Southampton;
- River Hamble – major centre for marinas and sailing activities;
- The Ageas Bowl – international cricket venue and home to Hampshire Cricket;
- Community schools with enhanced facilities;

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- Golf Courses; and
- Allotments.

According to the most recent Open Space Assessment conducted in 2017 [See reference 162], there is approximately 956 hectares of open space including Amenity Space, Country Parks, Green routes and Allotments. The Borough of Eastleigh is also within easy reach of other regional recreational facilities such as those within Southampton, the New Forest and Winchester.

Most Local Areas have good access to a range of open space types; further detail is provided below.

The majority of residents are within 300 m of an amenity open space of fair or good quality, however, there are some deficiencies, particularly at:

- Chandler's Ford (north and west).
- Hedge End (north east and south west).
- Botley (north).
- Netley (east).

There is consistent indication across the quantity and accessibility indicators that Hedge End is an area where deficiencies in access to open space exist. This open space deficiency overlaps with parts of the Borough which experience relative deprivation in terms of health, including at Eastleigh, Shamblehurst and West End.

In terms of quality, the majority of open spaces have been assessed to be of fair or good quality. Those poorer quality sites which are located within areas of general deficiency should be improved as a priority. Both Bishopstoke and Netley have many open spaces which are currently only fair quality, and the quality of these sites should be enhanced, particularly Mount Pleasant Recreation Ground at Bishopstoke, which in light of its size, should offer a wider range of facilities.

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There is good provision of country parks, which are well dispersed to serve the whole population of Eastleigh Borough.

There is generally good provision of play space for children in the Borough, although deficiencies exist with some residential areas having poor access to local children's play space, including within:

- Hamble-le-Rice, particularly the southern and eastern areas.
- Horton Heath.
- The eastern part of Hiltingbury.
- Millers Dale South to the west of Hursley Road.
- Some parts of Hedge End.
- Boorley Green.

Provision of allotments in Eastleigh Borough is generally good, with all Local Areas except Hiltingbury and Chandler's Ford meeting the national quantity standard at present.

Taking into account the projected population change for 2036, the provision of Allotments per 1,000 population does decrease across all the Local Areas, and in addition to Chandler's Ford and Hiltingbury, Bishopstoke, Fair Oak and Horton Heath also fall below the recommended quantity standard.

Accessibility to allotments is more varied with notable differences between settlements. Areas of deficiency of allotments within the recommended 900 metre accessibility standard include:

- Hedge End.
- West End.
- The southern part of Horton Heath.
- The northern and central areas of Chandler's Ford.
- The southern part of Hamble-le-Rice.

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Multi-functional areas of open space and links between them deliver a wide range of environmental and quality of life benefits for local communities. These include biodiversity, landscape and culture, recreation, health and wellbeing and natural resources. The Borough's country parks, countryside, the rivers, in particular the Rivers Itchen and Hamble, and the coast are key green infrastructure (GI) assets.

The Open Space Study sets out a number of recommendations to ensure adequate open space provision in the period up to 2036. Key recommendations include:

- A need for open space sites to be more accessible and provided and maintained to a higher quality.
- Ensure that appropriate, good quality provision of open space is incorporated within planned development.
- Development contributions to the enhancement and maintenance of existing facilities where quantity is sufficient to accommodate the population increase.
- Development should create new local amenity open spaces, play facilities and allotments within the strategic development area, to address identified deficiency.
- Better connectivity between residential areas and employment areas, leisure destinations and open spaces can help to reduce traffic congestion and improve air quality in the Borough.
- Green routes should be created or upgraded to provide access to a variety of users including people with disabilities, pushchairs and bicycles as well as those on foot.

## Economy

### Economy

#### Economic sectors

In 2017, the total number of businesses within the Borough stood at 7,520. This is a year on year consecutive increase since 2011. Business births have also risen year on year since then. Business deaths in 2017 have also increased since the previous year of 2016. There was a net overall increase of 640 businesses in 2016 and 630 businesses in 2017. The rates of business survival are relatively high compared to the county, regional and national rates [\[See reference 163\]](#). There is a trend for year-on-year increase in business births and deaths respectively, although the latter remains below the number of business deaths.

There is a higher proportion of jobs in the following sectors, when compared to the national averages: manufacturing; construction; wholesale and retail trade; repair of motor vehicles and motorcycles; transportation and storage; information and communication; financial and insurance activities; real estate activities; and professional, scientific and technical activities. The largest broad sector employer is distribution, transport, accommodation and food [\[See reference 164\]](#).

2016 data provided by the ONS relating to GVA per employee shows that the productivity of the Borough is very similar to the national level and lower than the South East [\[See reference 165\]](#). One of the aims of the Solent LEP strategy is to close the gap in productivity with the South East. In relation to GVA per head of resident population the Borough has a large workforce relative to its economic output, compared to the UK and the South East. This is due to the relative importance of certain sectors, such as retail, construction and manufacturing.

## Employment and unemployment

Since 2009, the total number of jobs within the Borough has increased from approximately 60,000 to 67,000 jobs in 2017. The total number of jobs (67,000) remained the same till 2019, then dropped to 66,000 in 2020 [See reference 166]. The largest employers are thought to be Prysmian Cables, Southampton Airport, B&Q and Ageas Insurance. Unemployment is low in the Borough, and although it increased and stabilised at a higher level after the financial crisis, the most recent figures for 2020 - 2021 suggest that it has fallen back to pre-recession levels of approximately 3.4% of the economically active population. This compares with an unemployment rate of 4.8% nationally (for Great Britain) [See reference 167].

In January 2020 - 2021, the figure for Jobseeker Allowance claimants as a % of working-age population (16-64 years old) was 2.3%, which is less than the figure for the South East (3.4%) and below the national average (4.4%). Between October 2020 and September 2021, 84.5% of the traditional working age population (16-64 years old) was economically active. This compares to economic activity levels of 81.1% for the South East and 78.5% for the UK.

Levels of economically active persons within the Borough have often been slightly higher than regional and national levels since June 2012.

## Education and skills

Skill levels have some scope for improvement within the Borough relative to levels elsewhere within the South East, however Eastleigh Borough compares favourably with the UK as a whole. The Borough has higher proportions of residents with qualifications at all NVQ levels 1-3 (more complex work activities down to the attainment of five or more GCSEs at grades A-C or equivalent) than for the UK and the South East. However, the Borough has slightly lower levels of residents with the highest level qualifications (NVQ4 and above) than the UK and the South East. Between 2015 and 2020 there was an increase of around

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9,900 residents in Eastleigh Borough with a degree qualification or higher [See reference 168].

