

Eastleigh Borough Local Plan (2016-2036)

Adopted April 2022



Local Plan – Foreword

Councillor Keith House, Leader, Eastleigh Borough Council

Eastleigh Borough’s Local Plan 2016-36 is the fruit of years of painstaking work and extensive consultation with our communities and stakeholders. Its adoption means that we can confidently take forward our vision of meeting the Borough’s long-term housing needs in a strategic and sustainable way. Our Local Plan will ensure that we deliver the right homes in the right places, while protecting green gaps between communities, and providing necessary transport and other infrastructure.

Changes in the way we live mean that more homes are required to meet the needs of our existing population – and national planning policy dictates that every local authority must plan for housing growth of all types in their area. Our Local Plan reflects Eastleigh’s proactive and sustainable approach to anticipating these needs and delivering much-needed and high quality homes.

The Local Plan is underpinned by the Council’s corporate aims and our over-arching mission of supporting communities and improving lives. We want to ensure that any development promotes a prosperous local economy; that it grows thriving and healthy communities; that the standard of living for residents increases; that the distinct identity of our towns and villages is protected, that congestion is minimised, and that green space and biodiversity are preserved.

As well as new homes, the Local Plan also ensures that other needs are planned for - such as land for jobs; community facilities, including schools, healthcare and leisure facilities; open space for sport, recreation and nature conservation, and support for our towns and local centres.

The Local Plan is a vitally important document for shaping the Borough as a place. We now have an up-to-date development plan against which future planning applications will be determined.

I would like to thank everyone who helped shape the plan – both the Council team and external advisers, whose expertise and commitment have been core to its delivery, and to the many residents and organisations who took part in the wide-ranging consultation process. Your contribution has been crucial to the final adoption of this blueprint that will guide development in Eastleigh Borough over the next decade and beyond.

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Chapter 1: Introduction

What is this about?

- 1.1 This is the new Local Plan for Eastleigh Borough. This plan sets out the policies and plans to guide future development to 2036. It identifies how much development is required and key locations for this development, the infrastructure and services needed to support new and existing communities and areas which will be protected from development.

How does this fit with the Corporate Plan?

- 1.2 The Local Plan sets out the approach to development in Eastleigh. It reflects the Council's strategy¹ and the Borough Council's corporate priorities are of particular significance in providing a basis for the plan. The Council has three strategic priorities, which are:

A Green Borough: tackling congestion; developing green infrastructure; an excellent environment for all; and minimising waste and managing resources

A Healthy Community: enabling healthier lifestyles/wellbeing; and tackling deprivation

A Prosperous Place: increased provision and more diverse mix of housing; ensuring appropriate infrastructure including employment land; enabling the right skills and employment mix; and reinvigorating town and local centres

- 1.3 These priorities have been used as the basis for the vision, objectives and policies included in this Local Plan.
- 1.4 The plan replaces all the saved policies of the Eastleigh Borough Local Plan Review (2001 - 2011) as set out in Appendix A. It makes provision for future needs in the Borough up to 2036.
- 1.5 There are currently no adopted neighbourhood plans in the Borough. Any future neighbourhood plans will form part of the statutory development plan when they are adopted and will be used to assess planning applications. They can set out policies about the development and use of land in an area and guide development and must be in general conformity with the strategic policies in this Local Plan.

How to use this document

- 1.6 The rest of this document is organised as follows:

Chapter 2: Eastleigh Borough – characteristics and issues

- 1.7 This sets out a brief portrait of the Borough, summarised from surveys and studies of the Borough and its communities, along with the key issues that the plan addresses and the Borough's environmental capacity. More details on the issues are set out in the Sustainability Appraisal (SA) Report and a series of background documents and studies (our evidence base) which are available on our website www.eastleigh.gov.uk/localplan.

¹ Eastleigh Corporate Plan 2015-2025

Chapter 3: Vision, Objectives and Strategy for new development

- 1.8 We have then considered what sort of Borough we would like – our vision – and identified a number of objectives that will help us achieve this vision and deal with the issues we have found. In order to address the issues, help to achieve the vision and meet the objectives, and having looked at the options for locating new development, we have put together a strategy for future development in the Borough.

Chapter 4: Strategic policies

- 1.9 The plan sets out broad strategic policies. These provide a spatial strategy for the Borough including the approach of new housing development and policies on infrastructure. The spatial strategy is illustrated on a 'key diagram'.

Chapter 5: Development Management Policies

- 1.10 The plan also covers a range of other factors that affect how people and communities use land and buildings to help them get on with their lives. This Chapter sets out the policies the Council will use when dealing with proposals for development and other activities that need planning permission (development management).

Chapter 6: Local Areas: Parish by parish policies and proposals

- 1.11 The strategy needs to be put into effect by making development allocations. This chapter explains where and what these are on a Local Area and parish by parish basis, recognising also some detailed local issues that need to be addressed in each of these areas.

Chapter 7: Monitoring and Review

- 1.12 When establishing a strategy and proposals for the Borough, we have to think about how and when they can be brought into effect. We also need to consider how we can monitor what is happening and see whether the strategy is working. Appendix C includes a monitoring framework to explain how the Council will check the progress and effects of the plan, the Council has also produced a housing trajectory and an employment land schedule to set out when the plan's proposals will be implemented.

Policies map

- 1.13 Finally, the policies map sets out the Council's policies and proposals for future development in the Borough on an Ordnance Survey map base, so you can see exactly where development is proposed, and what areas are protected from development. This updates information such as the urban area and revised settlement gaps boundaries.

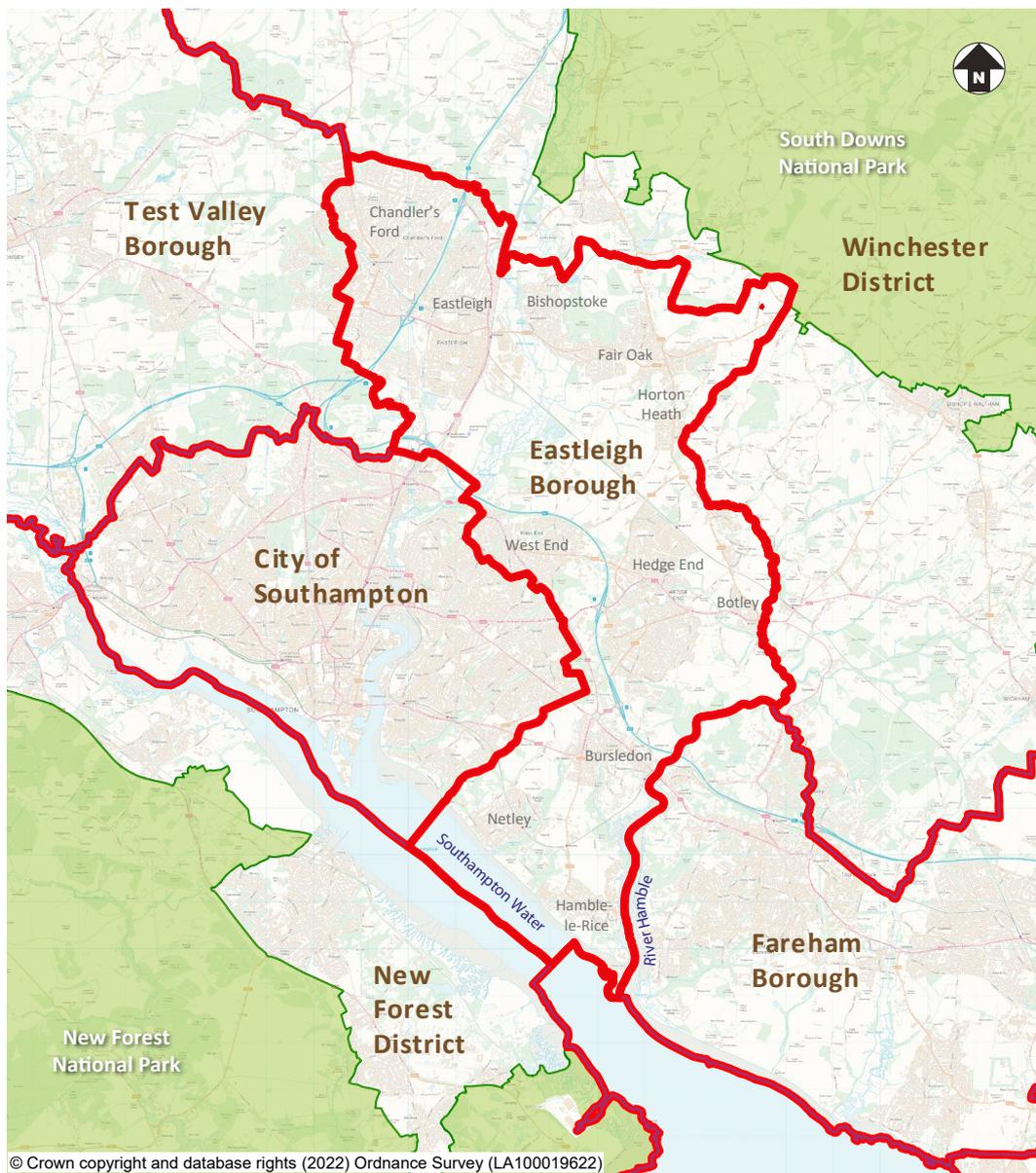
References

- 1.14 Throughout the document there are references to other strategies and plans that are related to the Local Plan. These are listed in Appendix B, with links to the web sites where they can be found and in footnotes at the bottom of the page. A Glossary is also included after Appendix C to help provide an explanation of a number of definitions and terms which are referenced within the plan.

Chapter 2: Eastleigh Borough – characteristics and issues

- 2.1 This Chapter summarises the main characteristics of the Borough, including any major constraints on development, and local needs. Full details of these are set out in the Sustainability Appraisal Report and background papers. This Chapter also confirms the main issues that the Local Plan seeks to address.
- 2.2 Following a general introduction, the information and issues are divided into three broad sections that reflect the Council’s corporate priorities as set out in Chapter 1. These are reordered to reflect the role of the Local Plan in delivering these priorities: a prosperous place, a green Borough, and a healthy community.

Figure 1: Eastleigh Borough Council area context



General overview

- 2.3 Eastleigh Borough adjoins the eastern and northern boundaries of the city of Southampton, bordering Test Valley borough to the north-west, Winchester district and the South Downs National Park to the north, Fareham borough to the east (with a shared boundary along the River Hamble and its estuary) and New Forest district to the south-west via a shared boundary in Southampton Water ([see Figure 1 above](#)).
- 2.4 The main town in the Borough is Eastleigh. The Borough includes two other large urban areas – Chandler’s Ford and Hedge End – and some sizeable settlements at Bishopstoke, Fair Oak, Horton Heath, West End, Bursledon, Botley, Hamble and Netley. The Borough has an area of 79.8 sq. km. It is predominantly suburban in character, reflecting many of the pressures that might be expected in a location bordering a major city, but it retains some areas of countryside that are locally significant, mainly because of the separation they provide between settlements, but also because of their biodiversity and landscape characteristics.
- 2.5 Significant features of the Borough include internationally renowned sailing venues on the River Hamble, a national and international cricketing venue at the Ageas Bowl (formerly the Rose Bowl), Southampton Airport, dance and music venues of regional significance at The Point and the Concorde Club in Eastleigh, Places Leisure Eastleigh, The Berry Theatre at Hedge End, and an important maritime, rail and air heritage.
- 2.6 For administrative purposes, the Borough is divided into five Local Areas, each with its own particular characteristics and issues. Each area has a Local Area Committee that has been given devolved powers on many issues and which determines planning applications. There are 12 civil parishes including the recently created parishes of Boyatt Wood and Eastleigh.
- 2.7 The Borough Council has joined with neighbouring authorities to form the Partnership for South Hampshire (PfSH)², which is focused on the cities of Southampton and Portsmouth and their hinterlands, and seeks to encourage the economic growth of the sub-region. In 2016 PfSH completed a Spatial Position Statement. This is a non-statutory document which provides evidence of meeting the statutory duty to co-operate. A variety of other strategies have also been produced. The PfSH strategies have informed new plans across the sub-region including Eastleigh and are referenced as necessary in this Local Plan.

A prosperous place – housing, skills and employment mix, infrastructure and town and local centres

- 2.8 Most of the existing housing stock in the Borough is located in the parishes of Chandler’s Ford and Hedge End and in Eastleigh. Across the Borough the most common dwelling type is detached houses and bungalows (over one third of all properties according to the 2011 census) with three bedroom houses the most prevalent type in the Borough. This is reflected in an average population density of 15.7 people per hectare (2011 census), in comparison with 47.5 in Southampton and 15 in Fareham.
- 2.9 The 2011 census reported that only 35% of the housing stock was made up of one and two bedroom dwellings. Since 2011 however, 47% of market dwellings and 69% of affordable dwellings built were either two bedrooms or less.

² PfSH is a partnership of the unitary authorities of Portsmouth and Southampton, Hampshire County Council (HCC) and district/Borough authorities of Eastleigh, East Hampshire, Fareham, Gosport, Havant, New Forest district, New Forest National Park Authority, Test Valley and Winchester.



- 2.10 A major challenge for the Borough is accommodating a significant increase in new housing to meet housing needs. New housing is needed to serve the Borough's population and also to assist in meeting the wider needs of the sub-region of which the Borough forms a part. A total of 14,580 dwellings are required to meet needs in Eastleigh Borough in the period 2016-36. This level of housing, in combination with planned supply in the other local authorities that form the Southampton Housing Market Area, is in accordance with the existing PfSH South Hampshire Spatial Position Statement (2016), a non-statutory document providing evidence of meeting the statutory duty to co-operate.
- 2.11 Again in common with many other places, there is a significant need for affordable dwellings in the Borough. In 2016, house prices in Eastleigh were 9.3 times the annual earnings, up from 8.0 times in 2011³. The Council's Housing Register is managed through Hampshire Homechoice. In 2016 there were 1,890 households registered who could not afford to buy or rent a property in the private sector, of which 1,690 households (90%) were in the 'reasonable preference' category as they fall into a specific category of housing need. This figure has remained consistent in recent years (see 2017 ORS Affordable Housing Assessment).
- 2.12 The Borough's economy is linked inextricably to that of south Hampshire, and it is influenced by a variety of sub-regional factors including the proximity of the port of Southampton, the motorway and rail network and the airport. The Borough lies wholly within the area covered by the Partnership for South Hampshire (PfSH), and the Borough Council is fully committed to the PfSH Economic Development Strategy which seeks to promote economic growth in the sub-region. The Borough is also sited within the Solent Local Enterprise Partnership (LEP) area. The Solent LEP measures economic performance against other Councils within their boundary. The Council maintains contact with this body in terms of major infrastructure projects, skills and government grants.
- 2.13 The Borough is relatively prosperous, the third most prosperous economy in the Solent LEP with over 6,200 business units⁴ employing approximately 62,200 people (source: ONS business register and employment survey). It has around 1,100,000 sq.m of employment floorspace. Of this, the majority of floorspace is in the form of factories and warehousing reflecting the Borough's industrial heritage, although relatively large amounts of office, factory and warehousing floorspace have been developed in modern times (since 1990). The most extensive industrial areas are at Eastleigh, Chandler's Ford, Hedge End and Hamble. In 2014 Eastleigh generated over £3.5 billion of goods and services (GVA)⁵.
- 2.14 When compared to the national picture, there is an above-average number of construction, professional, scientific and technical and transport and storage companies operating within the Borough. The Borough continues to have a 'high value high growth' engineering sector and has been active in supporting environmental technology businesses through the Future Solent partnership. In the past, there has been a relatively high rate of business formation and although this slowed, in line with national trends, with the financial crisis of 2007/8, established businesses have proved to be quite resilient compared to those in other areas. The Borough Council is active in supporting and promoting the creation of new businesses, e.g. through its operation at Wessex House in Eastleigh providing business space for over 80 companies and a TEC HUB for emerging creative and high tech start ups.
- 2.15 The Borough retains its historic association with the marine, aviation and rail industries. However, the Borough also includes a wide variety of other industries, including high-tech computer enterprises and office headquarters. Eastleigh has four sectors that have a higher local share than the national average – distribution, construction,

3 ONS Affordability ratio for median property prices. Source – House Price Statistics for Small Areas and Annual Survey of Hours and Earnings

4 Eastleigh Local Economic Profile 2016, EBIS report Hampshire County Council

5 Eastleigh Local Economic Profile 2016, EBIS report Hampshire County Council

information and communication, and manufacturing⁶. Over half of the business units in Eastleigh are in the distribution or construction sectors.

- 2.16 Economic activity rates are high, with 82% employment compared to 76.1% in the Solent LEP and 73.7% nationally⁷. However, the levels of in- (32,500) and out- (34,000) commuting suggest a possible mismatch between the jobs available in the Borough (tending towards lower skill and pay levels) and those of the resident population. The Borough is a net exporter of professional and technical (Level 4 qualified) residents.
- 2.17 Development pressures have led to the loss of significant areas of employment land, particularly in Eastleigh. It is estimated that some 192,000 sq.m of employment floorspace was lost to other uses (such as residential development) between 2001 and 2014. While this does not seem to have resulted in an equivalent loss of jobs, it will be important for the future prosperity of the Borough and the sub-region to ensure that there are development opportunities for new employers and existing enterprises wishing to expand.
- 2.18 The Borough has one main town centre (Eastleigh) which is identified in the non-statutory PfSH South Hampshire Spatial Position Statement as a 'large town centre' equivalent in size to Fareham. Over recent years the Borough Council, now based in Eastleigh town centre, has worked closely with partners to improve the visitor experience in the town with improved cleanliness, a comprehensive programme of public realm improvements, e.g. Market Place, Station Forecourt, street furniture and way-finding and a co-ordinated programme of cultural events. The Borough also has large district centres at Hedge End and Chandler's Ford, and a variety of local centres and neighbourhood parades serving local communities. In addition, the Borough has significant out-of-centre retail development, e.g. at Hedge End, and there is on-going pressure for more.

Prosperous place issues

- P1 Delivering enough homes
- P2 Delivering affordable homes to buy or rent
- P3 Ensuring homes meet the needs of our ageing population
- P4 Ensuring a mix of homes and high quality housing
- P5 Delivering new employment floorspace
- P6 Redeveloping Eastleigh River Side including the Southampton Airport Economic Gateway
- P7 Supporting local growth sectors
- P8 Resisting pressure on existing employment land for other non-employment uses
- P9 Securing the quality of local jobs
- P10 Delivering a range of employment (including non-B Use-Class)
- P11 Meeting the needs of local employers
- P12 Improving workforce skills
- P13 Regenerating Eastleigh town centre and other district and local centres

⁶ ONS Business units survey 2016
⁷ ONS Survey 2016

A green Borough – environment and transport

- 2.19 The Borough's countryside varies in character, from the relatively flat and open countryside bordering the coast to the gently rolling wooded areas to the north. It includes the valleys of the River Itchen and the River Hamble, and a coastline that borders Southampton Water from Netley to the Hamble peninsula, including the estuary and west bank of the River Hamble which is tidal as far north as Boitley. The coast and rivers are important areas of biodiversity interest, which are subject to international and national designations. However the Borough is also locally important for its ancient woodland, wet woodland and hedgerow network that extend through much of the countryside and the interlacing stream and gully network associated with the main rivers.
- 2.20 With Southampton in close proximity, and the Borough's own network of settlements, the Borough's countryside has a particularly important role in separating settlements and ensuring that they retain their individual identity distinct from each other and from the city. Some areas of the countryside are suffering from poor management and pressures from development and public access. These activities, along with emissions for transport and industry, are impacting on the biodiversity value of the natural habitats and species populations within the Borough. Of particular concern is air quality, due to emissions from the motorways and transport networks and the water quality of the important river systems due to agricultural runoff and pollution from the urban area.
- 2.21 Quite a lot of the land in the countryside is of high agricultural quality, particularly in the southern parts of the Borough where there are areas of grades 1 and 2 agricultural land. With the rising costs of food imports and the costs and environmental impacts of transportation, the retention of opportunities for local food production is likely to be of increasing importance.
- 2.22 The green infrastructure network provides recreational space for the existing and future population, habitats for the Borough's wildlife and connects natural habitats and settlements within the wider network including across Borough boundaries. Eastleigh Borough contains a wide variety of green infrastructure with country parks, wildlife reserves, sports facilities, recreation grounds and allotments.
- 2.23 Eastleigh Borough contains four Country Parks; the Royal Victoria Country Park and the Manor Farm Country Park in the south, Lakeside Country Park at Eastleigh and the Itchen Valley Country Park at West End. Westwood Woodland Park at Netley is a local nature reserve and there is a wide network of international, national and local designated sites throughout the Borough.
- 2.24 Fleming Park contains a large area of formal and open space which acts as a green lung through the centre of Eastleigh and significant formal sports provision is available at the Bishopstoke Hub and within the new sports grounds associated with the development at Stoneham Park.
- 2.25 Footpaths, cycleways, bridleways, woodlands and river corridors link these spaces to adjoining areas with existing and proposed green recreation areas such as the Forest Park in Test Valley Borough, green linkages between Southampton and Eastleigh and the South Downs National Park to the north.
- 2.26 The Borough's built heritage is varied in quality, ranging from older settlements of great charm and antiquity to more recent large residential suburbs, industrial areas and urban centres, some of which are now in need of regeneration. While it is important to make the best use of urban land, pressures to build within the urban areas can impact on their environmental quality and it will be important to retain and encourage the provision of green infrastructure to help alleviate water and air quality impacts and the effects of climate change.



- 2.27 The majority of the Borough's buildings date from the twentieth and late nineteenth centuries. With greenhouse gas emissions from the construction and running of buildings accounting for approximately half of the total nationally, there is a need to encourage greater energy efficiency of existing buildings and to build new developments that have the highest feasible standards of sustainability.
- 2.28 In terms of heritage interest, the Borough's settlements and other heritage assets reflect variously its links with the development of the marine, rail and aviation industries, as well as more ancient history. These contribute to the Borough's varied settlement and community character and identity. The oldest settlements in the Borough are on the coast and along the rivers, at Hamble, Netley, Bursledon, Botley and Bishopstoke. The centres of all these settlements are conservation areas and they contain the majority of the Borough's listed buildings. Most of the Borough's scheduled monuments are in these areas. The Borough has a strong transport heritage through its longstanding connections with the marine industry, still in evidence on the River Hamble, the rail industry, in particular at Eastleigh, and the aviation industry, including the development of the Spitfire fighter aircraft and early helicopters at Hamble and Eastleigh. There are also numerous historic parks and gardens and elements of historic landscapes, including remnants of the Forest of Bere. Through their contribution to the character and quality of the Borough, these heritage assets have the potential to contribute to its economic well-being, but are also affected by on-going development pressures.
- 2.29 Although the Borough includes rivers and their tributaries and borders the coast, flooding and coastal erosion are not likely to be major issues in the plan period. However, there are localised instances of flooding, particularly surface water flooding, which are likely to worsen in the longer term with climate change. Water supply may be a longer term concern across the sub-region and the south-east in general. In terms of waste water treatment and disposal, the Borough includes a large treatment works at Chickenhall Lane, Eastleigh, but also relies on treatment works beyond its boundaries including Peel Common in Fareham Borough. The PFSH Integrated Water Management Strategy (IWMS) will help to assess the potential impact of development and measures required to address this.
- 2.30 The Borough suffers pollution of various types. There are significant areas of air pollution caused by road traffic, and the motorways, airport and railways give rise to noise pollution. There is some land contamination from past waste tipping and industrial activity, and potential for water pollution arising from this and from the waste water treatment works at Chickenhall Lane, Eastleigh. The latter is managed by Southern Water in line with environmental permits and abstraction licences put in place by the Environment Agency. There are also concerns regarding the impacts of agricultural run off on the water quality within the Itchen and Hamble water catchments and there are risks that pollution from surface water runoff from existing development could also be having an impact.
- 2.31 The Borough's environment is affected by transport issues including peak hour traffic congestion on the motorways and many of the Borough's roads and associated pollution. It is traversed by two major motorways, the M3 and the M27, and a network of strategic and other roads. Bus services run on many of these roads. It includes a main-line railway (London-Weymouth line) with stations at Eastleigh and Southampton Airport Parkway and other railway lines linking the Borough to the Fareham/Portsmouth area to the east and Romsey and Salisbury to the north-west. The long distance transport corridors however are also known to provide long distances corridors for commuting wildlife. The Borough also includes Southampton Airport, which is identified as one of three key 'gateways' for the sub-region (the other two are the ports of Southampton and Portsmouth). While the Borough has a good range of public transport facilities, it can be difficult to access them. Although the airport is served by the M27 and the mainline railway, it lacks direct rail connections to the Portsmouth conurbation and other areas to the east.

Green Borough issues

- G1 Maintaining the identity of, and separation between, settlements
- G2 Managing the countryside
- G3 Protecting and enhancing biodiversity
- G4 Maintaining and improving green infrastructure
- G5 Encouraging local food production
- G6 Creating quality places and improving the quality of the Borough's built environment
- G7 Conserving and enhancing the historic environment
- G8 Addressing climate change and natural resources
- G9 Addressing air quality and other forms of pollution
- G10 Addressing issues connected with waste water
- G11 Tackling congestion on major roads through the Borough.
- G12 Ensuring adequate access to new development sites
- G13 Improving accessibility to public transport and the integration of public transport and other non-motorised transport networks
- G14 Developing and supporting the rail network
- G15 Supporting Southampton Airport
- G16 Maintaining and improving the footpath/cycleway/bridleway network
- G17 Addressing parking issues

A healthy community

- 2.32 According to the 2011 Census, the Borough had a population of approximately 125,200 which is anticipated to rise to about 162,000⁸ by the end of the plan period. The increase will arise both from natural growth and new residential development. In common with many other communities, the population is ageing – the proportion of people over 65 is currently around 17% and this is predicted to rise to about 24% by the end of the plan period. This has obvious implications for the range of services, facilities and accommodation likely to be needed in the Borough.
- 2.33 In terms of the build quality of existing and new residential development, statistics show that 6.4% of households in the Borough were fuel poor in 2011 compared with 7.6% across Hampshire and 8.2% in the South East. In parts of Eastleigh town this figure rises to 12.7% (DECC⁹). Although the Borough average compares well with the national

⁸ Figures from Hampshire County Council projections, Demography Background Paper
⁹ <https://www.gov.uk/government/statistics/2011-sub-regional-fuel-poverty-data-low-income-high-costs-indicator>



average (10.9%), the prolonged period of austerity since 2008 together with the rise in household fuel costs (which is projected to continue) is likely to have exacerbated this situation further. There is a need to both improve the energy efficiency of the existing housing stock and ensure that new developments are designed to be as sustainable as possible, to help tackle the problem of increasing fuel bills, particularly for the most financially vulnerable households and the contribution of fuel poverty to excess winter deaths.

- 2.34 The health of people in the Borough is generally better than the regional and England average but varies across the Borough and there is an increasing ageing population. The latest Health profile¹⁰ identified that Eastleigh Borough had a higher proportion of adults who are overweight and obese and a lower proportion of physically active adults than the regional and national averages. The Council is actively working with the health authorities and others to encourage healthy lifestyles, including maintaining substantial sport and recreation facilities. Most settlements have good access to medical facilities but there are some concerns about the need to travel outside the Borough to more specialised facilities. The future use of a partially redundant facility at Moorgreen Hospital, part of which has been redeveloped for housing, needs to be agreed with the health authorities.
- 2.35 Most settlements have access to at least one good quality community hall, with the exception of Allbrook which shares a community hall with a neighbouring parish outside the Borough. Most of these halls serve a variety of needs. There are seven libraries, of which all but one are considered too small to meet the needs of their communities. Hampshire County Council is seeking opportunities to improve access to its services by partnering libraries with other services in larger buildings; recent examples include the opening of a Children's Centre within Chandler's Ford Library and co-locating the Registration Office with Eastleigh Library.
- 2.36 The Borough has a variety of education facilities including further education colleges that are well-regarded in the wider sub-region. Demographic change and new development is leading to increasing primary and secondary school rolls in many parts of the Borough. With some of these schools already at capacity, there is a need to increase the number of places available either through extensions to existing schools or the building of new schools. A number of the secondary schools in the Borough are also at or nearing capacity. Hampshire County Council Children's Services has advised of the need for additional primary and secondary school provision and new schools are being planned as part of recent large developments permitted or proposed in the Borough.
- 2.37 The Arts Survey carried out in 2011 demonstrated a considerable improvement in arts and leisure provision in the Borough in recent years. Particular highlights are the extension of The Point and the development of the Vue Cinema in Eastleigh and The Berry Theatre at Hedge End. There has also been a general improvement in provision for performance arts and other forms of cultural and leisure activity in community halls throughout the Borough. The survey indicated reasonably high levels of participation in arts and leisure activities within the Borough, and less need to travel outside the Borough to enjoy such experiences. The new Places Leisure Eastleigh opened in November 2017. This is one of the biggest leisure developments in the south and provides larger and better sports and recreation facilities than the previous Fleming Park Leisure Centre. The southern part of the Borough remains less well-served by such facilities than the north, and has poor public transport connections to Eastleigh and other centres to the north of the M27. The survey also demonstrated the increasing contribution being made by the arts to the local economy, including job and training opportunities.

10 Figures from Sport England Active Lives data January 2017



Healthy Community Issues

- C1 Encouraging healthy lifestyles
- C2 Providing health and care facilities
- C3 Providing education facilities
- C4 Promoting arts and culture
- C5 Enhancing community safety
- C6 Delivering high quality of life

Environmental capacity and development issues

2.38 In looking for locations for development the Council has reviewed all the main constraints on development in the Borough including:

Heritage – the Borough’s heritage assets including designated conservation areas, listed buildings, scheduled monuments, historic parks and gardens and archaeological sites;

- **Country Parks** – the Borough contains a number of country parks that serve both the Borough and the wider area of south Hampshire;
- **Biodiversity** – the sites designated as being of international, national and local importance for nature conservation both within and around the Borough, areas of priority/BAP habitat and the preservation and enhancement of Local Biodiversity Action Plan Priority Biodiversity Area and Priority Biodiversity Links both within and around the Borough;
- **Flood risk** – there are a few areas at risk of flooding along the river valleys and the coast, and within some urban areas where inadequate surface water drainage can lead to ‘flash floods’;
- **Transport constraints**, including traffic congestion, and conversely which parts of the Borough have good access to roads, railways, buses, cycleways and footpaths, or where there is potential to improve these. Some existing transport infrastructure also imposes constraints on development – for example:
 - Southampton Airport’s public safety zone, height limits on development and aircraft noise, which affect Eastleigh River Side and other areas to the north;
 - the air quality management zones alongside the M3 motorway, the A335 Leigh Road/Southampton Road in Eastleigh, Windhover Roundabout and Hamble Lane at Bursledon and through Botley; and
 - noise from the motorways and other busy roads and railways.
- **Utilities infrastructure** – the Borough is crossed by major oil pipelines leading from the oil storage depot at Hamble, by a substantial gas pipeline, by sewers and water supply pipelines and by some large electricity lines.

2.39 All such constraints have been taken into account in detailed work on the strategic land availability assessment, in sustainability appraisal of proposals and in work on the Local Plan.



Chapter 3: Vision, Objectives and Strategy for new development

3.1 From the Corporate Plan, the issues set out in Chapter 2 and the principles of sustainability set out in the National Planning Policy Framework and in strategic policy S1, the Council has derived a vision of what the Local Plan should achieve for the Borough, and a set of objectives for making this happen.

Vision

‘To ensure development in Eastleigh Borough and its communities delivers a strong and sustainable economy with an adequate supply of housing and infrastructure that supports improved standards of living for residents while protecting the distinct identity of towns and villages and preventing urban sprawl; promoting thriving and healthy communities; and maintaining an attractive and sustainable environment that residents value.’

Objectives

- i. **Tackling congestion** – Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;
- ii. **Developing green infrastructure** – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;
- iii. **Encouraging a sustainable community** - Ensure future development contributes to the Borough’s sustainability and resilience through effective low carbon and water efficient planning and design;
- iv. **Maintaining the identity of towns and villages** – Protect settlement gaps necessary to maintain the separation of distinct settlements and ensure major new development is designed to create new communities and neighbourhoods supported by high quality infrastructure including education facilities;
- v. **Excellent environment for all** - Create a clean and attractive environment that provides for people’s social, occupation and recreational needs, conserves and enhances the historic environment and is desirable for all, including residents, employees, visitors and investors;
- vi. **Minimising waste and managing resources** - Use resources more efficiently and consume fewer of them, while ensuring maximum value is generated from any waste produced;
- vii. **Protecting and enhancing biodiversity** - Ensure protection and enhancement of designated and priority habitats within the Borough and endeavour to create a cross boundary landscape scale habitat network;
- viii. **Enabling healthier lifestyles/wellbeing** - Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity;
- ix. **Tackling deprivation** - Reduce health inequalities by engaging with and prioritising groups and communities in most need;
- x. **Increased provision and more diverse mix of housing** - Ensure a sufficient supply of well-designed homes to deliver the target of at least 14,580 homes between 2016-2036 and meet the diverse needs, and abilities to afford housing, of residents both now and in the future;

- xi. **Ensuring appropriate infrastructure including employment land** - Secure an ongoing provision of employment land and infrastructure that can support current and future business needs, and stimulate sufficient economic growth to sustain a rising population;
- xii. **Enabling the right skills and employment mix** - Developing an appropriately skilled workforce in the Borough and a varied mix of employment opportunities, ensuring the Borough is seen as desirable location to set up a new business or to relocate a growing business, so as to sustain economic demand and increase job security and satisfaction;
- xiii. **Reinvigorating town and local centres** - Creating vibrant, active places where people want to spend time.

Strategy for new development

- 3.2 The Council's preferred strategy for the Borough over the period 2016 to 2036 is illustrated on the Key Diagram and the strategic policies set out in Chapter 4. The strategy is based on the principles of sustainable development set out in strategic policy S1 and in the context of:
- i. the issues and environmental capacity identified in Chapter 2;
 - ii. the vision and objectives set out above;
 - iii. the outcomes of the Council's Strategic Land Availability Assessment (SLAA);
 - iv. the outcomes of studies including the transport assessment, sustainability appraisal and Habitats Regulations assessment of options; and
 - v. consultation on previous versions of the Local Plan including the Key Strategic Issues 'Issues and options' document.
- 3.3 The strategy sets out how much and what type of new development should be provided over the plan period and development principles guiding where it should be located, along with related strategic transport proposals. It also sets out the Council's strategy for the Borough's countryside and coast, including its settlement gaps. An assessment of development viability has been undertaken in relation to the Local Plan.
- 3.4 The most significant element of the new strategy for the Borough is the location of new housing development. In preparing the Local Plan, the Council has identified a need to find land for a minimum of 14,580 dwellings 2016-2036.
- 3.5 In addition, land is required for other uses, in particular employment, in order to ensure that there will be local jobs for new residents, and to support the non-statutory PfSH Spatial Position Statement (2016). The Council has estimated a requirement for 103,500 sq.m (net) of new employment floorspace (2016-2036). Alongside residential and employment development, there will be a need for new transport and utilities infrastructure, and for new green infrastructure and community infrastructure including schools and sport and recreation facilities.
- 3.6 The Council wishes to ensure that as much development as possible is accommodated within existing urban areas (on 'brownfield' sites), in order to ensure the sustainability of development, make best use of urban land and to support and utilise existing facilities and services. The Borough's settlement hierarchy set out in paragraphs 4.6-4.9 is the main consideration in the spatial distribution of new development and development focused first on suitable brownfield sites within defined settlement boundaries of the Borough's most sustainable settlements.

- 3.7 Given the relatively compact settlement pattern of the Borough, in considering the need for a significant scale of new greenfield development in the Borough the Council's decisions were informed by the following development principles¹¹:
- a. The Local Plan will seek to deliver an increase in housing provision compared to previous plans in order to provide a more diverse mix of housing (including affordable and specialised housing) to meet the Borough's objectively assessed housing need and contributing (where feasible) to meeting the needs of the wider Southampton housing market area;
 - b. The borough's settlement hierarchy should be the main consideration in making decisions about the spatial distribution of new development to ensure that development is located in areas which provide the widest range of employment opportunities, community facilities and transport infrastructure and in order to support, enhance and reinvigorate those areas;
 - c. Development will be focused first on suitable brownfield sites within the defined settlement boundaries of the Borough's most sustainable settlements;
 - d. However, given the tightly drawn boundaries of those settlements and the scale of development likely to be required over the plan period, the plan will need to make provision for a significant scale of new greenfield development;
 - e. In accordance with the provisions of the NPPF, the opportunity to deliver a substantial proportion of this new greenfield development on a new Strategic Growth Option will be explored;
 - i. based on good practice and experience elsewhere, if there is to be a single Strategic Growth Option, it should be at least 1,500 dwellings in size in order to achieve a degree of self-containment and to achieve a critical mass sufficient to deliver new infrastructure provision, for instance in the form of new road links to the strategic highway network;
 - ii. the option of identifying a Strategic Growth Option will be derived from sites and areas identified in the SLAA, assessed through the Sustainability Appraisal and sites actively promoted for such development.
 - f. Any strategic development must result in the creation of a new, sustainable, mixed use community and should demonstrate it will enable the provision of new and improved infrastructure and employment and other opportunities such as could not be provided by a series of smaller extensions to existing settlements alone;
 - g. Even if a Strategic Growth Option is pursued, smaller greenfield extensions to existing settlements will still be required in order to ensure a continuity of housing supply throughout the plan period, to provide choice and variety in the housing market in terms of the size, type, tenure, mix and location of new development and to help ensure the Council maintains a 5-year supply of housing land;
 - h. All new development should result in the creation of high quality, well-designed sustainable communities providing for a range of housing and other needs and should seek to protect the environment, in particular avoiding harm to protected environments and landscapes;
 - i. The separate identity of settlements and local communities should be safeguarded by ensuring the retention of undeveloped countryside gaps between them and avoiding decisions which would result in their coalescence;

¹¹ Development Distribution Strategy and Principles endorsed at Cabinet on 15/12/2016

- j. Development should seek to maximise opportunities to improve the availability and access to community and recreation facilities and enhance the network of green infrastructure provision across the Borough;
- k. New development should capitalise on opportunities to address existing deficiencies in the transport network, should not materially exacerbate problems in existing areas and where feasible should seek to encourage a modal shift away from reliance primarily on the private car;
- l. There should be no significant additional development in the Hamble peninsula because of transport constraints, minerals safeguarding and the vulnerability of the open and undeveloped countryside gaps between settlements in this area and Southampton, the outer borders of which are clearly visible from many parts of the peninsula.

Chapter 4: Strategic policies

Overview of strategic policies

- 4.1 This Chapter sets out the strategy for the Local Plan starting with the underlying principles of sustainable development (strategic policy S1), the hierarchy of settlements and development targets (strategic policy S2). It then sets out the spatial strategy for:
- location of new housing, strategic policy S3;
 - employment provision, strategic policy S4;
 - countryside and settlement gaps, strategic policies S5 and S6;
 - the coast, strategic policy S7; and
 - the historic environment, strategic policy S8.
- 4.2 The strategy then explains the Council's related strategic policies for infrastructure:
- green infrastructure, strategic policy S9;
 - community facilities, strategic policy S10;
 - transport, strategic policy S11;
 - strategic links, strategic policy S12.
- 4.3 Apart from strategic policy S1, sustainable development, each strategic policy is accompanied by a note of the relevant issues and objectives identified in Chapters 2 and 3 and related local and national strategies which together provide the context and justification for the policy. The spatial strategy is illustrated on a Key Diagram at the end of this Chapter.

Sustainable Development

Strategic policy S1, Delivering sustainable development

1. **To be sustainable, new development in the Borough should:**
 - a. **meet community needs without compromising the identity of the Borough or its individual settlements, or the ability of future generations to meet their own needs;**
 - b. **enhance social equality by ensuring equal and easy access to a range of community facilities and services and by promoting the development of employment, education and skills training opportunities;**
 - c. **maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks;**
 - d. **have regard to the potential impacts of climate change, and the need to limit greenhouse**

- gas emissions including through carbon sequestration and by promoting measures to design buildings and spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses;
- e. minimise the need to travel longer distances and, where travel is necessary, prioritise more sustainable forms of transport, such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use;
 - f. avoid impacts on the Hamble and Itchen catchments and associated flora and fauna species by preserving water quality and flows from development and safeguarding potential yield of local water resources used for public water supplies having regard to the impacts of abstraction;
 - g. seek opportunities to optimise density of new development and redevelopments;
 - h. use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings;
 - i. maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets;
 - j. have regard to the purposes¹² of the South Downs National Park, including regarding its status as an International Dark Night Skies reserve; and
 - k. maintain, enhance, extend and connect the natural habitats within and landscape value of the Borough, extending natural habitats into new and existing development to achieve an environmental net gain.
2. Applicants are encouraged to undertake pre-application consultation with the relevant statutory and non-statutory consultees.
 3. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
 4. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
 - a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - b. where specific policies in that Framework or other international or national legislation indicate that development should be restricted.