According to the Annual Survey of Hours and Earnings 2021, the median gross weekly earnings within the Borough for full time workers (resident) was £652.9 compared to £613.1 for Great Britain.

The ONS Annual Population Survey (Oct 2020-Sep 2021) suggests that 50.7% of residents are employed in occupations associated with the knowledge economy (Managers, Directors and Senior Officials; Professional Occupations; and Associate Professional & Technical Occupations) [See reference 169]. The increase in numbers of residents with formal qualifications such as university degrees, as highlighted above, has the potential to result in a significant increase in residents in professional occupations and a decrease in residents with occupation in skilled, semi-skilled and unskilled occupations.

### Sites and premises

The Borough includes major industrial estates at Eastleigh, Chandler's Ford, Hedge End, Hamble and several office campuses in Eastleigh and Hedge End. The PUSH Position Statement sets out an employment floorspace target for Eastleigh Borough of 114,000 sqm for the period 2014 – 2034 which equates to an annualised figure of 4,957 sqm [See reference 170]. This target comprises of 40,000 sqm of B1 office floorspace and 74,000 sqm of B2 and B8 industrial, general industrial and storage and distribution respectively [See reference 171].

During the 2017 and 2018 there was 12,958 sqm of net additional employment floorspace completed. This was significantly higher comparing to previous years. However, some employment floorspace was lost through redevelopment at Hamilton Business Park and the demolition of ancillary offices and proposed erection of warehouses in Chandler's Ford [See reference 172]. There have been decreases in industrial floor space and increases in office floor space within the Borough between 2002 and 2012. Whilst this appears concerning,

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given the reliance on the transport and storage and manufacturing sectors to provide jobs within the Borough, it is likely to reflect economic restructuring as manufacturers seek to occupy smaller units and sites. Since 2006, land monitoring data suggests that industrial and warehousing development in the Borough has typically involved less than 5,000m<sup>2</sup> of new floorspace per annum [\[See reference 173\]](#).

There was a significant increase in both A1 (retail) and D2 (leisure) floorspace in out-of-centre locations during 2017/18 (although it is noted that this includes Places Leisure, which replaces the demolished Fleming Park Leisure Centre). A further 830sq.m. of new out-of-centre D2 (leisure) floorspace is the result of the completion of a new clubhouse with ancillary facilities on Stoneham Lane. A substantial proportion of new A1 floorspace is the result of a new M&S Foodhall adjacent to Eastleigh town centre, which is expected to boost the town centre [\[See reference 174\]](#).

At March 2014, 7.5% of total units or 15.4% of total floor space was available for industrial uses (including warehousing and storage) and 10.0% of total units or 11.7% of total floorspace were available for office premises uses. The relatively low rate for available industrial premises indicates that there may be an undersupply of industrial property within the Borough [\[See reference 175\]](#). Eastleigh Borough Council has advised that there has been a recorded net loss of industrial and office premises in the Borough, which include allocated land for employment purposes. This cross-relates to the previously identified trend for there to be an undersupply of industrial property. The higher rate of available floorspace reflects the existence of a number of large sites for industrial/storage use at Eastleigh River Side. With regard to office floorspace, these availability rates provide no evidence of oversupply.

According to Eastleigh Borough's Council's Retail and Leisure Needs Assessment the main commitments and new store developments in the area include:

- Eastleigh: A new retail unit (Coles Close, Twyford Road) comprising a gross floor area of 1,489 sqm comparison goods retail.

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- Eastleigh: A ground and first floor unit (within the Mall Atrium, Swan Centre) of 1,845 sqm comparison foods retail.
- Hedge End (Out of Centre): A new 'goods online' loading bay, replacement management suite, additional sales area, educational facility, dentist unit and new customer lobby (extension to Sainsbury's, Tollbar Way). The increase in the retail sales area equates to 120 sqm for which is assumed to be the sale of convenience goods.
- Hedge End (Out of Centre): A new retail unit (Hedge End Retail Park) with a gross floor area of 929 sqm for sale of pet related products with associated veterinary services facility, and alterations to car park and vehicle access point.
- Hedge End (Out of Centre): An extension to Unit 1a (Bradbeers Retail Park) to create additional gross floorspace of 1,437 sqm.
- Fair Oak: Redevelopment of a garden centre to create an additional retail floor area of 214 sqm gross.
- West End: Construction of a single storey unit with associated car parking and altered access, yard and bin store and landscaping, to create an additional gross floorspace of 373 sqm.
- Chandler's Ford: Subdivision of a vacant retail unit to create two A1 retail units, 1,747 sqm floorspace for Aldi and 1,348 sqm floorspace for Poundstretcher.

It should be noted that the general trend since the above was published is for further-out-of-town development. However, most of the leisure uses are appropriate out of centre developments.

In addition to the above, retail floorspace is also identified as part of new local centres planned to serve two strategic housing sites in the Borough, in Eastleigh and Botley. The emerging Local Plan 2016-2036 makes reference to new local centres at land west of Horton Heath, land South of Chestnut Avenue, Stoneham Park, Land north and east of Boorley Green, land north-east of Hedge End Station and at land west of Woodhouse Lane.

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According to the Retail and Leisure Needs Assessment [\[See reference 176\]](#), there is no capacity in Eastleigh Borough for a new superstore-format floorspace until 2027 (454 sqm net). This capacity is then forecast to increase to 1,500 sqm net by 2032 and to 2,345 sqm net by 2036. The results indicate that the Borough could: (1) deliver a new foodstore towards the end of the study period; (2) deliver a number of smaller format stores; or (3) build extensions to existing stores.

In the town of Eastleigh, there is no forecast capacity to support new convenience floorspace after taking account of planned convenience floorspace in the town centre and surrounding out-of-centre locations (including a new local centre). For Chandler's Ford there is limited forecast capacity for some 357 sqm net by 2036. This could support an extension to an existing store, or a smaller convenience store format. For Hedge End, there is potential need of 873 sqm net by 2036. This provides potential scope for a supermarket, or possibly a deep discounter (i.e. Aldi or Lidl), or a number of smaller convenience stores.

For local centres, there is forecast capacity for 301 sqm net by 2036. This would support one or two smaller convenience stores in some of the centres, subject to market demand. The more limited capacity generated by the local centres reflects the scale of their retail offer, their market shares and their role and function in the hierarchy and network of centre; principally serving the day-to-day needs of their local catchment populations. For the rest of the Borough, there is total forecast capacity for up to 857 sqm net by 2036. This is mainly being generated by the Tesco at Bursledon and would support either an extension to this store, or a new deep discounter or a number of smaller convenience stores.

There is limited Borough-wide need for comparison goods (clothing, footwear, household and recreational goods) over the short term (up to 2022) but need increases thereafter to 6,360 sqm net by 2027, 12,935 sqm net by 2032 and 18,564 sqm net by 2036.