¹² The National Park purposes are to conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

- 4.4 The principles of 'sustainable development' are central to national planning policies, and they underpin the Council's approach to planning in the Borough. An accepted definition of sustainable development is that: "Sustainable development seeks to meet the needs and aspirations of the present without compromising the ability to meet those of the future" (Brundtland). The National Planning Policy Framework (NPPF) identifies three dimensions to sustainable development – economic, social and environmental – and derives from these a number of roles for the planning system (NPPF paragraph 8).
- 4.5 It is necessary to define what sustainability means for Eastleigh Borough. From a review of the character of this Borough and the issues that need to be addressed as set out in Chapter 2, the Council has arrived at a definition as set out in the policy above.

Settlement hierarchy

- 4.6 The Borough's settlement hierarchy as set out in Table 1 is the main consideration when considering the overall spatial distribution of new development and the appropriate scale of development. The settlement hierarchy is based on the facilities that already exist in local communities. It identifies both the most sustainable locations i.e. those which have the most employment, local services and amenities and where the need to travel is therefore reduced; and highlights areas where such facilities are needed, and could be provided through allowing sufficient development.
- 4.7 Most towns and larger villages in the Borough have a reasonable range of facilities, but obviously some have more than others. They have been classified into a settlement hierarchy based on whether the following services are available in the settlement or nearby:
- shops (convenience goods) and post office;
 - leisure and community facilities;
 - education facilities;
 - health care facilities (doctors, dentists, pharmacies);
 - local employment (proximity of employment areas);
 - public transport.
- 4.8 The settlement hierarchy reflects the existing services and facilities within settlements. This will change over time and it is recognised that developments planned and under construction will have an effect on the future hierarchy of settlements. Major development underway at Boorley Green and planned at Horton Heath will lead to the significant expansion of these settlements. This will change their position in the settlement hierarchy as they are currently identified as level 4 settlements with a more limited range of services and facilities. The settlement hierarchy will be updated in future Local Plans when development which has an impact on the hierarchy is largely complete.
- 4.9 The settlement hierarchy in Table 1 has four levels;
1. Main town and service centre;
 2. Other large towns with significantly more extensive retail offers and community and public transport infrastructure than in other settlements in the Borough and therefore serving a wider catchment;
 3. Larger villages, principally serving the day to day needs of their local catchment, and employment centres;
 4. Other settlements with a more limited range of services and facilities

Table 1: Existing settlement hierarchy

Existing Settlement Hierarchy level	Settlement
1	Eastleigh
2	Chandler's Ford
	Hedge End
3	Bishopstoke
	Botley
	Bursledon
	Fair Oak
	Hamble
	Netley Abbey
	West End
4	Allbrook
	Boorley Green *
	Butlocks Heath
	Horton Heath *
	* Development planned or under construction in these centres includes services and infrastructure that will affect the position in the settlement hierarchy when delivered

New development

4.10 Chapter 2 sets out the issues connected to housing, employment and other forms of development in the Borough. The requirements for new development have been established are based on a variety of evidence at a local and sub-regional level. The Borough Council considers that the strategy for new development proposed in the following policies will meet the needs of the Borough and will help to support the strategy for economic growth in south Hampshire.

Relevant issues and objectives

Issues (Chapter 2): P1-P5, G12-G17

Objectives (Chapter 3): iv, x, xi, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Housing Strategy for Eastleigh 2012-2017
PfSH	Economic Development Strategy 2010 South Hampshire Spatial Position Statement 2016
NPPF	Paragraphs 18-21, 29-41, 47-52 & 69-76

Strategic policy S2, Approach to new development

1. The Council will promote the delivery, over the plan period 2016-2036, of a minimum of:
 - a. 14,580 new dwellings;
 - i. The pattern of delivery is expected to involve:
 - 2,572 dwellings completed 1st April 2016 to 31st March 2019;
 - 7,187 dwellings with planning permission or resolution to grant permission at 1st April 2019;
 - 1,475 allowance for windfall development
 - 732 dwellings on new sites allocated in this plan
 - ii. The Council will ensure a minimum 5 year supply (plus appropriate buffer) of deliverable sites across Eastleigh Borough.
 - iii. The Council will support the provision of an average of 200 (net) new affordable homes per annum as part of the overall net additional homes provided each year (from 2016 to 2036).
 - iv. The Council will monitor the delivery of all types and tenures of homes to ensure housing needs are being met.
 - b. 103,500 sq.m (net) of new employment development (of which 56,800 sq.m to be E(g)(i)/(ii) development);
 - c. and related transport infrastructure, open space, sports facilities and other community facilities.
2. The urban edge as set out on the policies map defines the main built-up areas within which there is a presumption in favour of new development, subject to the policies of this plan.

- 4.11 The development quantum quoted in Strategic Policy S2 are net additions to the existing stock of development and so take account of losses. In terms of housing, the requirement figure includes a 5% buffer for the period 2019-2024 in accordance with paragraph 47 of the NPPF. No other discounts are applied. The pattern of delivery set out in Strategic Policy S2 results in a shortfall of 2,614 dwellings against the target of 14,580. This is primarily due to the deletion, as recommended by the Local Plan Examination Inspector, of the Strategic Growth Option which had been proposed in the submitted version of the plan. Due to the scale of development currently committed and under construction this shortfall occurs in the latter years of the plan period. The Inspector recommended that this shortfall be addressed in an early review of the local plan. See also Strategic Policy S3 below.

Housing

Relevant issues and objectives

Issues (Chapter 2): P1, G1, G6

Objectives (Chapter 3): iv, x, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Emerging Corporate Plan Strategy: Increasing the provision and mix of housing (2017)
	Housing Strategy for Eastleigh 2012-2017
	Retail and Leisure Needs Assessment (Carter Jonas 2017)
PfSH	Economic Development Strategy 2010
	South Hampshire Spatial Position Statement 2016
NPPF	Paragraphs 17, 47-52, 159

Strategic policy S3, Location of new housing

1. **The Borough Council will focus as much new housing development as possible within the existing urban areas, with the remainder on greenfield sites in the form of a number of larger strategic sites, urban extensions and a number of smaller sites to meet more local needs. The Council proposes:**
 - a. **The development of approximately 5,960 dwellings on strategic sites with planning permission at:**
 - i. **South of Chestnut Avenue, Eastleigh at Stoneham Park (1,150 dwellings);**
 - ii. **West of Horton Heath (1,500 dwellings) (HH1);**
 - iii. **West of Woodhouse Lane, Hedge End (605 dwellings) (HE1);**

- iv. Land north and east of Boorley Green and Botley (1,400 dwellings);
 - v. Land to the north-west of Boorley Green (680 dwellings);
 - vi. Land at Pembers Hill Farm (250 dwellings); and
 - vii. Land north east of Winchester Street (Uplands Farm) (375 dwellings) (BO2).
- b. The development of approximately 2,702 dwellings on other large sites which already have planning permission or a Council resolution to grant permission, or will come forward as unidentified windfalls;
 - c. Provision for approximately 732 dwellings on new smaller greenfield and urban sites within and adjoining the settlements of Allbrook, Bishopstoke, Botley, Bursledon, Chandler’s Ford, Eastleigh, Fair Oak & Horton Heath, Hedge End, Netley and West End.
2. **The Council anticipates that the new housing development identified in this policy will be delivered in accordance with the housing trajectory.**

4.12 The development proposed, including development within the existing urban areas and the new greenfield allocations split into parishes and Eastleigh, is shown on the key diagram. A housing trajectory has been produced to illustrate the anticipated delivery of housing over the plan period. The total supply identified in Strategic Policy S3 (9,394 dwellings) falls short of the required 14,580 dwellings 2016-2036 by a considerable margin (5,186 dwellings). However, 2,572 of these dwellings were completed in the years 2016-2019 leaving an actual shortfall of 2,614. This shortfall has arisen primarily as a result of the local plan examination Inspector’s recommended deletion of the Strategic Growth Option which was proposed in the submitted version of the local plan. The Inspector recommended that this shortfall, which will occur in the later years of the plan period, should be addressed through an early review of the local plan. Accordingly, the Council will commence an update of this Local Plan within 1 year of its adoption.

4.13 The site policies in chapter 6 provide an indicative number of dwellings for each site, based on planning permissions, discussions with developers and landowners and development capacity assessments. When determining planning applications, the Council will consider developments with higher dwelling numbers if this can be justified following more detailed work and where the proposed development is in accordance with other policies in the Plan.

4.14 The housing trajectory is summarised below:

Local Plan Housing Trajectory 1st April 2016 to 31st March 2036

Housing Requirement at 1.4.2016	14,580
Supply:	
Completions 1.4.16 – 31.3.19	2,572
Large Site Commitment at 1.4.2019	6,674
Large Site Resolutions at 1.4.2019	513
Small Site Allowance at 39pa 1.4.2019 to 31.3.2036	663
Windfall Allowance at 116pa 1.4.2019 to 31.3.2036	812
Total Committed Supply	11,234
Shortfall (Supply minus Requirement):	-3,346
Allocated in local plan	732
Overall plan provision (shortfall plus allocated)	-2,614
Total Supply 1.4.2016 to 31.3.2036	11,966

4.15 Policy S3 1.b sets out the new housing to be delivered from strategic sites with planning permission. The principle of development on these sites is established by the permission. The sites which have planning permission but on which work had not started at 1st April 2019 are subject to their own individual policy allocations in the Local Plan (identified in brackets in Policy S3). Those on which work is currently underway are not individually allocated in the Local Plan. Table 2 below summarises the strategic developments without allocations in the Local Plan.

Table 2 Strategic sites with planning permission

Site	Planning Application reference	Summary of development
South of Chestnut Avenue, Eastleigh at Stoneham Park	O/15/76023	Development of 1,150 dwellings including local centre, primary school, nursery, community buildings, public open space, extension to Lakeside Country Park, new cycleway/footway, care home, new strategic links, retail and employment uses
Land north and east of Boorley Green	O/12/71514	Development of 1,400 dwellings including new local centre with shops and employment uses, primary school, community building, sports and public open space facilities
Land to the north west of Boorley Green	O/15/75953	Development of 680 dwellings including new local centre, primary school and public open space;
Land at Pembers Hill Farm	O/15/77190	Development of 250 dwellings including public open space

(Information on allocated sites is in the table which follows paragraph 5.176)

Employment

Relevant issues and objectives

Issues (Chapter 2): P5-P13, G2, G15

Objectives (Chapter 3): i, iv, ix, xi, xii, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Retail and Leisure Needs Assessment (Carter Jonas 2017)
	Prosperity Delivery Plan
	Climate Change Strategy
PFSH	Economic Development Strategy 2010
	South Hampshire Spatial Position Statement 2016
Solent Local Enterprise Partnership	Solent LEP Vision, July 2011
	A Strategy for Growth, December 2012
NPPF	Paragraphs 17, 47-52, 159

Strategic policy S4, Employment provision

1. **To contribute towards sustainable economic growth, provision will be made for additional floorspace for uses in the B2, B8 and E(g) use classes and other employment-generating uses through:**
 - a. mixed-use regeneration and greenfield development at and adjoining Eastleigh River Side and at Southampton Airport, supported by the delivery of the Chickenhall Lane link road (see policies E6, E7 and E9 and paragraphs 6.4.31 to 6.4.43 and 6.4.53 to 6.4.58, Chapter 6, section 6.4);
 - b. further employment development adjoining Chalcroft Business Park, subject to the provision of a new road link between the distribution park and Bubb Lane (see policies WE1 and WE2, and paragraphs 6.5.48 to 6.5.50, Chapter 6, section 6.5);
 - c. small-scale employment allocations at Chandler's Ford (Policy CF4), Eastleigh (Policy E1), Horton Heath (Policy HH1), Hedge End (Policies HE4 and HE5) and West End (Policy WE3);
 - d. new employment development within the urban edge and by the re-use and/or redevelopment of buildings in the countryside (policies DM18 and DM19, Chapter 5);
 - e. retaining existing (and allocated) employment sites which have the potential to contribute towards future employment needs, and intensifying their use (see policy DM15, Chapter 5);
 - f. regeneration of Eastleigh town centre in accordance with the Council's 'Eastleigh Town Centre Vision' (see policies E3 and E4, Chapter 6, section 6.4) and of district and local centres, to

include retail, office, leisure, cultural and residential development (policy DM21). This will include the restriction of out-of-centre retail and office development.

2. Unless no suitable sites are available and, in accordance with the 'sequential approach', office development will be focused firstly in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) and in district and local centres. Retail development will be focused firstly in Eastleigh town centre, and in district, local and neighbourhood centres according to the role of each centre within the local retail hierarchy. Out of centre office and retail development must be in accordance with national policy.
3. In implementing this policy the Council will have regard to the non-statutory PfSH South Hampshire Spatial Position Statement vision that south Hampshire will become a major centre in creativity, innovation and technology, and will encourage:
 - a. a greater presence of high-value growth industries, building on the Borough's existing economic strengths in the marine, aviation, rail, creative industries, financial and business sectors, whilst also being open to support new growth industries including low carbon and high technology businesses, and businesses that support the development of a low carbon economy¹³;
 - b. the creation of jobs in forms of employment other than industry and commerce, for example in retail, leisure and cultural activities, education and health services, provided they do not compromise the contribution that existing businesses and sites make to the economy;
 - c. the provision of starter and 'move-on' units for small firms;
 - d. the provision of facilities for skills training that support the local economy, and secure training opportunities and new jobs in conjunction with new development (see policy DM16, Chapter 5); and
 - e. the provision of high-speed telecommunication facilities to serve Eastleigh and the rest of the Borough's settlements (see policy DM9, Chapter 5).

¹³ High technology businesses could be defined as those that apply or develop modern technologies in order to remain competitive. They are often associated with sectors such as advanced engineering and manufacturing. Companies that develop IT software would also count as high technology.

- 4.16 It is anticipated that the employment development floorspace targets set out in Strategic Policy S2 criterion 1b be met as follows:

Table 3

	Total (sq.m)	E(g)(i)/(ii) (sq.m)
Residual Target 2016-2036	103,511	56,817
Supply:		
Net completions 2016 to 2019	3,962	1,239
Losses to other uses 2016 to 2019 #	7,553	1,122
Net commitment (permitted) at 2019	41,385	10,989
Local Plan Policy Allocations	31,200	0
Total Supply 2016-2036	68,994	11,106
Shortfall	34,517	45,711
Anticipated future policy losses 2019 to 2036 #	35,772	3,242
Net Shortfall at 2019	70,289	48,953
Net Commitment (allocated) at SAEG (Policies Eóiii, Eóiv, E7 & E9)	131,900	48,953 @
Total	61,611	0

Losses are added back on to the requirement figure

@ Nominal allowance for office development at Southampton Airport/SAEG

- 4.17 Eastleigh River Side is one of the largest employment areas in the Borough. Many of the buildings on the northern part of the site are of some age and combined with the large area of railway sidings adjoining this area, create a poor environment on the east side of the town centre and the important southern approach to the town. There is potential to regenerate the area known as Barton Park/Deacon's Industrial Estate for a variety of uses including employment, in order to improve this part of the Borough and enhance the quality of employment provision. A number of other greenfield and brownfield sites have been identified within the Eastleigh River Side area, all of which have potential to contribute to meeting the Borough's requirements for additional or replacement employment floorspace.
- 4.18 A number of other employment sites have scope to be used more intensively. In particular, although it is presently constrained by poor road connections, land at Chalcroft Business Park is under-used and could be developed for industrial, storage, distribution and ancillary office use, as part of a wider development that would include measures to improve accessibility to the strategic road network.
- 4.19 In order to meet the total employment floorspace requirement it will also be necessary to allocate some additional sites. A number of small-scale allocations are therefore proposed at Chandler's Ford, Eastleigh, Hedge End, Horton Heath and West End (see Chapter 6).
- 4.20 In accordance with the PFSH Economic Development Strategy, the Council will seek to focus office development in town and district centres that are readily accessible by alternative modes of transport, and where such developments

can contribute to maintaining the vitality and viability of the centre. Proposals for substantial new office development outside of town and district centres will be considered in accordance with the sequential test of the NPPF paragraph 24 and will include consideration of the availability of suitable sites within the centre and the potential impact on other centres outside the Borough including the city of Southampton. In addition to the more traditional forms of employment, the Council recognises the contribution that is made to the local economy by other non-industrial/commercial sectors, for example retail, leisure and cultural activities, tourism, education and health services.

- 4.21 The Council's strategy for employment provision and the consequences for retail development are underpinned by a range of health checks and other background information on the town, district and local centres within the Borough. Eastleigh town centre provides the main focus for shopping, leisure and cultural facilities in the Borough. Parts of it are of some age, having evolved from the original railway town, and some retail premises are not of a size or quality commensurate with modern requirements. There is considered to be capacity within the town centre to accommodate additional retail floor space, particularly in northern areas. Redevelopment and/or enhancement of these areas would help to improve the quality of shopping provision in the town, and increase its attractiveness to its catchment population.
- 4.22 The Borough is well-provided with other smaller shopping centres. Chandler's Ford and Hedge End both have centres of sufficient size to provide a range of services and facilities. However, at Chandler's Ford the shopping centres are fragmented, and parts of them (such as the Fryern Centre and Central Precinct) are in need of improvement. Hedge End town centre provides an important focus for Hedge End but is similarly in need of improvement. Other local centres also provide useful shopping and other community facilities, although many of them could benefit from environmental improvements. Once again, there are opportunities for expanding the current quantity of retail floorspace in many of these centres.
- 4.23 The Council's strategy also takes account of the results and conclusions from the Eastleigh Retail and Leisure Needs Assessment (Carter Jonas 2017). The Borough has substantial out-of-town retail floorspace at Hedge End, and other out-of-town retail facilities including the Channon Retail Park at Eastleigh, the Chestnut Avenue retail park at Chandler's Ford and large supermarkets at Chandler's Ford and Bursledon. The Council will therefore seek to limit these forms of development outside the identified centres in line with national policy.

Employment and housing

- 4.24 The Council is aware of the need to balance the supply of new jobs and the growth in the economically active population likely to arise from the new residential development proposed in the Local Plan. Overall the Council believes that the provisions made for employment development in the form of new site allocations and policies enabling the development of new enterprises within the urban edge (including non-industrial employment) will provide sufficient employment opportunities to meet the needs of the new economically active population'.

Countryside, settlement gaps and the coast

Relevant issues and objectives

Issues (Chapter 2): G1, G2, G3

Objectives (Chapter 3): ii, iv, vii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Biodiversity Action Plan 2012 - 2022
PfSH	Green Infrastructure Strategy Framework for Gaps
North Solent Shoreline Management Plan Client Steering Group	North Solent Shoreline Management Plan (see policy Units 5C04 - 5C10).
Hampshire County Council	Hamble River Harbour Authority Strategic Vision, Strategic Plan and Management Plan Hampshire Integrated Character Assessment ¹⁴ 2011 Countryside Access Plan for Hampshire
Marine Management Organisation	Draft South Marine Plan ¹⁵
NPPF	Paragraphs 17, 109 - 114

Countryside and Settlement gaps

4.25 The issues set out in Chapter 2 suggest that the Borough's countryside is under pressure from development and non-agricultural uses, with some areas in need of improved management, in particular those adjoining the urban edges of settlements. Quite a large proportion of the Borough's countryside is in use for recreational horse-grazing, with related development pressures for stabling and other built facilities.

Strategic policy S5, New development in the countryside

1. **Planning permission will be granted for new development in the countryside provided it is related to:**
 - a. **the provision of employment through agricultural development (policy DM17), the extension and replacement of existing employment uses (policy DM18) and the re-use of existing buildings (policy DM19);**

¹⁴ <https://www.hants.gov.uk/landplanningandenvironment/environment/landscape/integratedcharacterassessment>

¹⁵ <https://www.gov.uk/government/collections/south-marine-plans>

- b. residential extensions and replacement buildings (policies DM18 and 26), limited residential conversions (policy DM19), rural workers' dwellings (policy DM27) and accommodation for Gypsies, Travellers and Travelling Showpeople (policy DM31);
 - c. community, tourist, or visitor uses through the re-use of buildings including facilities for the interpretation of heritage assets (policies DM12);
 - d. outdoor recreation and open space (policies DM32 and DM33);
 - e. allotments and community farms (policy DM32);
 - f. cemeteries (policy DM37); and
 - g. essential public utilities (policy DM9).
2. In permitting new development in the countryside the Borough Council will seek to:
- a. avoid adverse impacts on the rural, woodland, riparian or coastal character, the intrinsic character of the landscape including the avoidance of adverse landscape impacts on areas adjoining national parks and their settings, the significance of heritage assets and on the biodiversity of the area;
 - b. secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside and coast;
 - c. avoid sterilisation of mineral resources, in accordance with the Hampshire Minerals and Waste Plan;
 - d. safeguard the best and most versatile agricultural land unless the benefit of the development clearly outweighs the loss; and
 - e. protect soils during construction wherever possible in line with the 'Defra code of practice for the sustainable use of soils on construction sites'.

[Note: DM (development management) policies are in Chapter 5.]

- 4.26 The Borough's countryside (as defined in the glossary) is an important and diminishing resource. It is valued for many reasons, including agriculture and community food production, its landscape qualities and biodiversity value. Habitats of value include the special characteristics of the valleys of the rivers Itchen and Hamble and the networks of ancient woodlands, streams and wetlands throughout the Borough. The countryside is also important for the setting it provides for towns and villages, and the opportunities it provides for recreation. The Council is keen to protect and enhance the countryside within the Borough and maximise its opportunities for people and wildlife, from the urbanising impacts of development.
- 4.27 However, there are particular needs arising from rural activities and the rural communities require housing and services, the strategy allows for limited development to ensure these needs are met. In permitting such developments, the Council will seek to promote the beneficial management of the countryside. This will include encouragement of proposals that enhance the woodlands in the Forest of Bere¹⁶ area and recreational links to and within this area.

- 4.28 Parts of the countryside are underlain with mineral deposits. As the minerals planning authority for this Borough Hampshire County Council seeks to avoid the sterilisation of such resources by permanent non minerals development. Areas safeguarded because they contain important minerals are identified by the County Council in the Hampshire Minerals and Waste Plan (2013), and they are also shown on the Local Plan policies map. The Hampshire Minerals and Waste Plan identifies the former Hamble Airfield as an area for the extraction of sand and gravel.
- 4.29 The countryside within Eastleigh Borough is not regarded as being a rural area for the purposes of applying the provisions of the NPPF in relation to supporting a prosperous rural economy. Much of it has the characteristics of urban-fringe where careful management is required to avoid urbanisation and the coalescence of settlements, and the Local Plan's policies are framed accordingly.
- 4.30 Policies S5 and S6 restrict development in the countryside principally in order to maintain its rural character and to limit urbanisation. In accordance with the Hampshire Minerals and Waste Plan it also seeks to limit the sterilisation of mineral resources by new development.
- 4.31 Residential development includes houseboats, of which a number exist on the River Hamble estuary - any proposals to moor additional houseboats along the coast will be treated in the same way as proposals for new residential development in the countryside.
- 4.32 Please note that a number of sites in the countryside are covered by special policies in the Local Plan including policies for recreation facilities at the Ageas Bowl (policy WE4), the employment and Travelling Showpeople site at Netley Firs (policy HE5) and boatyards (policy DM20).

Strategic policy S6, Protection of settlement gaps

1. **Development within a Settlement Gap as set out in the policies map will be permitted provided that:**
 - a. **it would not undermine the physical extent and/or visual separation of settlements; and**
 - b. **it would not have an urbanising effect detrimental to:**
 - i. **The character of the countryside; or**
 - ii. **The separate identity of the adjoining settlements.**

Settlement gaps are defined between:

- a. **Eastleigh and Southampton;**
- b. **Eastleigh and Bishopstoke;**
- c. **Fair Oak and Horton Heath;**
- d. **Hedge End, Botley and Boorley Green;**
- e. **Hedge End, West End and Southampton;**
- f. **Hedge End, Horton Heath and Boorley Green;**
- g. **Hedge End and Bursledon;**

h. Bursledon, Netley and Southampton;

i. Hamble, Netley and Bursledon.

- 4.33 The Borough's countryside performs an important role in separating and providing a setting for the Borough's settlements. Maintaining the individual identities of the Borough's communities is an important priority for the Borough Council. The most obvious way of achieving this is keeping them physically separate from each other and from Southampton. Development over recent years has tended to cause some merging of settlements – for example West End has now merged with Southampton. The Council considers that designating areas between settlements as settlement gaps to be kept free of urbanising development is the best way of preventing further loss of local identity. Following a review of the boundaries of settlement gaps and consideration of the extent of land required to prevent coalescence of settlements, the Council has defined a number of such gaps, see Figure 2.
- 4.34 Any new development within a settlement gap should not physically and/or visually undermine the gap between settlements. Any new development including the intensification or redevelopment of existing activities within gaps should seek opportunities to enhance the function of the gap. Consideration will be given to how the proposed siting, design, colours, materials and any storage of materials, lighting, boundary treatment, landscape features, landscape improvements and/or appropriate long term management arrangements serves to ensure the proposed development meets the criteria in policy S6.

Figure 2: Settlement gaps



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The coast

Strategic policy S7, The coast

1. **The coast is defined as including:**
 - a. **the Hamble river estuary between Hamble Point Marina and Botley, extending to the Borough boundary in the centre of the river and around the Marina; and**
 - b. **the coast of Southampton Water extending to mean low water.**

On-shore areas relating to the coast are defined as areas adjoining coastal waters, or related to the coast in visual, landscape, biodiversity, heritage or functional terms.
2. **On the Borough's coast, the Borough Council will protect the Natura 2000 and Ramsar designations and recognises the national and international importance of the River Hamble and Southampton Water for recreational sailing and marine-related enterprises that contribute to the local and sub-regional economy and recreational activities. The Council therefore seeks to:**
 - a. **protect and enhance the landscape, biodiversity and heritage interest of the coast including views from coastal waters (see also strategic policies S7, S9 and S10, and policies DM1, DM11 and DM12, Chapter 5);**
 - b. **retain existing boatyards and marinas on the River Hamble in marine-related uses (see policy DM35, Chapter 5);**
 - c. **enable the provision of infrastructure related to sailing within the developed frontages of the river, subject to the River Hamble Harbour Authority Strategic Plan and Strategic Vision, whilst protecting more sensitive locations (see policy DM20, Chapter 5);**
 - d. **maintain and enhance other coast-related recreational activities, including enhancing coastal access where this can be achieved without detriment to biodiversity, landscape, heritage or economic interests, and/or can help to manage recreational impacts; and**
 - e. **achieve coast protection and flood management measures where necessary in accordance with the adopted North Solent Shoreline Management Plan¹⁷ (see policy DM7, Chapter 5).**

4.35 The Borough's coastline includes a frontage to Southampton Water between Netley and Hamble Point, and the western bank of the Hamble estuary up to Botley. Much of the Southampton Water frontage is accessible, with the Royal Victoria Country Park and Hamble Common extending to the shoreline. At Hamble and in the estuary of the Hamble river more of the coast is in private ownership, including the oil storage facility and other industries at Hamble, the commercial boatyards and marinas at Hamble and Bursledon, and private dwellings.

4.36 The character of the coastline ranges from low, crumbling cliffs at Netley to the open mudflats and marshes of the estuary and the more enclosed upper tidal reaches of the River Hamble, which is tidal as far north as Botley. There is some slow erosion of the cliffs at Netley which provides opportunities for the sandstone cliffs to be colonised by rare mining bee and wasp colonies. There is some risk of coastal inundation at Hamble, but the risks are relatively low and the areas affected are not of sufficient scale to warrant the identification of a Coastal Change Management Area¹⁸. There is a slow but progressive erosion of saltmarsh habitat along the tidal reaches of the Hamble and the

¹⁷ www.northsolentsmp.co.uk

¹⁸ NPPF paragraphs 106-108

Hamble Harbour Authority have undertaken initial studies to assess the feasibility of saltmarsh recharge. The Council would be keen to work in partnership with the Harbour Authority on a project if the opportunity arises. The North Solent Shoreline Management Plan¹⁹ proposes no active intervention for the coastline or the Hamble estuary within this Borough, apart from in two areas; a small part of the frontage in Hamble village and some stabilisation of the cliffs at Netley with proposals to 'hold the line' along these frontages.

- 4.37 The Marine Management Organisation (MMO) operates within the terms of the Marine and Coastal Access Act (2009) and the Marine Policy Statement. It is responsible for the preparation of Marine Plans and Marine Licensing. The MMO is finalising a new marine plan for the Southern Inshore area of the coast which includes the coastline of Eastleigh Borough. Marine plan area boundaries extend up to the level of mean high water. The Marine Management Organisation require marine licences for activities involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. As a result of the spatial overlap between the plans, regard will need to be given to this Local Plan as the marine plan is finalised.
- 4.38 The whole of the Borough's coast is of national and international importance for nature conservation, and is included in the Solent Maritime Special Area of Conservation and the Solent and Southampton Water Special Protection Area and Ramsar site nature conservation designations. In response to concerns of increased recreational pressure on birds within protected areas of the Solent as a result of the proposed development in south Hampshire, the Solent Recreation Mitigation Partnership (SRMP) was established. A mitigation strategy for PFSH local authorities is in place. The Solent Waders and Brent Goose Strategy will be applicable to developments affecting SPA functional land (high tide roosts used by birds for which the SPA is designated).
- 4.39 The River Hamble also has a long heritage of boatbuilding and other marine activity and is of considerable local and national significance for recreational sailing. Related to this are supporting commercial activities including boatyards and other marine-related enterprises. These make an important contribution to the economy of the Borough and of south Hampshire. Recreational sailing contributes significantly to the local economy as well as providing an important local amenity. The boatyards are also part of the Borough's marine heritage. The Council therefore considers it important in principle to retain the existing boatyard sites in marine-related business uses.
- 4.40 Other forms of water-related recreation include coastal and riverside walks, fishing and other water sports. The coast and River Hamble are attractive in landscape terms and highly valued locally. Efforts are in progress to extend the proposed national coastal path along the River Hamble up to Bursledon Bridge.
- 4.41 On the River Hamble there is potential for conflict between protection of the international designation and the commercial and recreational activities on the river. Careful management is needed to achieve a balance between them. The River Hamble Harbour Authority (Hampshire County Council) manages the river, and has produced a Strategic Plan, Strategic Vision and a Business Plan²⁰.
- 4.42 The harbour authority for Southampton Water is Associated British Ports, which has responsibility for the provision and maintenance of harbour facilities (quays, wharves, piers etc.); navigational safety in the harbour, including maintenance dredging; the movement and berthing of ships; licensing construction of works in the harbour; and nature conservation and the prevention of pollution.

¹⁹ www.northsolentsmp.co.uk
²⁰ <https://www.hants.gov.uk/thingstodo/riverhamble/harbourauthority>

- 4.43 The policy recognises the unique characteristics of the River Hamble and the Southampton Water whilst enabling the continuation of recreational and commercial uses traditionally associated with the river and that contribute to the local and sub-regional economy. The Council will seek to protect the coast and its inshore areas from development detrimental to their character.
- 4.44 The influence of the coast extends inland, although the extent of it can be difficult to define by means of a boundary. For the purposes of the Local Plan, on-shore areas relating to the coast are defined as areas adjoining the water, or related to the coast in visual, (including views of the coast from the water), landscape, biodiversity, heritage or functional terms.

Historic Environment

Relevant issues and objectives

Issues (Chapter 2): G1, G7

Objectives (Chapter 3): iv, v

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Supplementary Planning Documents ²¹ : - Urban Character Area Appraisals - Conservation Area Appraisals
PfSH	Sustainability policy framework ²² , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ²³
Hampshire County Council	Historic Environment Record ²⁴
NPPF	Paragraphs 17, 126 – 141, 156 - 157

- 4.45 The NPPF defines 'heritage assets' as: "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)". They include:
- The conservation areas of Bishopstoke, Botley, Bursledon (Old Bursledon and Bursledon Windmill), West End (Gaters Mill, Romill Close and Orchards Way), Hamble-le-Rice and Netley, as shown on the policies map;
 - Listed buildings;
 - Locally listed buildings;

21 <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

22 <https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-developing-push-sustainability-policy-framework.pdf>

23 <https://www.push.gov.uk/work/cultural-creative-industries-and-the-built-environment/outcomes/>

24 <https://www.hants.gov.uk/landplanningandenvironment/environment/historicenvironment/historicenvironmentrecord>

- Historic parks, gardens and landscapes;
- Scheduled monuments, nationally important ancient monuments and archaeological sites, and their settings;
- protected wreck sites; and
- Marine, rail and aviation heritage assets.

Strategic policy S8, Historic Environment

1. **The Borough Council will continue to conserve and/or enhance the Boroughs heritage assets in a manner appropriate to their significance. This includes all heritage assets including listed buildings and structures, Conservation Areas as designated on the policies map, landscapes and archaeology. This will be through the preparation of Conservation Area Appraisals and Management Plans and other strategies and in the determination of planning applications for new development (see policy DM 12). This will involve:**
 - a. **identifying the assets by means of an on-going programme of survey and review;**
 - b. **identifying their key features and measures to manage and enhance these, e.g. through Conservation Area Appraisals;**
 - c. **restricting development likely to harm them or their settings through management of development proposals; and**
 - d. **encouraging development that enhances them, ensures their long-term management and maintenance and where possible, enables public enjoyment and the interpretation of the asset.**

4.46 In accordance with the NPPF, policy S8 sets out the strategic approach to conserving and enhancing the Borough's historic environment. This strategic approach does not affect the principle of development at the other site allocations in the Local Plan but may affect their layout and detailed design. Development proposals will be assessed against the detailed development management policy DM 12. In addition, Chapter 6 includes site-specific requirements for heritage assets and their settings for development allocations. Policy BO7 sets out criteria for any future development at the Grade II listed Botley Mill and includes retaining the character and setting of the Mill.

Green infrastructure

4.47 Green infrastructure in the Borough includes a network of natural and semi-natural habitats, green spaces and features linked by green and blue corridors. Other evidence will explore more detailed aspects of green infrastructure relating to the Borough's landscape and biodiversity, and the Council's work on sport and recreation.

Relevant issues and objectives

Issues (Chapter 2): G3, G4, G5, G7, G8

Objectives (Chapter 3): i, ii, v, vii, viii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Biodiversity SPD ²⁵
	Biodiversity Action Plan 2012-2022
	Draft Health and Wellbeing Strategy (2016)
	Sports Facility Needs Assessment and Playing Pitch Strategy Update 2017
	Open Space Needs Assessment 2017
	Play Strategy and Action Plan 2007-2017
PfSH	Green Infrastructure Strategy
	Solent Disturbance and Mitigation Study
Hampshire County Council	Countryside Access Plan for Hampshire Hamble River Harbour Authority Strategic Vision Strategic Plan and Management Plan
	Hampshire Integrated Character Assessment 2011
Hampshire Biodiversity Partnership/ Hampshire Biodiversity Information Centre	Hampshire Biodiversity Action Plan Biodiversity Opportunity Areas
	Countryside Access Plan for Hampshire
Hampshire Wildlife Trust	A Vision for the Forest of Bere 2011
NPPF	Paragraphs 17, 74-75, 109-114, 117-119

Strategic policy S9, Green infrastructure

1. **Through new development and other initiatives the Borough Council will seek to achieve the provision, retention and/or enhancement of the following forms of multi-functional green infrastructure, including provision of:**
 - a. **landscape scale strategic links across the Borough boundary, to and between the Borough's settlements, the countryside, the coast, and the major areas of open space including the country parks (see strategic policy S12);**
 - b. **interlinked publicly accessible open space through new and existing development including for example formal sports facilities and informal amenity spaces and cemeteries (see policies DM32-DM34, Chapter 5 and detailed proposals in Chapter 6);**

- c. **green infrastructure incorporated into all new development with multifunctional spaces connected by primary, secondary and tertiary green links;**
- d. **interconnected urban green infrastructure within the fine grain of existing and new development including green, cycle ways, paths and linkages between community facilities and open spaces to link community facilities;**
- e. **green stepping stones such as street trees, green roofs and walls, pocket parks and urban copses (see policy DM1, Chapter 5);**
- f. **connected habitats linking the network of designated sites and existing priority habitats, taking account of the Hampshire ecological network map (see policy DM11, Chapter 5);**
- g. **incorporation of historic buildings and landscapes, including historic parks and gardens within the wider Green Infrastructure to protect their setting (see policy DM12, Chapter 5); and**
- h. **opportunities for local food growing including allotments, community orchards and farms (see policies DM32 to DM34, Chapter 5 and detailed proposals in Chapter 6).**

4.48 Green infrastructure incorporates spaces and habitat with varying functions which are connected by green and blue links that can be accessed by people and wildlife. Green infrastructure can include accessible countryside and coast, publicly owned land, cemeteries, community allotments and orchards, nature reserves, sustainable urban drainage etc. The aim of green infrastructure is to link these areas for people and wildlife by using linear corridors such as rivers, paths, cycle ways roads, railway, green verges and green links and stepping stones such as green roofs, street trees, pocket parks and village greens.

4.49 The term 'multi-functional' refers to the variety of functions that the network can satisfy. These could include providing safe green links between community facilities such as GPs, schools, places of work and local shopping centres, encouraging active lifestyles by providing leisure spaces within walking distance of people's homes, improving physical and mental wellbeing through exercise and physical activity. As well as complying with the Council's policies and strategies, this would also help to meet the vision, strategic aims and objectives of the Hampshire County Council Physical Activity Strategy 2018-21. These could also help with providing opportunities for local food production, flood alleviation, mitigating climate change, safeguarding and linking valued habitats and providing safe routes through the urban environment for biodiversity. The framework of green spaces and other natural features will support the sustainable development of settlements and increase the environmental capacity of the locality and region as a whole.

4.50 The plan aims to protect, enhance, expand and connect green infrastructure and biodiversity networks. Given the wide-ranging nature of green infrastructure, its provision is addressed through a range of development management policies which also set out the requirement for a Green Infrastructure Checklist to be completed by developers to demonstrate how their new development delivers improvements to green infrastructure.

Community facilities

Relevant issues and objectives

Issues (Chapter 2): C2, C3, C5

Objectives (Chapter 3): iv, v, viii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
PfSH	South Hampshire Spatial Position Statement (June 2016)
Hampshire County Council	Hampshire Strategic Infrastructure Statement (April 2013) Hampshire Schools Place Planning Framework 2017-2021
NPPF	Paragraphs 69-72

- 4.51 Community facilities include a wide variety of uses such as schools, medical facilities, community halls and meeting places, places of worship and cemeteries. They can also include privately owned facilities such as public houses.

Strategic policy S10, Community facilities

1. **The Borough Council will work with Hampshire County Council, the health authorities, emergency services, town and parish Councils, faith groups and voluntary groups to ensure the adequate provision of facilities to serve the Borough's communities. In association with new residential development the Borough Council will seek the provision of:**
 - a. **new schools and enhancements to existing schools as advised by the education authority, including**
 - i. **new primary schools as required for the larger development sites (Chapter 6);**
 - ii. **new secondary schools for the east of the Borough;**
 - b. **new and enhanced medical facilities as advised through engagement with all relevant healthcare service commissioners and providers in the area including an extension to the Stokewood surgery;**
 - c. **cemeteries to meet local needs (see policy DM37, Chapter 5 and detailed proposals in Chapter 6); and**
 - d. **other new and enhanced community infrastructure necessary to ensure the sustainability of the development. This could include new multi-purpose community halls, improvements to existing halls, and, where feasible, local shops.**
- 4.52 The new housing proposed will give rise to a need for new community facilities, including schools, medical facilities and other community infrastructure such as cemeteries.
- 4.53 With regard to schools, the new development proposed will require the provision of additional school places at both primary and secondary levels. The large strategic sites (at Boorley Green; south of Chestnut Avenue, Eastleigh; and west of Horton Heath) are required to include a new primary school. For secondary education, the education authority (Hampshire County Council) is developing a new secondary school at west of Woodhouse Lane, Hedge End to serve the new developments in the east of the Borough. In addition to new schools, there is a programme of expansion to existing schools to increase the number of places available per year group.

- 4.54 With regard to medical services, the Council is working closely with the Clinical Commissioning Group to identify health care facilities required to serve existing and new development. This may include the expansion of existing surgeries and new facilities. No new hospital provision is required. Planning policies will need to be sufficiently flexible to enable on-going changes in patterns of provision of medical services and care.
- 4.55 Also in association with the new developments the Borough Council will seek to secure the provision of new multi-purpose community halls and/or improvements to existing halls and where feasible, local shops. The intention is that these should be grouped with the new schools to form new local centres within each new community.
- 4.56 A number of town and parish councils in the Borough have also identified a need for new cemetery provision. This is addressed through general policy DM37, Chapter 5 and through site-specific allocations in Chapter 6. The community facilities being sought for each new strategic site and to resolve local deficiencies are set out in the site-specific policies in Chapter 6.

Transport

- 4.57 Transport infrastructure includes roads, public transport facilities for bus, rail and air travel, and footpaths, cycleways and bridleways.