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For the town of Eastleigh, there is no forecast capacity over the short term (up to 2022) after taking account of all known commitments. There is some need in 2027 for 1,023 sqm net, increasing to 2,809 sqm net by 2032 and 4,365 sqm net by the end of the study period (2036). For Chandler's Ford, there is forecast capacity for 258 sqm net in 2022, increasing to 1,857 sqm net by 2036.

For the Borough's Local Centres there is limited forecast capacity for 321 sqm net by 2027, increasing to 966 sqm net in 2036. These forecasts are expected and reflect the limited provision of comparison goods in smaller centres and their role and function within the Borough's retail hierarchy. Finally, for the rest of the Borough, there is limited forecast capacity for 342 sqm net in 2027, increasing to 894 sqm net by 2036.

Overall, the majority of the forecast capacity for new retail floorspace occurs towards the end of the study/plan period (i.e. between 2032 and 2036). This forecast capacity over the long term should, according to the Retail and Leisure Needs Assessment be directed to Eastleigh Town Centre and the Borough's District Centres first, in accordance with national and local plan policy objectives. The distribution of the forecast capacity for new retail floorspace should reflect the network and hierarchy of centres, and the relative role and function of the Council's centres. The Council will continue to monitor the trend for permitting main town centre uses in out-of-centre locations in future monitoring years. Further to this, future applications for out-of-centre retail related development will be required in accordance with the revised NPPF (July 2018) and the policies of the emerging Local Plan (2016-36) once adopted.

In terms of accommodating needs in full over the plan period in accordance with the NPPF, the Council has identified that the Barton Park site, located close to Eastleigh Town Centre, could represent the key strategic development opportunity at the present time. Accessibility and transport

## Transport infrastructure

The main roads through Eastleigh Borough are the M3, A27, M27, A334, A335, A3024 and A3026. A network of lower category (A/B/C/unclassified) roads also serve the urban and rural areas. In addition, several rail lines pass through the Borough, which carry both passenger and freight traffic. These are:

- The South Western Mainline railway from London to Weymouth, with stations at Eastleigh and Southampton Airport Parkway;
- The Botley line which runs from Eastleigh to Fareham with stations at Hedge End and Botley;
- The Southampton-Fareham line which crosses the south of the Borough, with stations at Netley, Hamble and Bursledon; and
- The Eastleigh to Romsey Line which serves Chandlers Ford.

The modal share of freight by rail at Southampton docks has grown in recent years so that 35% of all new containers now arrive or depart by rail following a series of upgrades to rail freight capability on the line in recent years. The Eastleigh Station area also acts as a significant terminal for railway construction/aggregates traffic, railway infrastructure traffic and as a freight marshalling yard [\[See reference 177\]](#).

Southampton Airport is also situated within the Borough and is linked to the rail network by Southampton Airport Parkway and to the strategic road network by the M27 at Junction 5. The airport serves over 30 destinations and is used by 1.99 million passengers per year [\[See reference 178\]](#). However, following the cessation of flights by the main operator (Flybe) from the Airport, a baseline estimate of around 20 destinations and 1 million passengers per year (2020) is considered a reasonable assumption (excluding the short-term effects of the Covid-19 Pandemic). The Airport is working to backfill routes previously operated by Flybe. Southampton Airport Ltd's 2006 masterplan for the airport indicates that they wish to increase passenger numbers to 6 million passengers per annum by 2030. This may involve building a new terminal . Passenger numbers increased from 1.84 million passengers in 2005 to 1.95 million

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passengers in 2008 but then fell between 2008 and 2012 to 1.69 million passengers, and now they have gradually recovered to 1.99 million passengers in 2018. The COVID-19 pandemic has led to a significant drop of the passengers, as there were only 300,000 passengers in 2020 [See reference 179] [See reference 180]. The airport has a single runway which is just over 1,700 metres long. The length of the runway as well as the topography of the area surrounding the airport means that the routes which are economically viable to serve and the size of aircraft which can be used are limited. In 2021 the Council granted planning permission for a 164 metre extension to the runway (which is subject to judicial review). If the extension proceeds, this would facilitate larger planes and the Airport's revised forecasts would be for 2.3 million passengers by 2027 and capped growth of 3 million passengers by 2033.

2011 Census data shows that 3% of all journeys to work in the Borough are made by bus. Similar numbers have been reflected by the 2019 ONS statistics on the usual method of travel to work by region [See reference 181]. The bus network in the Borough connects local centres as well as areas of employment, schools, colleges and areas outside of Eastleigh Borough. Most bus usage is primarily for shorter local journeys as the reasonably comprehensive rail network serves medium length and longer journeys.

Bluestar, First and Xelabus are the primary bus operators in Eastleigh Borough, with some of routes covered by Wheelers and Stagecoach. The bus industry is unstable with regular changes to some of the more peripheral routes, and some new operators entering the market whilst others have exited the market. This has created confusion amongst residents about the offer of bus services in some areas.

2011 Census data shows that 3% of all journeys to work are made by bicycle. There is variable provision in the Borough of off road/shared use cycle routes to support recreational and leisure cycling, in addition to the use of the road network [See reference 182]. Cycle facility provision is relatively good in northern parts of Hedge End as well as from Bishopstoke to Eastleigh Town and from Southampton Airport to Chandlers Ford Business Parks. However, numerous gaps exist in the network of strategic routes, most notably along the

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A27 corridor and from Chandlers Ford to Southampton and to Winchester along Winchester Road. These larger gaps are also accompanied by gaps in the local network [See reference 183]. There are now approximately 27km of cycleways in the borough centred mainly on the areas of Eastleigh and Hedge End [See reference 184].

Eastleigh town centre has a relatively high proportion of residents cycling to work, as do areas across Chandler's Ford, Bishopstoke and Fair Oak. There are also patches of higher relative levels of cycling to work in Hamble, Bursledon and Netley. Despite the relatively good provision of cycle infrastructure in Hedge End the proportion of residents cycling to work is relatively low, likely due to the proximity to the M27 and car-based commuting patterns here.

Eastleigh Borough also has extensive walking routes consisting of non-designated footpaths and designation Public Rights of Way, including bridleways. Eastleigh as a Borough has a high proportion of residents walking to work, which is highest in Eastleigh town central area at up to 18%. The lowest percentage of walking occurs in the Hedge End area and northern Botley [See reference 185].

According to the PfSH Green Infrastructure Strategy, whilst pedestrian paths and public rights of way are widespread in the Borough, they sometimes lack connectivity [See reference 186].