Relevant issues and objectives

Issues (Chapter 2): G11-G17, C1

Objectives (Chapter 3): i, ii, viii, ix, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/Title
Eastleigh Borough Council	Cycling Strategy
	Walking Strategy
	'Residential Parking Standards' SPD ²⁶
	Revised Parking Standards SPD
PfSH	Green Infrastructure Strategy

Source	Reference/Title
Hampshire County Council/Solent Transport	Local Transport Plan 2011 – 2031 (HCC 2011)
	Local Transport Plan - Strategy for South Hampshire (Solent Transport 2011)
	Transport Delivery Plan 2012-2026 (Solent Transport 2013)
	Eastleigh Borough Transport Statement (HCC 2012)
	Eastleigh Strategic Transport Study – Interim report – Issues and Options (HCC 2015)
	Countryside Access Plan
Solent LEP	Solent Strategic Transport Investment Plan (2016)
Highways England	Roads Investment Strategy 1 (2015)
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy
	Network Rail Wessex Route Study (2015)
NPPF	Paragraphs 17, 29-41

Strategic policy S11, Transport infrastructure

1. **The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:**
 - a. **ensuring new developments:**
 - i. **encourage walking, cycling and the use of public transport; and**
 - ii. **minimise congestion and support safety on the highway network;**

as informed by appropriate transport assessments; and
 - b. **safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.**
2. **The key proposals for new and improved transport infrastructure in the Borough are as follows:**
 - a. **the Eastleigh Cycle Route Network and improved pedestrian routes as set out in the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the Eastleigh Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S12 below;**
 - b. **the Transforming Cities Fund public transport, cycling and walking upgrades on the following corridors:**

- i. Southampton – Chandler’s Ford – Winchester;
 - ii. Southampton – Portswood – Eastleigh – Fair Oak;
 - iii. Southampton – Bitterne – Hedge End – Bursledon – Hamble;
- c. enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and
- d. local improvements to railway stations and bus services and infrastructure to enhance their accessibility and use.
- e. new or improved road accesses into Eastleigh River Side associated sites, including the new Chickenhall Lane link road (see E6, E7, E9, and paragraphs 6.4.31 – 6.4.40);
- f. the Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane (see BO5, Chapter 6, section 6.5 and paragraphs 6.5.78 – 6.5.82);
- g. a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see WE1 and WE2, Chapter 6, section 6.5, HH1, Chapter 6, section 6.1 and paragraphs 6.5.53 – 6.5.55);
- h. a new road to the south of Hedge End bypassing the Sundays Hill junction between Heath House Lane and Bursledon Road (the Sundays Hill bypass see paragraphs 6.2.23 – 6.2.25, Chapter 6, section 6.2);
- i. a new road to the south of Hedge End linking the western end of the Sundays Hill bypass with St John’s Road (see HE4 Chapter 6, section 6.5 paragraphs 6.5.30);
- j. road corridor improvements (walking, cycling, bus and/or junction upgrades):
 - i. Eastleigh to Fair Oak (see policy E8 and paragraphs 6.1.30 – 6.1.35; 6.4.44 – 6.4.49)
 - ii. Hamble Lane (see paragraphs 6.2.26 – 6.2.27)
- k. additional junction improvements at
 - i. Botley (as set out in policy BO6 and paragraphs 6.5.84 – 6.5.85);
 - ii. Eastleigh (as set out in policy E8 and paragraphs 6.4.44 and 6.4.46 – 6.4.52);
 - iii. Fair Oak and Horton Heath (as set out in paragraphs 6.1.36 – 6.1.37);
 - iv. Hedge End (as set out in paragraphs 6.5.28 – 6.5.34)
 - v. West End (as set out in paragraphs 6.5.53 – 6.5.55)
- l. improvements to junctions 5, 7 and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Highways England Roads Investment Strategy, Hampshire County Council Local Transport Plan, the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the transport assessment of the Pre-submission Local Plan and other strategy documents, including improvements to the Windhover roundabout and A27 in Bursledon and the creation of smart motorways;

- 4.58 The Borough Council has undertaken a transport assessment to identify where improvements to transport infrastructure are likely to be needed.
- 4.59 HCC and Solent Transport documents including the Local Transport Plan, the Transport Delivery Plan, the Public Transport Delivery Plan and the Eastleigh Borough Transport Statement have identified key road junctions and routes in the Borough where improvements are likely to be required to resolve existing transport issues. These include routes where there is already significant peak hour congestion, such as the Eastleigh - Fair Oak corridor, Hamble Lane and the Windhover roundabout and Junction 8 on the M27 motorway.
- 4.60 In connection with new or redevelopment proposals, the development strategy also includes some new road proposals. These include the Chickenhall Lane link road to open up existing and new employment sites at Eastleigh River Side and in the vicinity of the airport, a new road link between Burnetts Lane and Bubb Lane to facilitate development at Horton Heath and resolve existing issues of access to the Chalcroft Business Park (this scheme is now committed), the Botley bypass and a link from the south-eastern part of Hedge End to M27 junction 8 to facilitate new development at Boorley Green, Botley and east and south of Hedge End and to help resolve existing transport issues (this scheme is now under construction). The Transport Assessment with this plan identifies the implications of the proposed developments and identified proposed improvements to junctions and routes to mitigate adverse effects. All schemes will be designed to avoid adverse impacts on any European site in accordance with policy DM11.
- 4.61 The Council is also proposing improvements that are needed for other reasons, in particular the provision of the Botley bypass, which is needed to relieve the village of significant flows of through traffic that are affecting air quality, its historic environment, the quality of life for residents and visitors and its economic viability as a local centre and heritage asset (see BO5 and related text, Chapter 6, section 6.5).
- 4.62 In terms of public transport, the Borough Council (in conjunction with other local partners) will continue to work with and/or lobby train operators, Network Rail, the Department for Transport and the Three Rivers Rail Partnership regarding improvements to the rail network in the Borough and wider sub-region. The Council has sought (and will continue to seek) the following improvements in particular:
- Regular direct services to Southampton Airport Parkway from the east (i.e. Portsmouth area);
 - A minimum half-hourly service at all stations serving the Borough (as most local stations currently only receive an hourly service that is often viewed as an inadequate alternative to driving even on routes where rail offers a direct alternative to the car);
 - Direct rail services that better replicate journey opportunities provided by the M27 and M3 and provide a better alternative to driving e.g. Hedge End to Southampton Airport Parkway and Southampton Central, Bursledon to Eastleigh and Winchester;
 - Sufficient space on all services, including at peak hours, for commuters in trips within the Borough/South Hampshire to have a seat.
- 4.63 Some of these improvements may be deliverable utilising the existing infrastructure and hence could be delivered via the rail franchising process. However it is likely that some of these improvements would not be feasible without investment in infrastructure. Potential improvements could include redoubling current single track areas on the Botley line, and improvements in the Eastleigh station area to support more reversing trains (e.g. a fourth platform). One proposed infrastructure intervention which the Council is less supportive of is the Eastleigh Chord proposal, as it is felt

that this would result in improved train services bypassing Eastleigh town centre. It could also complicate delivery of the Chickenhall Lane Link Road. This is a high priority road scheme that the Council strongly supports. It could also impact on current employment land and could complicate development at Southampton Airport. At present, it is unlikely that any of these rail infrastructure improvements could occur until towards the end of the Local Plan period.

- 4.64 In addition the Council will continue to work with Network Rail, the train operators and local stakeholders (including the Three Rivers Rail Partnership) on more localised improvements to railway stations and related facilities in the Borough.
- 4.65 The Council also works closely with bus operators to improve their services in and through the Borough. This includes discretionary provision of financial support for a range of commercially unviable but socially necessary bus services (especially in the evenings and at weekends) and Council funding and delivery of improvements to bus stops, shelters and other minor schemes. The Council will also work with Hampshire County Council to deliver bus priority to address the issue of congestion on key bus routes.
- 4.66 Southampton Airport is a major 'gateway' to south Hampshire and is located almost entirely in Eastleigh Borough. The Council works with Southampton Airport Ltd through a local Airport Consultative Committee on development of the airport and surface access to it. The Local Plan policy for development at Southampton Airport is at E9, Chapter 6 section 6.4.
- 4.67 There are opportunities for park and ride northwards from Stoneham Lane playing fields to serve the Chandler's Ford business parks and potential other areas including Eastleigh town centre and Southampton city centre.
- 4.68 Details of, and justification for, each of these proposals are set out within the site specific policies in Chapter 6 and/or in the Solent Transport Delivery Plan and the Hampshire County Council/Eastleigh Borough Transport Statement. In addition, information regarding the costs and timing of these proposals are included in the Council's Infrastructure Delivery Plan (IDP) and will be kept under review in future updates of the IDP. Detailed transport assessment required in support of proposals to develop the Local Plan site allocations may also reveal a need for off-site works additional to those identified in strategic policy S11 and in Chapter 6 of the Local Plan. Schemes will be designed without adverse effect on any European site in accordance with policy DM11.
- 4.69 Implementation of the proposals listed under policies S11 and S12 and detailed in Chapter 6 as well as any other off-site works that are required will take place through related development and/or be fully or partly funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found. These could include funding from the Solent LEP or secured through Solent Transport (the Local Transport Body), Borough Council funds, government grants and other sources.
- 4.70 In the collection and apportionment of developer contributions, priority will be given to securing an appropriate proportion of this funding towards mitigating the impact of development proposals on the highway network, in liaison with Hampshire County Council as highway authority. Proposed mitigation measures are set out in strategic policy S11 above and the detailed transport proposals in Chapter 6. They reflect those set out in the Transport Assessment and are also included in the Infrastructure Delivery Plan. Further guidance will be provided in an update to the Council's Planning Obligations Supplementary Planning Document.

Footpaths, cycleways and bridleways

Strategic policy S 12, Strategic footpath, cycleway and bridleway links

1. The Borough Council in partnership with the highway authority will seek to create new, and improve existing, footpath, cycle and bridleway links throughout the Borough, connecting key destinations including the country parks, increasing access along the coast and to the South Downs National Park and improving connections between the parishes and Eastleigh Town Centre. The Council will seek the provision of the following new and strategic footpath/cycleway/bridleway routes as shown on the key diagram and the policies map:
 - a. Forest Park to Otterbourne via Chandler's Ford;
 - b. Chandler's Ford to Chilworth;
 - c. Lakeside Country Park to Forest Park;
 - d. Eastleigh to Botley via Bishopstoke, Horton Heath and Hedge End;
 - e. Eastleigh to Hedge End parallel to the railway line;
 - f. Eastleigh to Southampton via Stoneham Lane;
 - g. Itchen Navigation to Stoke Park Woods;
 - h. Eastleigh/Bishopstoke to Itchen Valley Country Park and Mansbridge via the Itchen valley;
 - i. Bishopstoke to Fair Oak via Stoke Park Woods and on to the South Downs National Park;
 - j. Itchen Valley Country Park to Manor Farm Country Park;
 - k. Manor Farm Country Park to Forest of Bere via Botley and on to the South Downs National Park including the Botley to Bishop's Waltham Rail Trail;
 - l. Boorley Green to Hedge End railway station;
 - m. Botley to Fair Oak and on to the South Downs National Park;
 - n. Botley to Hamble via Manor Farm Country Park;
 - o. Botley to Southampton;
 - p. Southampton to Hamble via the Royal Victoria Country Park and Netley.
2. All of these routes will avoid conflict with established nature conservation interests and where possible be coupled with green links for biodiversity. Working in partnership with the highway authority to agree and create highway including footpaths, cycle routes and bridleways will ensure that all new highway accords with appropriate design and construction standards to enable its adoption by the highway authority and so secure its long-term maintenance.
3. New development should integrate with existing routes and public rights of way and wherever possible maintain, protect and enhance their function. Development that would sever, obstruct or otherwise have a detrimental impact on the existing or proposed network of green routes as shown on the policies map will not be permitted.

4.71 As part of its cycling and walking strategies (subject to future update), the related work to encourage use of alternative transport modes as part of the climate change strategy, and its contribution to the PfSH Green Infrastructure Strategy, the Borough Council wishes to improve the network of multifunctional non-vehicular routes in the Borough, including footpaths and cycleways. Given the importance of recreational horse-riding in the Borough, bridleways also form an important part of recreational provision, as well as contributing to road safety. (Note, however, that it will not always be possible to upgrade existing footpaths for use as cycleways or bridleways). The PfSH Green Infrastructure Strategy includes proposals for a network of green routes through south Hampshire that serve both recreational and alternative transport purposes. In addition, the Borough Council has had regard to the Hampshire Countryside Access Plan proposals for the Forest of Bere, the Solent and the Test and Itchen areas. The Borough Council will be preparing new walking and cycling strategies in future to provide further detail on the Council's priorities for infrastructure for these modes. Within the Borough, the Council has identified priority routes that:

- link the main urban areas;
- link the Borough's country parks, to enable longer-distance circular routes;
- link to strategic areas of green space beyond the Borough's boundaries, in particular the Forest Park in southern Test Valley and the South Downs National Park; and
- take advantage of the Borough's coastline, including working with partners to ensure that the England Coastal Path follows the most suitable route in the Borough.

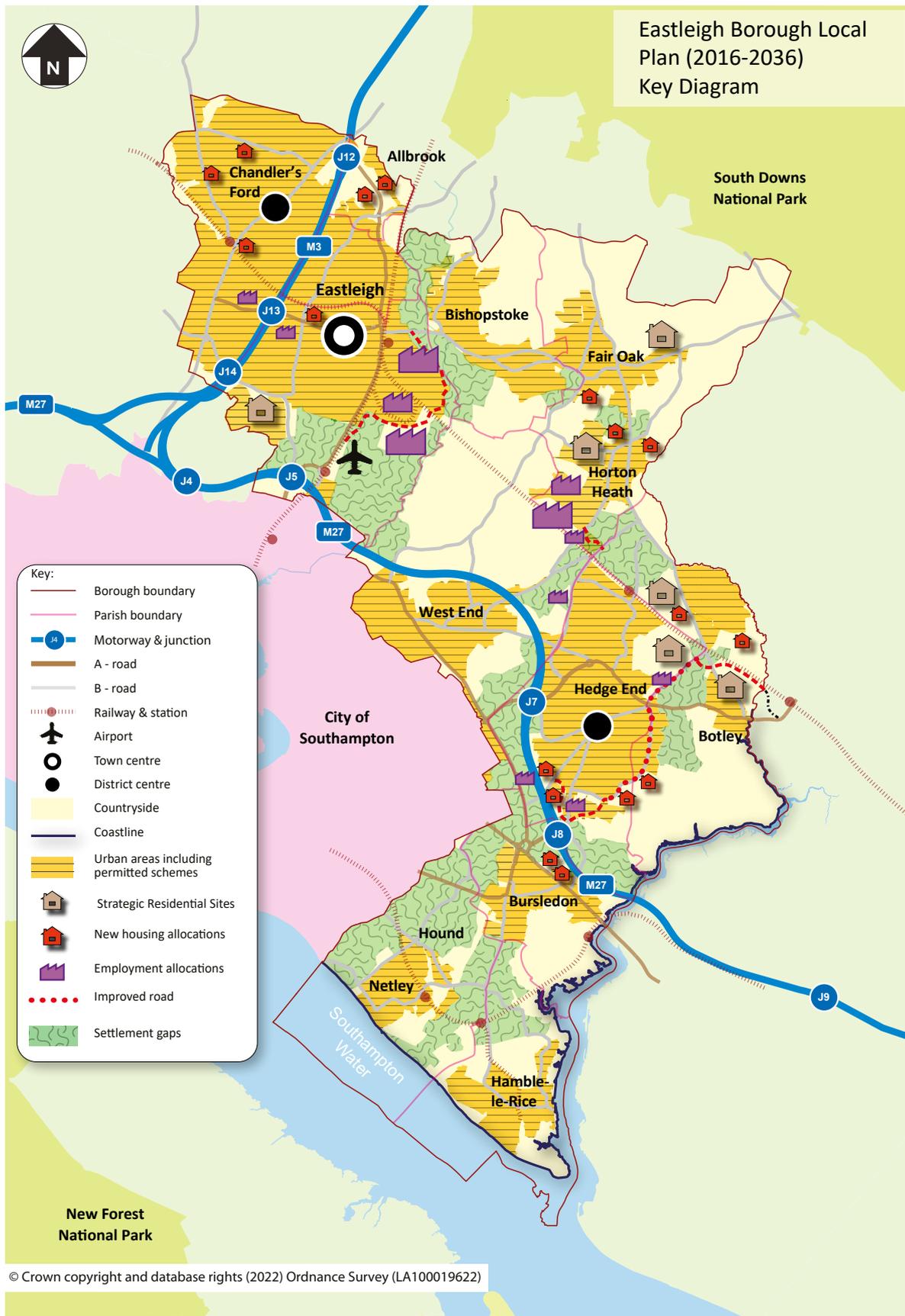
4.72 The Borough Council will seek to secure these routes by ensuring the provision of new spaces and routes in association with new development, improvements to existing routes and countryside access agreements. The approach will follow a 'link and place' approach, recognising the dual functions of streets and routes as both part of the transport network and as places in their own right and how these roles may vary along a route. Hampshire County Council in its role as highways authority also has a role implementing these footpath and cycleway improvements. In securing these routes, the Council will ensure that they do not have adverse impacts on nature conservation interests, including those on the coast, and wherever possible will ensure that they help to manage recreational pressures on such areas whilst the routes themselves may act as corridors for biodiversity. The Council also wishes to protect this network of routes from development that would harm or disrupt it.

4.73 Details of the costs and timing of these proposals will be included in updates to the Council's Infrastructure Delivery Plan. The precise line of a route can be altered as an integral part of the design of development provided its function is still served.

Key diagram

4.74 The Key Diagram illustrates the Council's strategy for the location of new development in the Borough, related transport improvements and the protection of the countryside and coast (Figure 3). The Local Plan is also accompanied by a Policies map with an Ordnance Survey map base.

Figure 3: Key Diagram



Chapter 5: Development Management Policies

- 5.1 The policies for managing development are grouped under the general headings of the Borough's corporate priorities as set out in Chapter 2.
- 5.2 In shaping these policies, the Borough Council has had regard to:
- the issues to be addressed through this Local Plan, as set out in Chapter 2;
 - the vision and objectives of this Local Plan, as set out in Chapter 3;
 - the strategic policies of this plan as set out in Chapter 4;
 - other policies and strategies pursued by Eastleigh Borough Council;
 - the strategies of the Partnership for South Hampshire and Solent Transport;
 - relevant strategies of Hampshire County Council;
 - relevant strategies of the utilities providers, e.g. Southern Water;
 - relevant strategies of the Environment Agency;
 - the National Planning Policy Framework (NPPF).

References to these are included at the beginning of each section of the policies.

A green Borough

General criteria for new development

Relevant issues and objectives

Issues (Chapter 2): G3, G4, G6, G8, G10, C5, C6

Objectives (Chapter 3): ii-viii, x, xi, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council's SPD and strategies	Supplementary Planning Documents ²⁷ : <ul style="list-style-type: none"> • Quality Places (2011) • Urban Character Area Appraisals (2005 & 2008) • Environmentally Sustainable Development (2009) • Planning guidance – shopfronts and signs (1996) Public Art Strategy 2015-2019 Equality and Diversity Strategy Accessible Homes Strategy 2008-2011
Eastleigh Borough Council and partners	The Community Safety Partnership Plan 2016-2017 (updated annually)
PfSH	Sustainability policy framework ²⁸ , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ²⁹
NPPF	Paragraphs 56-66

Policy DM1, General criteria for new development

1. **All new development should (as relevant):**
 - a. **not have an unacceptable impact on, and where possible should enhance:**
 - i. **residential amenities of both new and existing residents; the character and appearance of urban areas, the countryside and the coast;**
 - ii. **biodiversity (avoiding significant adverse impacts); and**
 - iii. **the significance of heritage assets;**
 - b. **make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;**
 - c. **take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;**

²⁷ <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

²⁸ <https://www.portsmouth.gov.uk/wp-content/uploads/2020/05/development-and-planning-developing-push-sustainability-policy-framework.pdf>

²⁹ <https://www.push.gov.uk/work/cultural-creative-industries-and-the-built-environment/outcomes/>

- d. **not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance or biodiversity unless they can be replaced with features of equivalent or enhanced value, (recognising that some species and habitats may be irreplaceable);**
- e. **include a landscape scheme covering the design and layout of external space;**
- f. **protect and enhance public rights of way and National Trails and provide fully connected green infrastructure that interlaces the development and connects into the wider network;**
- g. **provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;**
- h. **incorporate provision for people with disabilities and create accessible communities that cater for all;**
- i. **incorporate design measures to inhibit criminal and anti-social behaviour;**
- j. **incorporate provision for on-site waste management; and**
- k. **include provision for public art associated with new large scale development in accordance with the Council's adopted Public Art Strategy.**

- 5.3 Other policies of this Local Plan address the principles of sustainable construction and layout and impacts on local communities (DM2), internal space standards for residential development (DM32), pollution (DM8), and access and parking (DM13 and DM14).
- 5.4 The Borough Council is strongly committed to promoting good design in all new developments and to improving the quality of public spaces. As well as making sure that so far as possible new developments fit in with their surroundings, good design includes meeting the needs of occupiers and users of the spaces and buildings including those with disabilities, and must make provision for adequate living space (DM30). It also includes creating places where people feel safe, opportunities for anti-social and criminal behaviour are limited and there is access to green space to encourage play and exercise. Green infrastructure and other building design measures can also help to limit the heating effects that can arise through the concentration of buildings and vehicular activities in urban areas (known as the 'heat island effect') – such measures are referred to as 'urban cooling'. The Borough Council's Supplementary Planning Documents 'Quality Places'³⁰ and 'Character Area Appraisals'³¹ provides more detailed information on the principles of design and layout.
- 5.5 New development will be assessed to consider its impact on residential amenity. This covers the amenity of existing residents living at or near the development and also the amenity of new residents. Residential amenity covers a variety of issues including overlooking, loss of daylight, loss of outlook, noise, fumes and dust and the impact of floodlighting and security lighting. It includes the design of garden space and parking arrangements in addition to building design.
- 5.6 All major development proposals should be accompanied by a Planning Statement which should explain the basis for the design of the scheme, including how it accords with this Local Plan, the supplementary planning documents and other documents as referenced in these, and with the National Planning Policy Framework.

30 <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

31 <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

- 5.7 The Planning Statement should also explain and justify the removal of site assets such as landscape features and propose suitable mitigation for their loss. In the case of trees, a new Trees SPD will set out the detailed requirements for trees within development sites, which should be retained wherever possible. Where this is not possible, it will provide guidance on the suitable mitigation required. Where trees may be adversely affected by the proposed development, the Council will require the applicant to submit a tree survey in accordance with the methodology set out in BS5837:2012 'Trees in relation to design, demolition and construction – recommendations' and an Arboricultural Impact Assessment and method statement. The Council may make a Tree Preservation Order covering trees on the site to prevent the loss of trees during the planning process. Trees having a high arboricultural or landscape value should not be removed unless:
- the benefits of the development clearly outweigh the value of the tree;
 - the loss of the tree is unavoidable; and
 - suitable new trees can be planted to replace any tree removed.
- 5.8 All developments that will lead to the loss of any green space or habitat should be accompanied by a Biodiversity Mitigation and Enhancement Plan (BMEP), informed by a Phase 1 Extended Habitat Survey and any other up to date species specific survey as agreed with the Local Planning Authority. The BMEP must include details of the biodiversity features affected as well as details of proposed mitigation and enhancement measures. Pre-application engagement with the Council and Natural England is encouraged.
- 5.9 Green infrastructure should be integrated into the design of new development as part of the overall design of the landscape and external environment, and the developer should submit a Green Infrastructure Checklist to demonstrate that a net overall increase will be achieved which can be attributed to the development scheme (strategic policy S9). Native planting should be used to form the structural landscape of new development schemes connecting with adjoining green infrastructure. Where public rights of way run through a development site, they should be retained within an attractive setting, and contributions sought to enhance the local public right of way network.
- 5.10 The Borough Council achieves very high rates of recycling of domestic refuse, and wishes to ensure that this success is continued. Developers should make provision for the storage of waste and recyclable materials as part of the design of external space in accordance with the Council's Quality Places SPD.
- 5.11 In addition, the Borough Council is pursuing measures relating to:
- Community safety, through working with other organisations and authorities on the Community Safety Partnership Plan³². This takes as its starting point the Crime and Disorder Act 1998, which requires local authorities to do all they can to prevent crime and disorder in their area.
 - Provision for disabled people, through its Equality and Diversity Strategy³³ and Accessible Homes Strategy³⁴. Most provisions for disabled people are dealt with under the Building Regulations, which are separate from planning legislation. However, developers should be aware of these requirements throughout the design process.

32 The Community Safety Partnership Plan is on Eastleigh Borough Council's website

33 The Council's work on equality and diversity can be seen at: <https://www.eastleigh.gov.uk/council/general-public-information/council-strategies-and-policies/equality-and-diversity>

34 <https://www.eastleigh.gov.uk/housing/our-housing-strategies-policies-and-plans>

- The provision of public art through its Public Art Strategy³⁵. This aims to support PfSH cultural initiatives by promoting the highest standards of design for new development with integrated public art which in turn provides opportunities for community engagement and creative industries to participate in the economic growth of the area.
- The Council's strategies for these matters should be taken into account when preparing development proposals.

Climate change

Relevant issues and objectives

Issues (Chapter 2): P7, G8-G10

Objectives (Chapter 3): iii, vi

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Environmentally Sustainable Development SPD
	Climate Change Strategy
	Joint Municipal Waste Strategy (with HCC)
PfSH	Climate change strategy
	Integrated Water Management Strategy
	Strategic Flood Risk Assessment
	North Solent Shoreline Management Plan Client Steering Group
Hampshire County Council	Preliminary Flood Risk Assessment 2011 -2017
	Eastleigh Borough Surface Water Management Plan 2013 (produced jointly with Eastleigh Borough Council)
	Local Flood Risk Management Strategy
	Hampshire Minerals and Waste Plan 2013
Environment Agency	South East River Basin Management Plan South East Hampshire Catchment Flood Management Plan
	Test and Itchen Catchment Flood
	Management Plan
NPPF	Paragraphs 17, 93-108

- 5.12 Climate change is likely to affect the Borough in a number of ways. This section looks at means of managing development in order to help to address some of the causes of climate change such as carbon-dioxide emissions, and its effects including both flooding and water shortage. It also looks at how development might adapt to the unavoidable effects of climate change. Eastleigh Borough Council Climate Change Strategy provides more information about the implications of climate change for the Borough.
- 5.13 Since the publication of the 2011-2029 Local Plan, the Code for Sustainable Homes was withdrawn and policy DM2 sets out the Council's approach to securing environmentally sustainable residential development in the Borough. As Eastleigh borough is in an area of serious water stress as justified in the background paper³⁶, this includes a requirement to apply higher water standards. Reduced water consumption can contribute to achieving nutrient neutrality or similar.

Policy DM2, Environmentally sustainable development

1. **The Borough Council requires that:**
 - a. **all new build residential development (C3 Use Class only) must achieve at the time a Reserved Matters or Full Planning Application is submitted:**
 - i. **a 19% improvement in predicted carbon emissions, compared with the building regulations standard current at the time, through increased energy efficiency of the building fabric, unless this is superseded by an updated building regulations requirement equivalent to 'zero carbon homes'; and**
 - ii. **a predicted mains water consumption of no more than 110 litres/person/day.**
 - b. **all other development that is above 500 sq.m of floorspace measured externally (including extensions and conversions to existing buildings) must achieve BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification including a 15% improvement in predicted carbon emissions, compared with the building regulations current at the time, through low or zero carbon energy generation on site or in a Borough location agreed by the Council.**
 - c. **all other larger developments above 10,000 sq.m of floorspace should also seek to fund post occupancy evaluation (POE) in addition to the above.**
2. **In addition to the above, all development above 500 sq.m of floorspace measured externally (including extensions and conversions to existing buildings) and external spaces within the curtilage serving developments of this size should where practical and viable:**
 - a. **incorporate energy-efficient passive design principles, the best use of natural daylight and natural ventilation systems wherever possible;**
 - b. **connect to any existing near or adjacent low carbon local energy network unless this is proved unviable;**
 - c. **use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible;**

- d. be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible;**
- e. aim to deliver at least 1% of all residential units within the whole scheme which achieve full 'passivhaus' certification.**

- 5.14 Environmentally sustainable development should also include sustainable urban drainage systems (SuDS) as set out in policy DM6 below.
- 5.15 This policy reflects the national housing standards, PfSH climate change strategy, and is supported by the Council's own Climate Change Strategy. It is designed to maximise energy and water-saving measures in new development, and to encourage the introduction of such measures in existing development. Fuel poverty is a significant and increasing problem in the Borough, a problem which increased energy efficiency for new and existing homes can help to combat. The Council recognises that these measures may involve the use of innovative building styles and techniques. The Borough Council will also promote improvements in efficiency of energy and water use in existing developments through a programme of publicity and grant aid.
- 5.16 BREEAM³⁷ is a nationally applied method for assessing the environmental sustainability credentials of new development across a wide range of issues. Developments must be assessed independently by assessors funded by the developer and licensed by the Building Research Establishment. Since January 2012 all non C3 use class residential and non-residential development (above 500 sq.m of floorspace) has been required to meet the BREEAM 'excellent' standard.. The Code for Sustainable Homes standards previously requested by the Council have been withdrawn by the Government and policy DM2 above replaces these standards.
- 5.17 The 'passivhaus³⁸' or 'passive house' standard uses an internationally applied performance method focusing on very high fabric efficiency which results in homes and non-residential buildings with no or insignificant space heating or cooling demand and a very low overall primary energy requirement. For the purpose of 1% of all residential units achieving full 'passivhaus' certification, the whole scheme will relate to a development allocation or site as a whole and not to individual plots and development parcels that obtain planning permission.
- 5.18 Passive design seeks to maximise building efficiency through exploiting natural processes for daylight, ventilation and winter sunlight. The relevant design principles are explained in the Environmentally Sustainable Development SPD.
- 5.19 Since January 2012 all residential development and all non C3 use class residential and non-residential development (above 500 sq.m.) in the Borough has been required to reduce its CO2 emissions by 15% via on site low or zero carbon energy production. The policy continues this requirement with regards to criterion 1. b. above, either by means of on-site provision or through connecting to a nearby energy network. The details of how this might be quantified will be set out in a future update of the Environmentally Sustainable Development SPD.
- 5.20 The true level of success in terms of environmentally, socially and economically sustainable development can only be known after the development's performance has been assessed. Post occupancy evaluation (POE) is designed to measure how well developments perform. A further explanation of this process is set out in the glossary. Details of what the POE should cover will be set out in a future update of the Environmentally Sustainable Development SPD.

37 Building Research Establishment Environmental Assessment Method
 38 <http://www.passivhaus.org.uk/>

- 5.21 Larger developments have commensurate impact on their neighbouring communities but also often offer greater opportunities for sustainable development. Early assessment (at masterplan stage) of the economic, environmental and social sustainability opportunities of such developments can ensure that these opportunities are taken and that these developments are well integrated with existing communities.
- 5.22 The embodied CO₂ and other greenhouse gases of construction is significant as a proportion of the total lifecycle CO₂ emissions of new buildings. Developers will be encouraged to use the highest rated building products in the BRE 'Green Guide' and to re-use buildings and materials where possible.

Policy DM3, Adaptation to climate change

1. **All development should be designed to adapt to the predicted climate change impacts for the Borough.**
 - a. **To reduce the potential impacts of surface water flooding, sustainable drainage systems need to be implemented as part of an integrated SuDS strategy for the site in accordance with policy DM6 (Sustainable surface water management and watercourse management) and as part of the landscape framework for the site including green open space and green roofs where appropriate.**
 - b. **New development should have a cooling strategy which can include:**
 - i. **cooling through generous green infrastructure and trees**
 - ii. **areas of shade**
 - iii. **water cooling**
 - iv. **building design and orientation to reduce overheating**
 - v. **'cool roofs' or green roofs and green walls**
 - vi. **porous cool pavements**
 - c. **To adapt to water stress, new development should be designed to reduce demand.**
Measures can include:
 - i. **reduced residential mains water consumption (as per policy DM2)**
 - ii. **water efficient appliances, fittings and leak detection devices for non-residential and non C3 use class residential development**
 - iii. **rainwater harvesting and grey water recycling**
 - iv. **drought resistant landscape design and planting**

- 5.23 In terms of adaptation to climate change, the UK Climate Projections (UKCP09)³⁹ provide information designed to help those needing to plan how to design buildings and spaces to adapt to a changing climate. Key findings that may affect Eastleigh Borough include:
- an increase in air temperatures, with greater increases in summer than in winter across the whole UK but greatest in southern England;
 - decreases in summer precipitation of around 40% in the far south of England;

- more precipitation is expected to fall in intense episode especially in the winter, and more severe and frequent winter storms are also predicted;
- sea levels predicted to rise by between 12 and 72 cm by the end of the century. Developers therefore need to show how their proposals are adapted to heat waves and droughts as well as more severe winter precipitation. Typically such measures will include retention of trees and other urban green infrastructure and water features (see strategic policy S9, Chapter 4 and policy DM 1), and landscapes designed to cope with drought and provide sustainable drainage systems (policy DM3 and DM6). More detailed advice on how development can adapt to climate change is provided by the Environment Agency.⁴⁰

5.24 Buildings and spaces that are able to adapt to changing circumstances or that can serve a variety of user are inherently sustainable and help future proof development. The use of trees, shading, landscaping and building design as part of a cooling strategy will also have a range of positive impacts including on air quality and quality of life. The Council will encourage the provision of non-residential buildings that can be extended or rearranged internally and homes that can be extended or adapted.

Policy DM4, Zero or low carbon energy

- 1. The Borough Council will permit the development of infrastructure to:**
 - a. generate zero or low carbon energy; and/or**
 - b. make more efficient use of energy sources e.g. installations deploying combined heat and power (CHP technology);**
- 2. Subject to general development criteria and provided that the development:**
 - a. has no significant adverse impact on the landscape or landscape features, biodiversity or the significance of heritage assets;**
 - b. does not involve the loss of land in public recreational use (see policy DM32);**
 - c. does not involve the permanent loss of the best and most versatile agricultural land (BMV)**

5.25 There are many ways in which low or zero carbon energy can be generated, ranging from photovoltaic panels installed on house roofs to larger-scale power generating installations such as solar farms. The policy is intended to enable such installations in line with current government initiatives, subject to other policies protecting local amenities, recreational, landscape, biodiversity and heritage interests and the best and most valuable agricultural land (Agricultural Land Classification grades 1, 2 and 3A). (Note, facilities for micro-generation are not always appropriate on listed buildings or in conservation areas).

5.26 The Borough Council will give priority to the generation of electricity from renewable sources. An environmental impact assessment is likely to be required for any power station proposals in the Borough.

5.27 The Borough Council actively encourages the development of combined heat and power sources, and the sharing of such sources over a local area, including in Eastleigh town centre.

40

<https://www.gov.uk/government/collections/environment-agency-and-climate-change-adaptation>

Policy DM5, Managing flood risk

1. **Development will only be permitted within the areas at risk of flooding, now and in the future, as identified on the Environment Agency most recent flood maps and the Council's Strategic Flood Risk Assessment provided that:**
 - a. it meets the sequential and exception test (where required) as outlined in Government guidance;
 - b. a site-specific flood risk assessment demonstrates that the development, including the access, will be safe without increasing flooding elsewhere, and where possible, will reduce flood risk overall;
 - c. the scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site and where appropriate takes advantage of opportunities to utilise natural flood management techniques;
 - d. appropriate flood warning and evacuation plans are in place; and
 - e. new site drainage systems are designed taking account of events which exceed the normal design standard.
2. **Development should not increase flooding elsewhere.**
3. **Sustainable Drainage Systems (SuDS) must be designed in accordance with policy DM6.**

5.28 Parts of the Borough are at risk from tidal, fluvial or other forms of flood risk. Development will only be permitted in these areas if it meets all of the criteria set out in policy DM5, which also reflect Government policy. Natural flood management techniques are those which use natural processes to reduce the risk of flooding, for example: restoring the bends in rivers, changing the way land is managed so that the soil can absorb more water, or creating coastal salt marshes.

Policy DM6, Sustainable surface water management and watercourse management

1. **New development (excluding extensions to dwellings and changes of use), will only be permitted if it incorporates Sustainable Drainage Systems (SuDS). Wherever feasible, naturalised filtration should be included within the treatment train as follows:**
 - a. On sites of 1 hectare or more, or within 100m of the River Itchen SAC or Solent Maritime SAC, SuDS schemes should include at least three forms of naturalised filtration. On sites within 100m of headwaters and tributaries draining into a SAC, SuDS schemes should include at least three forms of naturalised filtration unless hydrological studies and project-level Habitats Regulations Assessment demonstrate this to be unnecessary to protect the integrity of the SAC and its qualifying features;
 - b. On other sites of between 0.5 hectares and 1 hectare, SuDS schemes should include at least two forms of naturalised filtration; and
 - c. On other sites of less than 0.5 hectares non-naturalised SuDS e.g. permeable paving will be considered where justified.
2. **In order to reduce flooding and maintain water quality (in accordance with DM8) SuDS schemes should:**

- a. **be designed and monitored in accordance with the CIRIA C753 SuDs Manual or equivalent national or local guidance, noting that all receiving waters in the Borough should be classified as protected waters;**
 - b. **manage surface water runoff as close to its source as possible;**
 - c. **ensure that discharge rates are reduced as far as possible and that on greenfield sites these should at least mirror greenfield rates before development;**
 - d. **be provided as part of any application for outline or full planning permission;**
 - e. **where discharge is to a wetland or wet woodland habitat, flows off site must mirror the natural hydrological pathways;**
 - f. **include clear arrangements for their whole life management and maintenance.**
3. **Where a watercourse is present on a development site, it should be retained or restored into a natural state and enhanced where possible. The culverting of any watercourse will not generally be permitted, and development should wherever possible remove any existing culverts and increase on-site flood storage. Development should be laid out to enable maintenance of the watercourse.**
 4. **Where development drains into a waterway connected to the Natura 2000 or Ramsar network a site specific Construction Environment Management Plan must be prepared before permission.**

5.29 Eastleigh Borough is characterised by its internationally renowned rivers Itchen and Hamble and the associated coastal habitats along the upper reaches of the Hamble and Itchen Estuaries and Southampton Water. The River Itchen is designated as a Special Area of Conservation for its aquatic flora and associated fauna species under the E.U Habitats Directive and much of the River Hamble is designated as a Special Area of Conservation for its coastal habitats, and a Special Protection Area for its migratory and breeding bird populations under the E.U, Habitats Directive and the E.U. Birds Directive respectively. The Hamble is also designated under the Ramsar convention for its wetland habitats and associated species. Because of these International and European designations Eastleigh Borough Council has a duty to ensure that there are no significant impacts on the Natura 2000 and Ramsar network as a result of any plans or projects including those determined within planning under the Article 6(3) of the Habitats Directive as transmuted into British law within the Conservation of Habitat and Species Regulations 2010.

5.30 Due to the extent of the rivers Eastleigh Borough is interlaced with a number of major tributaries and associated streams with the eastern part of the Borough flowing into the Hamble and the central and western areas flowing into the Itchen. Some of the creeks and gullies run directly into the designated coastal Solent Complex. The complexity of the network means that almost all of the major developments proposed are adjacent, or within close proximity, to a waterway within the network with surface water from the developments draining into either the Itchen or Hamble catchments. The Habitats Regulations Assessment (HRA) prepared for the Local Plan has identified that there will be an in-combination impact on the water quality and flows within the Natura 2000 and Ramsar network in the Borough as a result of the proposed development and has recommended that this be mitigated at source within the site.

5.31 To ensure no pollution of the waterways during construction a Construction Environment Management Plan (CEMP) should be provided detailing the safeguards in place to ensure the safe storage and use of fuels and chemicals and the design, management and maintenance of a separate construction drainage system with three forms of temporary filtration. For schemes subject to HRA the CEMP should be submitted with the planning application.

- 5.32 Temporary filtration could include straw bales, silt curtains and interceptors, bunds ditches, swales and filter drains, attenuation areas and settlement ponds and tanks and oil interceptors.
- 5.33 To ensure no adverse effect on the integrity of designated sites within the operational phase the HRA recommends that a Sustainable Drainage System be provided which either infiltrates directly into the ground at source or contains forms of naturalised filtration to ensure water quality is treated before discharge; and that flows from the site should be reduced as far as possible, as specified by the policy. Naturalised filtration requires much less maintenance than mechanised filtration.
- 5.34 Naturalised forms of filtration include, green roofs, vegetated swales, attenuation areas and basins, ponds, rain gardens and wetlands. Other more mechanised forms can be used to drain the urban area on the larger sites provided the three naturalised forms are present at the end of the treatment train. In sites where sites are draining to natural wetland habitats or wet woodland before entering the river, the flows off site will need to mirror the natural hydrological pathways.
- 5.35 The policy is also designed to limit the impact of surface water flooding from new development. On previously developed (brownfield) sites the aim should be to reduce runoff rates and volumes. On greenfield sites the aim should be to ensure that there is no increase in the rate and volume of surface water runoff. Well-designed naturalised SuDS will have wider benefits for flood risk management, water quality protection, biodiversity, health, recreation and water resource management.
- 5.36 Surface water run-off should be managed as close to its source as possible, and as high up in the following hierarchy as reasonably practicable:
1. Into the ground (infiltration)
 2. Into a surface water body (provided this is not a designated site)
 3. Into a surface water sewer, highway drain or other drainage system
 4. Into a combined sewer
- 5.37 Development proposals should include an indicative drainage strategy to demonstrate how sustainable drainage will be incorporated into the development. This strategy should be proportionate to the site and the proposed development. The strategy should include sustainable drainage elements with attenuation, storage and treatment capacities incorporated as set out in the CIRIA SuDS Manual C753, or equivalent and updated local or national design guidance where available. If SuDS are proposed as part of the open space provision on a site, gradients should not exceed 1:4.
- 5.38 From April 2015, Local Planning Authorities have had the final decision about the suitability of SuDS provision on new development, while Hampshire County Council is a statutory consultee for major developments which have surface water implications. Proposals for sustainable drainage systems should include provisions for long term future maintenance of these systems, and developers should consult the Borough Council, Hampshire County Council and the Environment Agency as appropriate about such proposals. The expectation is that SuDS will be adopted by a public body.
- 5.39 The policy also addresses the situation where a watercourse is present on a development site. Such watercourses should not generally be culverted, as this can impede water flows and worsen flooding. In exceptional cases, where is no practicable alternative or the negative impacts are minor, applications to culvert a watercourse may be approved.