## Traffic flows

The highway and rail networks support a large amount of movement into the Borough from commuters who live elsewhere but work in Eastleigh Borough. In particular, over 12,700 commuters travel from Southampton to Eastleigh Borough each day; there is a similarly large out-commuting flow of 11,190 from Eastleigh Borough to Southampton. In addition, there are significant commuting flows from Eastleigh Borough to Winchester of about 8,800 and from New Forest District into Eastleigh Borough of around 2,700 [See reference 187].

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There are substantial numbers of commuting trips which start and end within the Borough in the Hedge End, West End and central areas in Eastleigh Town. In Bursledon, Hamble and Hound, fewer commuting trips are to destinations within the Borough. Many “self-contained” commuting trips (i.e. with a start and end point within the Borough) may still cross the Borough boundary as part of their routes. Prime examples would be Hedge End and Bursledon/Hamble/Netley Hamble to Eastleigh or Chandlers Ford journeys, which are likely to use the M27, passing out of the Borough en route (and also using a strategic link for short/medium distance commuting journeys) [\[See reference 188\]](#).

Across the South Hampshire area, highway trips are projected to grow by around 16% by 2036 [\[See reference 189\]](#) with traffic flows likely to increase on all sections of the M3 and M27 within the Borough. Significant congestion occurs in Eastleigh Town when restrictions and incidents occur on the southbound links between the M3 and M27, where traffic intending to travel eastbound on the M27 is routed through the town to Junction 5 of the M27. Traffic congestion affects both the strategic and local road network in the Borough. Congestion on the strategic road network in the Borough is a significant issue. Most of the main roads (including motorways) through the Borough are congested or close to capacity during peak hours. Projected increases in traffic flows on the M3, M27 and local roads could worsen this. Congestion is an issue at the following locations in the Borough:

- B3037 Bishopstoke Road, Eastleigh, as it joins the Twyford Road roundabout
- A335 Twyford Road between Allbrook Hill and the Twyford Road roundabout
- A335 Southampton Road, Eastleigh towards junction 5 of the M27
- Passfield Avenue, Eastleigh - Stoneham Lane, Eastleigh Approach roads to Junction 7 of the M27
- B3397 Hamble Lane including the approaches to the Windhover roundabout.

### Travel to work

According to 2020 ONS statistics, a smaller proportion of Borough residents travel to work by car (67%) than the regional (75%) and national averages (78%). The areas with the highest proportions of residents who make single occupancy vehicle journeys to work include northern parts of Hedge End; Bursledon; parts of Chandler's Ford and Hiltingbury; and Fair Oak and Horton Heath. Eastleigh town centre has a comparatively low proportion of residents driving to work, as do some small parts of central Chandler's Ford, Netley, central Hedge End and Hamble [\[See reference 190\]](#).

According to 2011 Census, single occupancy vehicle journeys are the most popular mode of travel for journeys to work by a considerable margin. There are relatively few people who travel as a passenger by car. Those working mainly from home make up the second largest proportion at 9.7%, followed by those travelling on foot at 7.7% and those who are a passenger in a car or van at 5.3%. Residents living in less densely populated areas and further from the main employment sites are most likely to travel to work by single occupancy car; there is also often a positive correlation between the areas with high levels of car commuting and decreased accessibility to good bus services or local rail stations.

Travel to work mode shares have remained largely the same between the 2001 and 2011 censuses, with a slight increase in the proportion driving a car/ van to work and also those travelling by train and on foot. However, past few years have seen an increase in the number of people working from home [\[See reference 191\]](#). Whereas the proportion of Eastleigh Borough residents travelling to work by bus has declined. Across the Borough, very few commuters use the bus (2.6%), even in areas where there is currently relatively good bus service provision. Even fewer people rely on trains for work commute (2.2%). However, areas with a larger proportion of bus commuting can be found in Netley, Chandler's Ford, Bishopstoke and parts of Fair Oak.

## Public transport accessibility

The busiest railway lines for passenger services are the South Western Mainline and the Southampton-Fareham Line. Passenger rail usage has increased significantly in Eastleigh Borough over the last two decades. Improvements to provide additional capacity and enable additional services (both passenger and freight) are planned in the medium and longer term for both the mainline and some connecting routes as detailed in Network Rail's Wessex and Sussex area route studies. The studies highlight a requirement to increase capacity on peak services into and out of London and as such, ways to provide for additional fast services from Southampton and Winchester to London have been identified. The Sussex Area Route Study [\[See reference 192\]](#) includes service between Southampton and Barnham and onwards to Brighton and the route to London Victoria. Some proposals in the strategy could have benefits for connectivity in the Borough and surrounding areas.

The busiest station in the Borough is Southampton Airport Parkway, serving around 1.7 million passengers 2018/19 [\[See reference 193\]](#). Southampton Airport Parkway station serves both a local catchment covering southern parts of the town centre, and northern parts of Southampton, but also draws passengers from a significantly wider catchment due to its good road connectivity via the M27. Local stations such as Hedge End and Chandler's Ford have also seen increasing passenger numbers. Eastleigh Town Centre and Northern parts of Hedge End have the highest levels of rail commuting [\[See reference 194\]](#).

Rail journey times are generally competitive with/ better than driving for journeys between areas with good access to rail stations, especially in the peak hours where road journey times are slower. However, in some areas (e.g. Bursledon, Eastleigh and Netley where passenger numbers have decreased) the low frequency of trains, or limited range of destinations served, hinders the railway as a realistic alternative to car commuting. Aside from Eastleigh and Southampton Airport Parkway, the Borough's stations are only served by a basic frequency of a single hourly train in each direction with some additional peak hour services in the direction of the busiest commuting flow. Furthermore,

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Hedge End and Botley do not have a direct connection to Southampton, the most popular destination in the area, and also have sparse later evening services. Other stations also have limitations, such as limited connectivity and interchange particularly near the M27 and connecting roads [\[See reference 195\]](#).

There has been a 0.47% increase in the estimates of station usage numbers in the last year across the stations located in the Borough, and an increase in passenger numbers at all but three of the stations. The 0.47% increase is significantly lower than the increase recorded in the previous monitoring period (4.41%) which may suggest that reliance on the car could be increasing. The bus routes in Eastleigh Borough have relatively low frequency (typically hourly or half-hourly during the daytime Monday to Saturday, with limited or no service on weekday evenings or on Sundays), however some routes offer better daytime frequency and a more comprehensive service, including:

- Bluestar 1 Southampton-Chandlers Ford-Winchester (every 20 minutes).
- Bluestar 2 Southampton-Eastleigh-Fair Oak (every 20 minutes).
- First X4/X5 Southampton-Bursledon- Fareham/Gosport/Portsmouth (every 15 minutes).
- Unilink U1 Southampton Airport-University-City Centre (every 10-15 minutes).