Hampshire County Council, as Lead Local Flood Authority, consents works on ordinary watercourses and has adopted the principle that crossings of watercourses should be made using clear-span bridges in preference to culverts.

- 5.40 To avoid disputes over the maintenance of watercourses, to protect them from future interference and to ensure access is available for maintenance, the layout of major sites should be designed so that no gardens back on to the watercourse and there is no development within a distance of at least 8 metres from the top of the bank. Wider buffer strips may be appropriate for larger watercourses and where needed to protect biodiversity interests. Such buffer strips should form part of the landscape framework for the site, and arrangements should be made for their long-term management and maintenance.

Policy DM7, Flood defences, land reclamation and coast protection

1. **Development proposals on the coast of Southampton Water, the River Hamble estuary and in other areas at risk of fluvial or surface water flooding should:**
 - a. **not give rise to the need for additional flood risk management or coast protection works beyond those proposed in the approved management plans* ; and/or**
 - b. **provide or contribute to the costs of works needed to protect the site as set out in the management plans* ; and**
 - c. **have regard to watercourse ownership and long-term management.**

Flood defence and coast protection works will be permitted provided that they accord with the approved management plans* .

2. **Land reclamation will not be permitted unless it can be demonstrated that it will not:**
 - a. **impede the movement of craft or otherwise compromise navigational safety on the coast or river;**
or
 - b. **disrupt existing recreational uses or areas where there is existing or proposed public access; or**
 - c. **adversely affect the nature conservation, landscape or heritage value of the coast or river.**

***The approved management plans are:**

- **the North Solent Shoreline Management Plan⁴¹;**
- **the Environment Agency’s Catchment Flood Management Plan⁴² and;**
- **the Local Flood Risk Management Strategy⁴³ and the Eastleigh Borough Surface Water Management Plan⁴⁴**

- 5.41 Parts of the Borough’s coastline are subject to slow erosion, particularly along the shores of Southampton Water. For example, the low cliffs fronting Netley are retreating gradually. Lower lying areas around Hamble are also susceptible to inundation from the sea, which is likely to worsen with sea-level rise. The North Solent Shoreline

41 <http://www.northsolentsmp.co.uk>

42 <http://www.environment-agency.gov.uk/research/planning/127387.aspx>

43 <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/strategies/local-flood-risk-management-strategy>

44 <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/strategies/catchment-management-plans>

Management Plan identifies the areas likely to be affected by both erosion and flooding over the years 2005-2105. The policy seeks to prevent development that would worsen these conditions, or give rise to a need for new flood defence or coast protection measures. This is due to the need to preserve the rare invertebrate communities that colonise the Netley cliffs.

Notes:

- i. Applications for dredging will be determined by the Marine Management Organisation and lie outside of the planning jurisdiction of the Borough Council.
- ii. Water supply and waste water infrastructure are addressed in a general policy relating to public utilities – see policy DM9.

Pollution

Relevant issues and objectives

Issues (Chapter 2): G9

Objectives (Chapter 3): i, v, vi, viii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Eastleigh Air Quality Management Area M3 Air Quality Management Area
	Hamble Lane Air Quality Management Area
	Botley Air Quality Management Area
Environment Agency	South East River Basin Management Plan
NPPF	Paragraphs 120-125

- 5.42 The Borough is subject to various types of pollution, in particular air pollution from traffic, noise from major roads and the airport, and land contamination from industrial activity and the tipping of waste.

Policy DM8, Pollution

1. **Development will not be permitted if it is likely to cause loss of amenity or impact on public health or other unacceptable environmental impacts through:**
 - a. **air pollution (including odours or particulate emissions);**
 - b. **pollution of surface, underground, coastal waters or other watercourses;**
 - c. **noise or vibration;**
 - d. **light intrusion, both generally and with respect to the South Downs National Park's status as an International Dark Night Skies reserve; or**
 - e. **land contamination.**

2. **Development susceptible to particular forms of pollution will not be permitted:**
 - a. **where it will be adversely affected by such pollution, unless measures can be taken that adequately mitigate the polluting effects; or**
 - b. **where it would inhibit existing economic or other activities giving rise to acceptable polluting effects.**
3. **Where a development site is known or suspected to be contaminated, before the site is developed the Borough Council will require the contamination to be remediated to a standard where as a minimum it cannot be defined as 'contaminated land' under Part IIA of the Environmental Protection Act 1990.**

- 5.43 Government advice in the NPPF makes it clear that the prevention of pollution is a planning concern. The Borough Council will give considerable weight to ensuring that new development does not give rise to new pollution, suffer from existing sources of pollution, or inhibit legitimate economic activities giving rise to otherwise acceptable polluting effects (e.g. noise). Development proposals that may adversely impact upon European designated sites must comply with Habitats Regulations. The Council will prepare a Supplementary Planning Document providing guidance on assessing pollution, criteria that will be used in assessing the likely pollution impacts of development proposals, and preferred measures to prevent, minimise or mitigate impacts.
- 5.44 Developers will be required to undertake the necessary surveys and provide information about how pollution impacts will be managed with their proposals. This includes providing a Construction Environmental Management Plan (CEMP) to address any impacts during construction phases. For development that is likely to give rise to pollution, or be susceptible to existing pollution, and sites that are known or suspected to be polluted, developers are advised to undertake early consultation with the Environment Agency and the Council's Environmental Health Service. Pollution includes effects likely to arise from demolition or construction activities on the site. Where permission is only given on the basis that polluting effects will be mitigated or remediated, the Council may remove permitted development rights from the site.
- 5.45 Where development sensitive to or likely to generate pollution is proposed, adequate information in the form of site reports and assessments carried out by a competent person must be supplied with the planning application to allow the potential or actual impacts to be assessed. Details of any mitigation required should be supplied to the Council for approval prior to commencement of the scheme. Further assessments and reports will also be required to show that the polluting effects have been controlled to the agreed standard, and that the mitigation or remediation measures taken will remain effective for the lifetime of the pollution risk identified. Where the risk of pollution is severe, the Council may restrict occupation of the development until satisfied that the pollution has been addressed.
- 5.46 The standard of investigations, assessments, including risk assessments, remedial schemes, and verification reporting must be that of current UK good practice. The intended SPD will provide further guidance and advice on the investigation and assessment of pollution effects.
- 5.47 **Air quality:** The Council has an on-going duty to review and assess air quality, and has declared a number of air quality management areas (AQMAs) associated with traffic. Air quality will be a material consideration:
- within and adjacent to such areas, or
 - where the development could give rise to the need for such an area to be designated, or
 - where the development would prevent an air quality action plan being implemented.

The Borough Council will require developers to address means of mitigating air pollution, in particular measures to reduce traffic congestion (including the implementation of Travel Plans by businesses and developers). While the provision of green infrastructure such as trees has been shown to have some beneficial effects on ambient air quality (and the Council will seek the replacement of at least two trees for each one lost in Eastleigh), this cannot be regarded as a measure that will be effective on its own in addressing air pollution in the designated AQMAs. Planning Practice Guidance states that measures should be specific to the location and development and proportionate to the likely impact. It provides a list of examples of mitigation that could be used to address air pollution.

- 5.48 **Water:** the legal requirements of the Water Framework Directive require full consideration to the quality and quantity of ground and surface water bodies in order to meet at least 'good' status or 'good ecological potential' in all water bodies by 2027. The Council has a role in supporting the delivery of these objectives. It is essential that development does not cause deterioration in the status of water bodies. Where possible, schemes to enhance the status of the water bodies should be undertaken.
- 5.49 **Noise:** The adverse effects of exposure to excessive noise and vibration on health and quality of life are well documented and recognised as a material planning consideration. The Council supports the approach of the Noise Policy Statement for England in relation to the effective control of noise within the context of sustainable development. Any proposals likely to generate noise (including demolition and construction noise) will be expected to take account of the impact of this on any noise sensitive population, including those using recreational areas. Similarly, in assessing proposals for noise sensitive development, the Council will expect the developer to take into account existing noise levels and foreseeable changes to these. In doing so, developers must avoid significant adverse noise impacts to residential amenities. Development proposals should ensure that they mitigate and minimise adverse noise impacts and, where possible, contribute to the improvement of health and quality of life. Where necessary, the Council will require a noise assessment which will be expected to:
- identify all significant sources of noise;
 - assess the likely short and long term impacts of noise generated or exposure to noise; and
 - propose noise protection measures.

Wherever possible, developments should use site and building layout and design to manage levels of noise on development sites. Where acceptable internal noise levels cannot be met with open windows, alternative ventilation will be required. Where the development site is affected by air pollution in addition to noise, early consideration of the location of air ventilation inlets is recommended. The following standards will be used to assess the acceptability of development proposals affected by steady external noise sources:

In respect of the Solent and Southampton Water SPA and Ramsar sites and supporting habitat, construction noise should be kept below 69dBA max either alone or in combination with other developments (measured at the sensitive receptor which is the nearest point of the SPA/Ramsar or supporting habitat) during the bird overwintering period, or works timed so that they do not coincide with the wintering bird season. Natural England will provide advice on a case by case basis where construction noise exceeds 69dBA max.

Standards for Maximum Ambient Noise Levels (in spaces when they are unoccupied) for Dwellings Subject to Transport-Related Noise			
Living Area	Night-Time (2300-0700) LAeq, 8hr	Daytime (0700-2300) LAeq, 16hr	Additional Requirements
Bedrooms	30	35	<ol style="list-style-type: none"> 1. Individual noise events must not normally exceed 45 dB LAmax (measured with fast time-weighting) during the night time. 2. Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Living Rooms	-	35	Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Gardens ^a	-	55	Balconies will need to meet the same standard unless it is clear that they are not intended to be an outdoor living area, for example due to their small size.

Note – Levels based on Table 4 of BS8233:2014 Guidance on sound insulation and noise reduction for buildings. Where development site affected by non-steady noise source, commercial or industrial noise, or noise that does not follow a typical diurnal pattern, the acceptability of noise levels will be determined on a case by case basis.

a – This standard applies to main gardens (usually rear gardens) only, but not communal gardens.

- 5.50 **Light:** Lighting can have a significant impact on people’s perception of their environment and the South Downs to the north east of the Borough is specifically designated as a Dark Sky reserve due to its low levels of light pollution (the areas of the National Park closest to the Borough are designated as Dark Sky Zone E1 (b) Transition Zone in the South Downs Local Plan dark night skies policy). At night, the main distinction between urban and rural areas is that the former are lit and the latter are not. Light spillage is a material consideration because it can cause discomfort and loss of privacy and obscure the night sky. However, well designed lighting can improve people’s perception of public safety and the environment. Lighting to the sky, onto hedgerows and directly into waterways can cause impacts on bats, nocturnal species and migratory fish. The Council will seek to ensure that lighting from development does not cause unacceptable environmental or amenity impacts, whilst also providing appropriate illumination (for example in respect of highway and community safety or sporting facilities).
- 5.51 **Land contamination:** Where a proposed development site is known or suspected to be contaminated, or where sensitive development is proposed, the responsibility lies with the developer to demonstrate that it can and will be made suitable for the proposed use with a satisfactory standard of residential amenity provided. This means that the developer must be able to assure the Council that there is no unacceptable short or long term risk of harm to human health, the environment, property and/or pollution of controlled and designated waters.
- 5.52 Assessments of land contamination are expected to follow the advice contained in CLR11 Model procedures for the management of contaminated land, and British Standard BS 10175:2011 +A1:2013 ‘Investigation of potentially contaminated sites – Code of Practice’, and BS 8576:2013 Guidance on investigations for ground gas, permanent gases and Volatile Organic Compounds (VOCs) or as subsequently updated. A typical site assessment would be

carried out by a competent person and would include:

- **Site Characterisation** – desk study and/or site investigations that allow for the previous use, contaminant, pathway and receptor linkages to be identified and develop a conceptual model of the site;
- **Risk Assessment** – characterisation and assessment of the impacts of the risks posed to proposed and existing receptors from the hazards identified; and
- **Remediation Scheme** – identification of appropriate risk management measures (remedial works or protective measures) to mitigate unacceptable risks. This will include appropriate verification, validation and certification to ensure compliance with the scheme.

Public utilities and communications

Relevant issues and objectives

Issues (Chapter 2): P11, G11

Objectives (Chapter 3): v, xi, xii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
PfSH	Economic Development Strategy 2010 Integrated Water Management Strategy
Solent Local Enterprise Partnership	Solent LEP Vision July 2011
Hampshire County Council	Hampshire Faster Broadband Initiative
Southern Water	Water Resource Management Plan
Portsmouth Water	Water Resource Management Plan
NPPF	Paragraphs 42-46

Policy DM9, Public utilities and communications

1. **The development of new and improvement of existing utilities infrastructure essential to meet the needs of new and existing communities will be encouraged and permitted subject to the other policies of this plan. In the event of conflict with other policies of this plan the Borough Council will require a full justification including an assessment of alternative means of provision.**
2. **New development will only be permitted if the essential utilities infrastructure including communications infrastructure required to serve it is available. Where off-site utilities infrastructure is not adequate to serve a development site, developers will be required to contribute to the costs of new off-site provision in consultation with the utilities providers.**

3. **The development of new telecommunications infrastructure will be permitted where:**
 - a. **it will enhance broadband speeds and the quality of telecommunications services; and**
 - b. **all possible steps are taken to minimise the environmental impact of the development, and it can be demonstrated that alternative sites and means of provision including mast-sharing have been examined and there are no feasible alternatives to the proposal.**
4. **The Council will encourage developers to make provision for the installation and maintenance of telecommunications infrastructure within new developments.**

5.53 It is essential that new development can be provided with utilities infrastructure such as water supply, waste water disposal, energy (electricity and gas), and telecommunications. In addition, development sites can be crossed by existing utilities infrastructure such as power lines, gas pipelines, sewers, water pipelines etc. In such cases, developers should agree with the utilities providers arrangements for connection to and/or diversion of such infrastructure and any additional provision required to serve the development prior to the submission of a planning application.

5.54 Communications refers to modern telecommunications technology such as high- speed broadband, 4G and other similar systems. Telecommunications play a vital role in supporting economic development. Good telecommunications provision can also enable flexible working practices which limit the need to travel. For these reasons the Borough Council is keen to encourage the installation of telecommunications equipment and facilities to serve new development sites, in accordance with national guidance in the NPPF.

Water and Waste Water

Policy DM10, Water and Waste Water

1. **Where new water supply or waste water infrastructure is required or proposed in support of new development the development will be phased alongside the provision of the infrastructure to ensure:**
 - a. **compliance with the Habitats Regulations;**
 - b. **that there is no deterioration of the status of water bodies which might impact adversely on Water Framework Directive requirements; and**
 - c. **the avoidance or mitigation of any other adverse impacts.**
2. **Wherever possible measures should be implemented which would improve the water environment.**

5.55 Planning Practice Guidance notes that adequate water and wastewater infrastructure is needed to support sustainable development and that a healthy water environment can deliver multiple benefits such as helping to enhance the natural environment generally and adapting to climate change.

5.56 PFSH and its constituent local authorities, including Eastleigh Borough Council have produced an Integrated Water Management Strategy (IWMS) which was endorsed by PFSH in June 2018 as part of the collective evidence base to inform the preparation of future local plans. The IWMS identifies at a strategic level any measures associated with water abstraction/supply and waste water treatment works and other appropriate measures such as nutrient neutral development to ensure no adverse impact on internationally important ecology designations protected by the Habitat Regulations (e.g. the River Itchen Special Area of Conservation [SAC] and the Solent maritime SAC and

Solent and Southampton Water SPA and Ramsar); and to ensure compliance with the Water Framework Directive. PfSH and its constituent authorities have committed to continue to work together with key stakeholders including the Environment Agency, Natural England and the water companies to deliver the IWMS action plan and to ensure that it meets the requirements for the Local Plan ('programme level') habitats regulations assessment.

- 5.57 The Council has also committed to work with Southern Water to ensure that any constraints at waste water treatment works can be addressed, there is sufficient capacity to ensure water supply and to improve utilities infrastructure to meet the needs of existing communities. Developers should contact utilities providers to establish requirements in respect of all the proposed site allocations. Development should include SuDS to reduce surface water entering the sewage system (see policy DM6 Sustainable surface water management and watercourse management).

Nature conservation

Relevant issues and objectives

Issues (Chapter 2): G2, G3, G4

Objectives (Chapter 3): ii, v, vii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Biodiversity SPD 2009 Biodiversity Action Plan 2012
PfSH	Green Infrastructure Strategy Solent Disturbance and Mitigation Project Solent Waders and Brent Goose Strategy 2010 (and emerging updates)
Hampshire Biodiversity Partnership/ Hampshire Biodiversity Information Centre	Hampshire Biodiversity Action Plan Biodiversity Opportunity Areas
Environment Agency	River Basin Management Plan
JNCC	UK Post 2010 Biodiversity Framework
Defra	A Green Future: Our 25 Year Environment Plan to Improve the Environment Biodiversity 2020: A Strategy for England's Wildlife and ecosystem services 2011
NPPF (2012)	Paragraphs 17, 117-119

Overview of nature conservation issues in the Borough

- 5.58 The Borough contains areas of international, European and national conservation interest, focused mainly on the rivers and coast. A network of locally designated sites contains ancient and wet woodlands, wetland, species-rich meadows and remaining or former heathland. Development in the Borough could have effects on these and other sites beyond its boundaries, for example through recreational pressures, surface water run-off and traffic emissions. Areas of particular sensitivity outside but within reach of the Borough include other parts of the Solent coastline and the New Forest. In relation to development proposals in south Hampshire, there are concerns about the impact on migrating and over-wintering birds on the Solent shores and the New Forest due to increases in recreational pressure from new development. PFSH has worked with Natural England and others as part of the 'Solent Recreation Mitigation Partnership' which has developed a definitive strategy to implement mitigation measures to address this impact jointly across south Hampshire. The Council will contribute as required to the implementation of the SRMP's proposals, and will also implement any measures identified as part of its own interim project proposals which are not incorporated into the wider SRMP scheme. Where development may impact on high tide roosts used by birds for which the Solent and Southampton Water SPA is designated, mitigation may be required taking account of the Solent Waders and Brent Goose Strategy.
- 5.59 The Council has produced a Biodiversity Supplementary Planning Document which explains the nature conservation interest and site designations in the Borough and the ways in which the Council will protect and enhance them. The Council has also produced a Biodiversity Action Plan (BAP), revised in 2012, which defines Priority Biodiversity Areas and Priority Biodiversity Links. Priority biodiversity areas include the Biodiversity Opportunity Areas in the Borough identified by the South East Biodiversity Forum and other areas, including some that are subject to various forms of nature conservation designation. They cover areas which hold the greatest concentrations of priority habitats, species and land where there is potential to enhance or restore priority habitats. Priority biodiversity links include land where there is an opportunity to enhance, restore or create areas, corridors or stepping stones of habitat to facilitate the movement of priority species. They can join or link priority biodiversity areas. The importance of connecting sites is also recognised in the Local Nature Partnership's work on a strategic approach to the delivery and enhancement of a Local Ecological Network (LEN) for the county.
- 5.60 All the sites subject to nature conservation designations are identified in policy DM11 and shown on the policies maps. The priority biodiversity areas and links are shown in the Biodiversity Action Plan.

Policy DM11, Nature conservation

General Approach

1. **The Council will work with statutory and voluntary agencies and developers, and will determine planning applications, to:**
 - a. **protect, conserve and enhance all:**
 - i. **international, national and local nature conservation designations; and**
 - ii. **networks of natural habitats and features, including the Local Ecological Network, Priority Biodiversity Areas and Priority Biodiversity Links, watercourses, wetland complexes, woodland trees, and trees and hedgerows important to biodiversity and local character;**

and facilitate their adaptation to climate change wherever possible;

- b. assist in achieving national, county and local biodiversity targets as set out in Biodiversity Action Plans (BAPs);
- c. seek a net gain of biodiversity on all development sites (including sites for redevelopment) through the protection, enhancement and connection of existing and provision of new habitats and features of nature conservation interest compatible with the native biodiversity characteristics of the Borough, having regard to local geodiversity and soils; and
- d. contribute to major elements of the PfSH Green Infrastructure Strategy and other strategies for the provision and enhancement of multifunctional green infrastructure including green routes, ecological networks and biodiversity enhancements (see strategic policy S9).