However, in recent years, the bus network has generally contracted both in terms of frequency of service and the number of non-core routes served. This contraction has not been helped by cuts in bus service subsidies provided by Local Authorities, the unstable nature of the local bus market and the unreliability that traffic congestion imposes on many bus services [\[See reference 196\]](#).

However some key “core” routes have prospered such as:

- Bluestar 1 (Winchester- Chandler’s Ford- Southampton).
- Bluestar 2 (Fair Oak- Bishopstoke- Eastleigh- Southampton).

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- First X4/X5 (Southampton- Bursledon- Fareham/ Portsmouth/ Gosport).
- Uni-link U1 (Southampton Airport-University-City Centre).

Bus operators are not obliged to publish their passenger figures, however from the limited data that is available to the Council, bus passenger numbers have broadly stagnated overall for some years.

Bus passenger surveys conducted in the Borough during 2014 highlighted that over a third of bus users make more than five trips on the bus per week, and that 45% of passengers use the bus to go on shopping trips. The bus is a more important mode for shopping and access to services than for travel to work. The survey results also found that the lack of frequency of bus services was the biggest concern for bus users with 20% of respondents citing this, followed by 17% of passengers raising concerns about buses not running on time [See [reference 197](#)].

# Environment

## Air quality

The Council has declared four AQMAs in the Borough due to exceedance of the annual mean objective for nitrogen dioxide. They are as follows:

- AQMA No. 1 – A335
- AQMA No. 2 – M3
- AQMA No. 3 – Hamble Lane
- AQMA No. 4 – High Street Botley

All AQMAs are associated with nitrogen dioxide from traffic. Properties alongside the motorways, main roads and main-line rail routes are also affected by traffic noise, and the airport also gives rise to air concerns. Developments

proposed within the Local Plan could have an effect on these AQMAs [\[See reference 198\]](#).

# Biodiversity and geodiversity

## Biodiversity

The Borough has a range of international, national and local nature designations, which accounts for approximately 25% of the Borough's total area.

There are three internationally designated sites within the Borough; the River Itchen SAC, Solent & Southampton Water SPA and Ramsar site and the Solent Maritime SAC. The River Itchen is a resource for water supply and wastewater disposal for Eastleigh Borough as well as an international wildlife site. There is concern about the impact on migrating and other wintering birds if there is increased development within the Borough [\[See reference 199\]](#). There are also a number of European sites in the wider area, including those on the other side of Southampton Water.

The Council is currently working with Test Valley Borough Council, New Forest National Park Authority, New Forest district Council, Southampton City Council, Wiltshire County Council and Natural England to consider ways in which cumulative recreational impacts could be mitigated with regards to the New Forest [\[See reference 200\]](#). Phase 1 of this partnership working was updating the evidence about visits to the New Forest protected areas. The Footprint Ecology research reports identify a range of potential impacts from the projected increase in visitors to the New Forest arising from the planned new development. The reports are published online [\[See reference 201\]](#).

The Borough of Eastleigh also contains five nationally designated nature sites: Lee-on-the-Solent to Itchen SSSI; Lincegrove and Hackett's Marshes SSSI; Moorgreen Meadows SSSI; River Itchen SSSI and Upper Hamble Estuary and

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Woods SSSI. According to Hampshire Biodiversity Information Centre's Annual Monitoring Report, 2019/20, as of March 31<sup>st</sup> 2020, 46.19% of Eastleigh Borough's SSSI area was classified as 'favourable', 33.91% 'unfavourable recovering', 19.68% 'unfavourable no change' and 0.22% 'destroyed' [See reference 202] The proportion SSSI land area within the Borough in a favourable or recovering condition has improved since 2007.

The largest area of SSSIs assessed as remaining in an unfavourable condition is within the River Itchen SSSI. This is due to inappropriate water levels, inappropriate weirs and dams, invasive freshwater species, siltation, water abstraction and water pollution (agricultural run-off and discharges) [See reference 203]. Although, neutral grassland in the River Itchen SSSI was re-re-assessed from 'Unfavourable Recovering' to 'Favourable' as of March 31<sup>st</sup> 2020 [See reference 204].

The Borough's six Local Nature Reserves (LNR) are Hackett's Marsh LNR (Bursledon); Hocombe Mead LNR (Chandler's Ford); Manor Farm LNR (Botley/Bursledon); Mercury Marshes LNR (Bursledon); Netley Common LNR (near Thornhill); and Westwood Woodland Park LNR (Netley Abbey).

Sites which are important for nature conservation at the county and Borough level are called Sites of Importance for Nature Conservation (SINCs); 146 of these are designated within the Borough. Many support UK Biodiversity Action Plan priority habitats and species. These sites are not statutorily protected.

There are pockets of ancient woodland throughout the Borough and close to the Borough boundary in neighbouring local authority areas. Ancient woodland is an irreplaceable resource and faces a number of challenges including fragmentation and suitable management. Eastleigh Borough Council's approach to trees in relation to development is outlined through the Trees and Development SPD (2021) [See reference 205], which highlights the importance of trees in Eastleigh, with particular emphasis on ancient and veteran trees. The Council considers that tree replacement planting to mitigate for the loss of ancient or veteran trees, or trees with other ecological designated areas, will not be acceptable. The Interim Mitigation Strategy for New Forest protected sites

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[See reference 206] sets out a technical approach to address disturbance in the New Forest from new development in Eastleigh borough. Biodiversity Opportunity Areas (BOAs) are geographical areas identifying the best opportunities to restore and create habitats of regional importance. They are part of a 'landscape-scale approach' to nature conservation. BOAs do not include all the BAP habitats in a region but are areas where conservation action is likely to have the most benefit for biodiversity, based on existing biodiversity interest and opportunities for enhancement. There are five BOAs present in or adjacent to Eastleigh Borough: Hamble Valley; The Forest of Bere; The Solent; Itchen Valley; and Ampfield-Baddesley-Chilworth-Lordswood.

Eastleigh Borough contains 18 recognised national Biodiversity Action Plan Priority Habitats, which cover approximately 20% of the Borough's land area. Hampshire BAP Habitat Action Plans have been prepared for the following habitats [See reference 207]:

- Ancient and/or species-rich hedgerows.
- Chalk rivers.
- Coastal saltmarsh.
- Coastal vegetated shingle.
- Coastal and Floodplain Grazing Woodland
- Hedgerows
- Lagoons
- Lowland Dry Acid Grassland
- Lowland heathland.
- Lowland meadows.
- Lowland Mixed Deciduous Woodland
- Maritime cliff and slopes.
- Mudflats.
- Purple Moor Grass and Rush Pastures

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- Ponds
- Rivers
- Reedbeds.
- Wet Woodland

The Eastleigh Biodiversity Action Plan lists 582 Priority Species. Of the 582 Priority Species, 50 species representative of the various habitat types present in Hampshire are regularly reported on to understand the overall change in the priority species status in a regular and consistent way.

### Geological features

The basic geology of the Borough is characterised by the overlay of Tertiary and Quaternary deposits over chalk bedrock. The Tertiary deposits are referred to as the Reading Beds, the London Clay, the Bracklesham Group and the Barton Group. The Quaternary deposits are generally river terrace deposits and alluvium, all of which are predominantly sands, silts and clays. At the southern end of the Borough, the London Clay and Bracklesham Group deposits reach thicknesses of up to 400m [\[See reference 208\]](#).

Whilst there are no Local Geological Sites (LGS) in the Borough, the Lee-on-the-Solent to Itchen Estuary SSSI has also been designated as a Geological SSSI. Its geological importance is based on the significance of exposures of terrace gravels of the former Solent River system found at the cliffs north of Hillhead, which allow the study of gravel sedimentology over a large continuous exposure and, in conjunction with other sites along the Solent coast, provide a cross-section through the 'staircase' of Solent terraces. The site is also known for its fossil remains [\[See reference 209\]](#).

## Climate change (including flood risk)

Eastleigh Borough Council reaffirmed its commitment to climate change and reducing greenhouse gas emissions, by unanimously declaring a Climate Change and Environmental Emergency in July 2019 [See reference 210]. The target of being carbon neutral by 2025 has been set, to achieve carbon neutrality by 2030. This is outlined in the Climate Change and Environmental Emergency Strategy 2020-2030 [See reference 211], and the Climate Change and Environmental Emergency Action Plan Update (June 2020) [See reference 212].

### Greenhouse gas emissions by source

According to the Department for Energy and Climate Change (DECC), Eastleigh Borough total estimates carbon dioxide emissions decreased by around 34% between 2005 and 2019 [See reference 213].

In 2019, the proportion of CO<sub>2</sub> emissions from industrial/commercial, domestic and road transport sources as a percentage of total emissions in the Borough were 19%, 30.4% and 48.4% respectively, domestic being the largest source.

### Greenhouse gas emissions trends

In 2018, the UK Climate Projections 2018 have replaced the UK Climate Projections (UKCP09) [See reference 214]. The research predicts the effects of climate change for the south east England by 2050. In summary, climatic changes are likely to include increases in the mean temperature in the winter and summer months alongside changes in the annual winter and summer precipitation levels. These changes result in potential risks to Eastleigh Borough, which might include:

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- Increased incidence of health risks including heat related illnesses and deaths due to changing weather patterns (e.g. skin cancer, cataracts, salmonella and deaths during storm events).
- Effects on water resources (e.g. Reduction in availability of surface water, low river levels, turbulent river flow).
- Flood related risks (e.g. increased risk of flooding, changes in insurance provisions for flood damage, higher cost premiums for local business).
- A need to increase the capacity for effective water management (e.g. at wastewater treatment plants and sewers, flood defences, increased irrigation during summer droughts and soil and water deficits).
- Effects on natural resources (e.g. Soil erosion due to flash flooding, soil shrinkages and subsidence).
- Effects on biodiversity (e.g. loss of species, Spread of species at the northern edge of their distribution, reduced availability of grassland habitats and changes in groundwater recharge on the reliability and flows in the River Itchen for people and wildlife).
- Deterioration in working conditions due to increased temperatures and changes to global supply chain.
- Risk to transport (e.g. rail tracks buckling due to increased temperature, road surfaces melting and flooding of roads and railways).
- Effects on food production (e.g. handling and storage).

## Flood risk

According to the 2016 PUSH Strategic Flood Risk Assessment (SFRA) [See [reference 215](#)] and Catchment Flood Management Plans, the four main types of flood risk which exist in Eastleigh Borough are fluvial (river) flooding, coastal flooding (including tidal flooding), surface water flooding and groundwater flooding.

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Flooding from rivers is the primary source of flooding within the Borough. Flood risk is associated with the River Itchen and Monks Brook, both of which have extensive flood outlines which cover a number of existing developed areas in the Borough, including parts of Chandler's Ford, Eastleigh Town Centre and Bishopstoke. The secondary source of flood risk in Eastleigh Borough is from the sea. The parts of the Borough which are currently at risk of tidal flooding are Netley, Hamble and Bursledon.

Historically, there have been some instances of groundwater flooding at the northern boundary of the Borough, marking the location where the South Downs chalk geology ends and the River Itchen meets less permeable bedrock. However, the Hampshire Groundwater Management Plan [\[See reference 216\]](#) prepared by the County Council does not identify any locations within the Borough in its list of 'risk areas'.

Climate change is likely to increase fluvial flood flows in the Borough. This is likely to put additional pressure on areas of Eastleigh Borough near the River Itchen and in Chandler's Ford near the Monks Brook, which are key areas at risk.

Whilst some areas of the coast of Eastleigh Borough (including the lower lying areas at Hamble Quay and Ferrymans Quay) are susceptible to inundation as a result of high tides and/or inclement weather breaching sea defences, the topography of much of the coast is such that coastal flooding is less of a risk. Many coastal areas benefit from coastal defences but due to the relatively small number of properties located there, future levels of investment in these defences are likely to be limited.

The Surface Water Management Plan (SWMP) [\[See reference 217\]](#) concludes that surface water flooding in the Borough affects some of the more built up areas but is fairly sporadic and there are relatively few substantial surface water flooding incidents. There are three hotspots specifically identified: the Monks Brook catchment, Quob Lane/Allington Lane in West End and The Quay in Hamble.

## Historic environment

### Historic development of the Borough

The historic development of Eastleigh Borough has been influenced by a wide variety of factors, including its railway, maritime and aviation history, and this is reflected by the Borough's cultural heritage resource. Whilst this resource includes better known assets such as Netley Abbey and Bursledon Windmill, the historic environment in the Borough is broad ranging, and incorporates a wide variety of features, sites and areas.

### Designated and non-designated sites and areas

Many of Eastleigh Borough's historic features and areas are recognised through historic environment designations. These include Listed Buildings, Scheduled Monuments and Registered Historic Parks and Gardens which are nationally designated, and Conservation Areas. Eastleigh Borough contains 176 Grade II listed buildings, 8 Grade II\* listed buildings, 8 Scheduled Monuments, 33 Registered Historic Parks and Gardens, and 8 Conservation Areas. The eight conservation areas in Eastleigh Borough are at Bishopstoke; Botley; Old Bursledon; Bursledon Windmill; Gaters Mill and Romill Close at West End; Hamble-le-Rice; Orchards Way at West End; and Netley Abbey [\[See reference 218\]](#). The Grace Dieu Protected Wreck is also partly located within the Borough.

There are currently no cultural heritage sites or features on Historic England's Heritage at Risk Register 2016 [\[See reference 219\]](#). As the Heritage Risk Register does not include Grade II listed buildings (outside London, other than places of worship) the Borough Council considers whether those buildings are at risk as part of the Development Management process. Within the Borough there is one Grade II listed building (Peach House situated in Church Road, Bishopstoke) which has been identified as being at risk.

Historic features which do not meet the criteria for national listing or other national designation can be protected through local designations. There are also 38 locally listed buildings within Eastleigh Borough.

### Townscape character and quality of built environment

The Council has produced a number of urban character area appraisals across the Borough that assist in the positive management of areas and provide guidance to ensure that new development in Eastleigh Borough is appropriate to its surroundings and helps to retain the character that gives each area its identity.

### Archaeological assets

There are over 500 archaeological records for Eastleigh Borough on the Historic Environment Record Search [\[See reference 220\]](#), the historic environment record for Hampshire. These include ten nationally important scheduled monuments, ranging from the remains of abbeys, castles and hill forts, to aqueducts and Second World War gun emplacements. These may or may not be visible above ground.

## Landscape

### Landscape character

Eastleigh Borough falls under two Natural England character areas; South Hampshire Lowlands (128) and South Coast Plain (126). The description of these landscape areas can be accessed on the Natural England website at:

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<http://www.naturalengland.org.uk/ourwork/landscape/englands/character/areas/southeast.aspx>.

The Hampshire Integrated Character Assessment [See reference 221] is a framework for other local authorities to develop strategies, plans and local action initiatives. It identifies 5 landscape character areas in Eastleigh Borough at county scale, which are Southampton Water, Netley Bursledon and Hamble Coastal Plain, Hamble Valley, Forest of Bere West and Itchen Valley.

The Eastleigh Landscape Character Assessment [See reference 222] identifies nineteen different landscape character areas within the Borough. The landscape of the Borough is not subject to statutory landscape designations, but parts of it are attractive and it contributes to creating and maintaining the character of the Borough and its settlements. However, the intrusion of urbanising elements, particularly around the borders with Southampton but also in the narrowing gaps between some settlements, is diminishing this. Close to the urban edges, there are indications of degradation of land in anticipation of development. New development in these and other areas would change the landscape, impacting on landscape features and tranquillity. There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.

The Strategic Growth Option Updated Landscape Sensitivity background paper [See reference 223] was published by EBC in order to assess the sensitivity of the landscape to change in areas where strategic development is being considered and proposed. The sensitivity of each proposed site to change has been assessed, taking into account the landscape features and character present and the visibility of areas from identified vantage points. Information has also been obtained from the existing Landscape Character Assessment mentioned above.

## Light and noise pollution

Noise pollution throughout the Borough primarily stems from road, rail and air sources. The Borough's borders with Southampton are dominated by urban and suburban residential areas. There are also major industrial estates and shopping complexes and two major motorways bisecting the Borough. These factors have a strong influence on light pollution, and there are few areas in the Borough that are free of 'night glow'. Light pollution has also become an increasing issue in the wider area; according to the CPRE, light pollution in Hampshire increased by 13% between 1993 and 2000 [\[See reference 224\]](#).

Since 2004 CPRE have undertaken a study of tranquillity in England. The study concluded that Hampshire as a whole is ranked 22nd out of 87 county and unitary authorities in England in terms of tranquillity scores (where 1 is the most tranquil). The Eastleigh area was however evaluated as one of the least tranquil local authorities in the county.

## Material assets

### Energy

In 2019, the Eastleigh Borough Council has declared a climate emergency and set a target to become carbon neutral as an organisation by 2025 and to support communities and businesses across the borough to achieve carbon neutrality by 2030 [\[See reference 225\]](#). The Climate and Environment Emergency Strategy 2020 – 2030 [\[See reference 226\]](#) builds on measures taken to date as set out in the previous Climate Change Strategy. Moreover the Council aims to:

- a. put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2025

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- b. work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030
- c. ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations
- d. recognise the urgency of action to mitigate and adapt to the changing climate in every decision taken by the Council
- e. establish a cross-party working group to develop a plan for how the Borough of Eastleigh could achieve carbon neutrality by 2030
- f. include all of the recommendations above in a revised Climate and Environmental Strategy to be completed and approved by Council in 2019/20.

## Waste arisings and recycling rates

There are four household waste recycling centres in the Borough. These are located at Stoney Croft Rise, Chandler's Ford; Knowle Lane, Fair Oak; Shamblehurst Lane, Hedge End; and Grange Road, Netley. Compared to national and regional averages, recycling rates in Eastleigh Borough is good, achieving 40.23% of waste recycled or composted in 2012/13, the highest in Hampshire. Household waste collected per head has reduced since 2006/7, from 351kg to 302kg in 2012/13 **[See reference 227]**.

## Minerals

In terms of mineral resources in the Borough, sand and gravel deposits exist at Hamble peninsula and the Itchen Valley. There are also rail-head aggregates depots in Eastleigh Borough for recycling, storage and transfer.

## Previously developed land

Between 2005/6 and 2006/7, the proportion of completed housing developments on previously developed land was consistently high in the Borough, but there has been a significant reduction since then. In 2017/18 only 32.1% of new and converted dwellings were delivered on previously developed land [See reference 228]. This reflects developments such as South Street, Eastleigh and Dowd's Farm, Hedge End, both of which are greenfield sites but specifically planned for within the adopted Local Plan Review.

## Soil

### Soil type and quality

Soil quality is fundamental to the quality of agricultural land. The Agricultural Land Classification system provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. The most versatile agricultural land defined as Grades 1, 2 and 3a, which is deemed to be the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals [See reference 229].

### Agricultural land quality

Eastleigh Borough has rich and diverse soils which have developed since the last ice age 10,000 years ago, and with farming practices over the centuries. Agricultural land quality in the southern half of Eastleigh Borough is generally high, and quite large areas particularly within the Hamble Peninsula were used formerly for horticulture, in particular strawberry growing. Much of the land in this area and in the central and eastern parts of the Borough is classified as Grades 1 and 2 (the most versatile and best quality land) [See reference 230].

## Water quality and water resources

### Water resources

The Borough of Eastleigh is dominated by two main river catchments; the River Itchen catchment covers the majority of the Borough with the River Hamble catchment to the East. The wider Hampshire area has a significant reliance on groundwater. A major source of groundwater is the chalk aquifer of the Hampshire Downs, which forms a regionally significant aquifer for potable and agricultural use, and provides base flow to the River Itchen, which relies on groundwater to maintain flows.

Within the River Itchen catchment there are seven sub catchments affecting Eastleigh Borough which link into the different rivers. The River Hamble catchment includes four sub catchments within the Eastleigh boundary. The majority of these affect the southern part of the Borough

The Itchen catchment is largely dominated by groundwater flow due the bedrock geology that underlies the area. The River Itchen is considered one of the best chalk streams in the world with excellent diversity and quality waters, meaning it is covered by several designations including the Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) designations. In contrast to the upper section of the River Itchen, the lower section flows through heavily urbanised areas. A major tributary that flows into the River Itchen, and forms a considerable part of this catchment, is Monks Brook which runs through Chandler's Ford. Much of this watercourse has been culverted.

The River Hamble catchment is predominantly rural in the upper section and highly urbanised in the lower section leading to very different characteristics in each. This catchment drains into a number of designated sites of national and international importance for nature conservation, such as the Solent and Southampton Special Protection Area and Ramsar site or the Solent Maritime Special Area of Conservation. The upper section runs over permeable chalks where there are few properties and a lower risk of surface water flooding,

whereas the lower section is dominated by clay with the potential to cause flash flooding in the urbanised areas along the coast [\[See reference 231\]](#).

### Water quality

Groundwater Source Protection Zones (SPZs) indicate the risk to groundwater supplies from potentially polluting activities and accidental releases of pollutants. Designed to protect individual groundwater sources, these zones show the risk of contamination from any activities that might cause pollution in the area. There are a number of SPZs to the north of the Borough. The outer zone (subsurface activity only) of zone 2C extends into the northern part of Chandler's Ford. There are also a number of small private abstractions in the Borough which require a 50m SPZ. These abstractions may be within private households and must be protected.

The Environment Agency manages water resources at a local level through the Catchment Abstraction Management Strategy (CAMS) process along with abstraction licensing strategies. The Eastleigh Borough area is covered by the Test and Itchen Abstraction Licensing Strategy (March 2013) and East Hampshire Abstraction Licensing Strategy (April 2013).

The Test and Itchen Abstraction Licensing Strategy suggests that the Lower River Itchen (from Winchester through Eastleigh and Southampton) could be affected by abstraction and does not meet environmental flow indicators. The Environment Agency is working Southern and Portsmouth Water to modify their abstraction licences to ensure that the protection of the River Itchen SAC is secured. The East Hampshire Abstraction Licensing Strategy suggests that there is water available for licensing in the Hamble catchment. A large groundwater abstraction at the headwaters of the River Hamble (Bishops Waltham) causes significant reduction in flow; however this is partly supported by the discharge from a major sewage works downstream. Flow must be protected to support the downstream River Hamble and the Solent SAC/SPA designations.

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The Environment Agency has been monitoring the water quality/health of all watercourses receiving effluent discharges. The monitoring regime change in 2007 to align more fully with the Water Framework Directive (WFD) [\[See reference 232\]](#).

The main River Itchen is currently at 'Good Ecological Potential', but is subject to change (for example, annual monitoring results been both at Poor and Moderate Ecological Potential since 2009). The Itchen is also subject to N2k targets (or objectives), which are more challenging than WFD ones. Currently, the Itchen does not meet all of its Protected Area N2K objectives. The overall ecological status is 'poor' primarily as a result of the chemical phytobenthos. Water issues are likely to arise from the historical phosphate loading into the river via sewerage treatment works (such as Chickenhall at Eastleigh). Phosphate stripping has now been installed, and it is expected that chemical levels in the water should improve at the one site this classification is based on.

The section of the River Hamble north of Botley Mill, the Main River Hamble is currently classified as 'moderate' status, based on phosphate and fish. It is predicted that the fish element classification will improve by 2021 and the overall status will be 'good' by 2027. The reasons for not achieving good status for phosphates include rural diffuse pollution and discharge from sewerage treatment works. Fish status is not achieving good because of barriers to migration and poor physical habitat. The Monks Brook is currently at 'moderate' status (as at 2015) and is not predicted to get to 'good' by the end of the Second Cycle (2021). This is primarily due to the fact that it's currently technical infeasibility and affordability.

Drinking and waste water is supplied in the Borough by Southern Water. Water abstraction come from the River Itchen and import groundwater supplies from outside the Borough. Water is also taken from the River Itchen by Portsmouth Water but is supplied mainly to areas out of the Borough. Southern also operate two waste water treatment works within the Borough's boundary (Chickenhall, Eastleigh and Bursledon). According to the PUSH South Hampshire Integrated Water Management Strategy (2018), there is tension between proposed growth in south Hampshire and the potential impact of existing and future wastewater discharges on the internationally designated river and coastal waters in the

## Appendix B Baseline information

area. On this basis, there may be little or no “environmental capacity” left in the receiving waters for the consented loads of pollutants to be increased [\[See reference 233\]](#).

There are water quality issues in the Solent Catchment Area, particularly regarding nitrate enrichment. At the local level Council planners have agreed with Natural England a short-term interim strategy to enable planning decisions to continue to be issued, while a more comprehensive and strategic solution is determined to achieve nitrate neutral development [\[See reference 234\]](#). In response to the established problem of nitrate pollutants, and to help ensure that developments achieve nutrient neutrality, Eastleigh Borough has put in place a nutrient neutrality offset scheme. This scheme allows developers to offset their nutrient outputs against council land through the purchase of credits [\[See reference 235\]](#).

# Appendix C

## SA Framework

**C.1** The SA objectives are as follows:

1. Provide sufficient housing to meet identified local needs, including affordability and special needs.
2. Safeguard and improve community health, safety and wellbeing.
3. Develop a dynamic and diverse economy.
4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.
5. Protect and conserve natural resources.
6. Reduce air, soil, water, light and noise pollution.
7. Plan for the anticipated levels of climate change.
8. Minimise Eastleigh Borough's contribution to climate change by reducing the Borough's carbon footprint and minimising other greenhouse gas emissions.
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range. Avoid, mitigate or, at last resort, compensate for adverse effects on biodiversity.

## **Appendix C** SA Framework

11. Enhance the Borough's multifunctional green infrastructure networks.
  
12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.
  
13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.

## Appendix D

# Screening of main modifications for SA implications

Please refer to separate document: Addendum to the Sustainability Appraisal of the Eastleigh Borough Local Plan, Appendix D.

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Landscape Design / Strategic Planning & Assessment  
Development Planning / Urban Design & Masterplanning  
Environmental Impact Assessment / Landscape Planning & Assessment  
Landscape Management / Ecology / Historic Environment / GIS & Visualisation