International Designations

- 2. Development which is likely (either individually or in combination with other developments) to adversely affect the integrity of an international or European nature conservation site will not be permitted subject only to imperative reasons of overriding public interest and securing any necessary compensatory measures in the absence of alternative solutions. A 'project level' Habitat Regulations Assessment will be required where there are likely significant effects or uncertainty. Any mitigation measures required to ensure no adverse impact must be implemented at the appropriate time.
- 3. The Council will work with PfSH, Natural England, the Environment Agency and other wildlife organisations to develop and implement with developers a strategic approach to the protection and enhancement of international and European sites from the direct and indirect effects of development. Within Eastleigh Borough this will include:
 - a. implementing:
 - i. the Solent Recreation Mitigation Strategy (requiring contributions from residential developments within 5.6 kilometres of the Solent Special Protection Area to the Strategy); and
 - ii. the interim and any future New Forest Recreation Mitigation Strategy if required; or alternative agreed site specific measures to address recreational disturbance;
 - b. preserving the water quality and flows within the Itchen and Hamble, Southampton Water and Solent;
 - c. protecting the River Itchen SAC, in particular the maintenance and where appropriate restoration of habitats and qualifying species to favourable conservation status (as defined by article 1 of the Habitats Directive); and
 - d. seek contributions towards measures set out in the Southern Damselfly Conservation Strategy (or other strategy) specifically to deliver biodiversity net gain.

National and Local Designations

- 4. Development will not be permitted if it is likely (either individually or in combination with other developments) to have a direct or indirect adverse effect on a Site of Special Scientific Interest (SSSI), Site of Importance for Nature Conservation (SINC) or Local Nature Reserve (LNR) as shown on the policies map (or on a more recent plan provided by the Hampshire Biodiversity Information Centre) unless it can be demonstrated that:

- a. there are no alternative solutions;
- b. the adverse effects are unavoidable;
- c. measures are taken to mitigate or, as a last resort, compensate for the adverse effects;
- d. there is an overall biodiversity net gain; and
- e. if there are any residual adverse effects which cannot be avoided, mitigated or compensated, the benefits of the development must clearly outweigh the adverse effects on the nature conservation value of the site and any broader impacts on national and local designations.

Priority habitats, protected and priority species and the local ecological network

5. Development will not be permitted if it is likely (either individually or in combination with other developments) to have a direct or indirect adverse effect on priority habitats, protected or priority species, or on the local ecological network unless it can be demonstrated that:
 - a. there are no alternative solutions;
 - b. the adverse effects are unavoidable;
 - c. measures are taken to mitigate or, as a last resort, compensate for the adverse effects;
 - d. there is an overall biodiversity net gain; and
 - e. if there are any residual adverse effects, the benefits of the development clearly outweigh the adverse effects on priority habitats, priority and protected species, and the local ecological network.

Irreplaceable habitats

6. Development will not be permitted if it results in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees), unless there are wholly exceptional reasons and a suitable compensation strategy exists.

Buffers

7. Buffers free from development will be provided to designated sites to avoid/mitigate impacts, including recreational impact and impacts on edge habitats, and to maintain dark skies.

Surveys

8. Development will not be permitted unless it can be demonstrated that:
 - a. there have been thorough habitat and species surveys;
 - b. the great crested newt strategic survey and strategy have been considered in all developments within 500m of a great crested newt pond; and
 - c. the strategic bat trapping survey has been considered in all developments within the locality of a woodland or connected habitat networks.

International Nature Conservation Designations

5.61 The Borough contains parts of four European/international nature conservation sites as follows:

- River Itchen Special Area of Conservation (SAC);
- Solent Maritime Special Area of Conservation (SAC);
- Solent and Southampton Water Special Protection Area (SPA); and
- Solent and Southampton Water Ramsar site.

(The Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site together comprise the Solent European marine sites).

5.62 In respect of the New Forest, the Council will continue to work together with partners to assess the impact of development proposals on protected areas and measures to mitigate any impacts as necessary. Eastleigh will also continue to work in partnership with New Forest District Council to help to deliver the Green Halo.

5.63 Under the E.U. Habitats Directive and the E.U. Birds Directive (as transposed into national law as the Habitat Regulations) and the Ramsar Convention the Council has a duty to give these areas the strongest protection against damaging development. If a development proposal is likely to have a significant effect on one of these sites, either alone or in combination with other projects, the Council will carry out an appropriate assessment to establish the implications of the scheme for the identified nature conservation interests of the site. The Council will seek to avoid any damage to the integrity of these areas and the species they support. This may entail the negotiation of mitigation measures or contributions to such measures from new development.

5.64 The Local Plan's habitat regulations assessment has identified circumstances in which mitigation measures will be required to ensure there is no adverse effect on international designations. Such measures must be implemented with the development. Developments may also require project level HRAs to address their specific impacts.

5.65 Where mitigatory provision is needed, the over-riding principle is that as a minimum, no net loss should occur to biodiversity and a net gain should be secured where possible. This should factor in the uncertainty around achieving the requisite habitat quality and the loss of biodiversity value for the period before the requisite value has been attained for European sites. Compensatory provision can only be considered where there are no alternative solutions and if 'imperative reasons of overriding public interest' (IROPI) for the project to proceed can be demonstrated.

5.66 Through its Annual Monitoring Report the Council will monitor the effectiveness of the joint strategic approach to avoidance and mitigation of effects on European sites. It will respond to the findings of new evidence where necessary in order to preserve the integrity of European sites.

National and Local Nature Conservation Designations

5.67 There are five Sites of Special Scientific Interest (SSSIs) in the Borough at:

- Moorgreen Meadows;
- Lincegrove and Hacketts Marshes;
- Upper Hamble Estuary and Woods;

- Lee-on-the-Solent to Itchen Estuary; and
- River Itchen

These sites are of national importance and protected from damaging activities by the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000.

- 5.68 In addition to the statutorily designated nature conservation sites there are others that are of local nature conservation value. Sites of Importance for Nature Conservation (SINC) are identified on the policies maps during the Local Plan process, and are monitored and reviewed frequently. On-going surveys can reveal new areas that warrant such protection. Policy DM11 will be applied to any new sites or extensions to existing sites until the policies maps can be updated in the next review of the Local Plan. Up-to-date information about SINC's within the Borough should be sought from Hampshire Biodiversity Information Centre. The appropriate size of buffers free from development will be considered on a site by site basis and informed by the results of surveys undertaken for each proposed development.
- 5.69 Local Nature Reserves protect habitats of local significance. There are currently six Local Nature Reserves (LNR) in the Borough:
- Hocombe Mead Local Nature Reserve (Chandler's Ford);
 - Mercury Marshes Local Nature Reserve (Bursledon);
 - Hackett's Marsh Local Nature Reserve (Bursledon);
 - Netley Common Local Nature Reserve (near Thornhill, Southampton);
 - Westwood Woodland Park Local Nature Reserve (Netley Abbey); and
 - Manor Farm Local Nature Reserve (Botley/Bursledon)
- 5.70 The Council will consider the designation of further Local Nature Reserves on sites in the Borough in the Council's ownership or legal control if the land is already being managed as a nature reserve, and is of sufficient nature conservation interest to provide beneficial opportunities for environmental education/research and/or enjoyment by the public. Local Nature Reserves can also be designated by the County Council - also by town/parish Councils if powers are delegated to them for this purpose.

Other species and habitats

- 5.71 The protection of certain species, and often the habitat and other features that sustain them, is a legal obligation under the Habitats Regulations, the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and The Protection of Badgers Act 1992. The presence of such species is a material consideration in dealing with planning applications, and the Council will follow all Natural England guidance and standing advice or recognised best practice guidance. Where protected species could be present applicants will be required to undertake survey work, assessment and propose mitigation before their proposals can be considered.
- 5.72 Threatened habitats and species, known as Habitats and Species of Principal Importance (and also as priority habitats and species) have been identified within s41 lists within the Natural Environment and Rural Communities Act 2006. S40 states that Local Authorities and a number of other public bodies have a duty to conserve biodiversity and must have regard to these lists.

- 5.73 Habitats and features that are important for wildlife but outside designated nature conservation sites are also necessary to maintain the biodiversity of the Borough. The revised Eastleigh Borough Biodiversity Action Plan (July 2012⁴⁵) sets out ways in which the Borough's biodiversity can be conserved and enhanced, and defines Priority Biodiversity Areas and Priority Biodiversity Links. These are areas with the greatest concentrations of priority habitats and species or potential to enhance or restore priority habitats and links where there is opportunity to enhance, restore or create areas, corridors or stepping stones of habitat to facilitate the movement of priority species.
- 5.74 There are ten priority biodiversity areas in the Borough at: Flexford and Hocombe, Chilworth, Allbrook, Lakeside and Fleming Park, Itchen Valley, Wyvern, Stoke Park, Moorgreen, Netley and Bursledon Commons, Solent Coast, Hamble Estuary and Ford Lake. Priority biodiversity links have been defined at the Hampshire Corporate Business Park (Chandler's Ford), Monks Brook, the M3 and M27 corridors, all the rail corridors, Bowlake (Bishopstoke), Knowle Park (Fair Oak), Chalcroft (Horton Heath), Moorgreen Stream (West End), Cricket Ground (adjoining the Ageas Bowl), Wildern (Hedge End), Marks Farm (Botley), Old Netley, Tickleford Gully (Netley), and Hamble Airfield.
- 5.75 The local ecological network comprises the international, national and locally designated sites of importance for biodiversity, land functionally linked to these designations, local nature reserves, ancient woodland and veteran trees, protected and notable species and their habitats, sites identified for habitat restoration and/or the creation of compensatory measures for the adverse effects on biodiversity, appropriate buffer zones, and wildlife corridors that connect the above features (for example important hedgerows and watercourses). Planning applications should be supported by an adequate and proportionate assessment of their effect on the network, and by mitigation or compensation and biodiversity net gain proposals as required.
- 5.76 In accordance with the Biodiversity Action Plan 2012-2022 and the NPPF, the Council will through the planning process (including financial contributions through CIL or other mechanisms) secure the enhancement of existing and the creation of new areas of nature conservation value- for example as part of landscape schemes, environmental improvements and countryside management schemes associated with new development. Such enhancement and creation of biodiversity interest will be sought particularly within the Eastleigh Biodiversity Priority Areas and Priority Links. The Council will also have regard to opportunities to manage wetland habitats in ways that assist delivery of the Environment Agency's River Basin Management Plan⁴⁶.
- 5.77 All applications affecting greenfield sites or known biodiversity interests should be accompanied by a Biodiversity Mitigation and Enhancement Plan (BMEP), agreed by the Council Ecologist at an early stage in the planning process. This will demonstrate how the proposal delivers a net gain in biodiversity.
- 5.78 Other policies in this Local Plan, for example those seeking to limit the use of the private car, and those relating to climate change and sustainable drainage will also assist with the mitigation of impacts on biodiversity interests.

Policy DM12, Heritage Assets

- 1. Development of a heritage asset or within its setting will be permitted provided it does not harm or detract from the significance or special interest of the asset, and sustains and enhances its special character and qualities. The more important the asset, the greater the weight that should be**

45 The revised Eastleigh Biodiversity Action Plan updated in July 2012 can be seen at: www.eastleigh.gov.uk/biodiversity
 46 <https://www.gov.uk/government/collections/river-basin-management-plans-2015#south-east-river-basin-district-rbmp:-2015>

accorded to this criterion. Permission for development which results in substantial harm to, or loss of, designated assets of the highest significance will be wholly exceptional. Development which involves the demolition or destruction of any part of other heritage assets will not be permitted unless its removal or replacement would enhance or better reveal the significance of the asset. In these circumstances, the developer will be required to record and advance understanding of the significance of any heritage assets to be lost, in a manner appropriate to their importance and the impact, and to make this evidence publicly accessible.

- a. Development that affects an archaeological site either above or below ground that is already identified or discovered through development proposals will only be permitted provided:
 - i. if the remains cannot be preserved in situ, the clear and convincing overriding public benefits of the development that cannot be achieved by any other means is sufficient to outweigh the value of the remains;
 - and
 - ii. prior to the commencement of the development, provision has been made for a programme of archaeological investigation and recording and for this evidence to be made publicly accessible;
 - b. It achieves a high standard of design which respects and complements the character and qualities of the heritage asset(s);
 - c. Where necessary, it secures the long-term future maintenance and management of the asset;
 - d. Where possible, it enables public enjoyment and interpretation of the asset; and
 - e. A heritage statement is submitted with the application explaining the significance of the assets affected including the contribution made by their setting, at a level of detail proportionate to the asset's significance; the impact of the proposal on the significance of the asset; and how proposals have been developed to avoid harm or, if this is not possible, minimise the harm; with mitigation measures proposed.
2. In permitting development involving a heritage asset the Borough Council may seek a legal agreement to secure the long-term management and enhancement of the asset.
 3. The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk through discussions with owners and willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers.

5.79 Local authorities are required by the Planning (Listed Buildings and Conservation Areas) Act 1990 to give specific protection to buildings and areas of special architectural or historic interest. This includes identification of those parts of the Borough that should be included in conservation areas. All the conservation areas have conservation area appraisals and most have been updated in recent years including reviews of their boundaries as Supplementary Planning Documents. Designation of conservation areas means that the Borough Council values and is committed to protecting the character of the areas, and is also looking for ways in which they might be improved. It seeks to ensure development makes a positive contribution to local character and distinctiveness, not to prevent development. When dealing with proposals for development in these areas, particular attention will be paid to the details of design, to ensure that the character of these areas is as a minimum sustained, and where possible enhanced. In the case of commercial premises in conservation areas, the Council will seek to achieve a high standard of shopfront design and

signage related sympathetically to the character of the building and the surrounding areas, avoiding proliferation of signs.

- 5.80 For development in conservation areas outline applications will not normally be acceptable. The Council will normally require detailed plans showing elevations, materials and relationship to the neighbouring buildings and spaces including trees and other landscape features. Those seeking to develop within conservation areas should have regard to the Council's Conservation Area Appraisals Supplementary Planning Documents⁴⁷
- 5.81 The Borough contains 184 buildings nationally listed as being of special architectural or historic interest, of which 9 are Grade II* listed and the rest are Grade II (there are no Grade I listed buildings). The Council has a statutory duty to protect these from the adverse impacts of development and from demolition and will continue to work with owners and agencies to seek to find viable uses for heritage assets that may be at risk. Many of these buildings also contribute to local character and identity. The policy is designed to avoid damage to or loss of such buildings and their immediate surroundings.
- 5.82 The Council has also identified buildings suitable for inclusion on a local list of buildings important for local heritage reasons. The Council maintains records of listed building quality and condition, and is identifying and listing buildings of local heritage value. They are buildings that contribute to local identity and reflect locally significant parts of the Borough's history. Although they have no statutory protection, the Council is keen to conserve these buildings for these reasons.
- 5.83 In addition to buildings, there are parts of the Borough's countryside that are of historic value, in particular parks and gardens. These again represent the history of the Borough and contribute to its character and identity, and wherever possible, they are to be protected from the adverse impacts of development. The Council works with other bodies including Hampshire County Council, the Hampshire Gardens Trust, Historic England and local interest groups in the identification and conservation of these and other heritage assets. In cases where the character of a local historic landscape has already been eroded to a significant extent, development may be permitted that affects the landscape providing it is sympathetic to the remaining character of the area and the development includes a legal agreement to secure the long term management and enhancement of the remaining historic landscape asset. In this context, 'eroded to a significant extent' means that features that were characteristic of the historic landscape have been lost.
- 5.84 Scheduled Monuments are protected by The Ancient Monuments and Archaeological Areas Act 1979. These are only one type of archaeological site. The Borough contains a variety of archaeological sites including some of more recent origins such as the Itchen Navigation, remains of the old water meadows in the Itchen valley, and old green lanes. All these archaeological remains are by their nature finite resources, and vulnerable to damage and destruction. The policy seeks to protect them so far as possible from the adverse effects of development.
- 5.85 It is obviously preferable that heritage assets are used for the purpose for which they were originally intended. However, given the age of some of them this may not always be possible, and the policy allows for alternative uses that do not damage their character and would contribute to maintaining their heritage value.
- 5.86 In some cases, development that would not normally be allowed may be justified as an exception to policy on the grounds that it provides the resources to secure the future of the heritage asset ('enabling development'). The Council

47 <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

will wish to be sure that applicants have explored all possible uses for the asset that are allowable under policy before making an exception, where necessary via a marketing exercise. The optimum use will be assessed in the context of the conservation of the asset rather than maximising financial gain. The applicant may be required to enter into a legal agreement securing the future of the asset and its historic features.

- 5.87 The value of heritage assets is enhanced if they can be enjoyed and understood by visitors. Such activity can also contribute to the local economy. Policy DM 12 therefore enables the provision of facilities for interpretation provided these do not have adverse impacts on the heritage asset or other interests.

Transport

- 5.88 Transport infrastructure includes:

- Roads and motorways
- Public transport facilities including rail facilities and bus routes
- Footpaths, cycleways and bridleways
- Vehicle parking

Southampton Airport also forms part of the Borough's transport infrastructure

(see Policy E9, Chapter 6, section 6.4).

Relevant issues and objectives

Issues (Chapter 2): G 11-17

Objectives (Chapter 3): i, v, xi, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Cycling Strategy
	Walking Strategy
	'Residential Parking Standards' SPD ⁴⁸
	Revised Parking Standards SPD

48 <http://www.eastleigh.gov.uk/supplementaryplanningdocuments>

Source	Reference/title
Hampshire County Council/ Transport for South Hampshire and Isle of Wight	Local Transport Plan 2011 – 2031 (HCC, 2011) Local Transport Plan – Strategy for South Hampshire (Solent Transport 2011) Transport Delivery Plan 2012-2026 (Solent Transport 2013) Public Transport Delivery Plan 2014-2036 (Solent Transport) Eastleigh Borough Transport Statement (HCC 2012) Eastleigh Strategy Transport Study Interim Report – Issues and Options (HCC 2015)
Solent LEP	Solent Strategic Transport Investment Plan (2016)
Highways England	Roads Investment Strategy 1 (2015)
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy Network Rail Wessex Route Study (2015)
NPPF	Paragraphs 17, 29-41

- 5.89 The Borough includes two motorways and other main roads, several main line railways with eight stations serving the Borough, a reasonably comprehensive bus network and an airport. It therefore has a wide range of access opportunities, but also suffers problems of peak hour congestion on the motorways and many of its roads.
- 5.90 The Borough Council seeks to support Hampshire County Council's Local Transport Plan and address local issues of road congestion and related air quality issues by:
- Seeking to manage and reduce car use by maximising density, locating new development close to the facilities it needs (or by providing critical community infrastructure such as schools within major new developments in order to contain some trips within sites), improvement of public transport services, infrastructure and associated factors such as multi-operator ticketing to help drive up usage, development of high quality cycling and walking networks, and encouraging the roll-out of communications technology to enable more flexible working (see also policy DM9 Public utilities and communications);
 - Continuing to pursue its strategies to improve public transport and pedestrian and cycle routes in the Borough, in particular improved pedestrian and cycle links to the town centre, district centres, local centres and other key destinations such as rail stations and schools. See also strategic policy S12, Strategic footpath, cycleway and bridleway links;
 - Seeking investment in improvements to transport systems, including road and junction improvements, public transport and footpaths, cycleways and bridleways from a variety of sources and partners including developers, central government, Solent LEP and other funders as opportunities arise. This includes activities such as lobbying funders/decision makers and participating in and financially supporting external funding bids where appropriate;

- Safeguarding routes for potential transport improvements, including road, rail, bus, cycleway, footpath and bridleway infrastructure;
- Having regard to the requirements of rail and bus operators;
- Ensuring the provision of parking including opportunities for park and ride to meet the needs of the Borough's residents and employers, and to facilitate access to the Borough's public transport facilities;
- Providing encouragement and support to enable individuals and organisations to plan their travel requirements through measures such as Travel Plans, provision of travel information, and implementation of 'soft measures' intended to promote modal shift and manage travel demand; and
- Ensuring that comprehensive and up-to-date information is provided regarding prevailing conditions on the transport network using all available technologies.

Policy DM13, General development criteria - transport

1. **All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:**
 - a. **meet national and local guidance and standards with all highway improvements meeting the standard required to be adopted by the Highway Authority;**
 - b. **not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and**
 - c. **be provided without unacceptable environmental impact.**
2. **All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.**
3. **Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:**
 - a. **provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links**
 - b. **on-site pedestrian, cycle and public transport infrastructure**
 - c. **contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate**
 - d. **on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁴⁹) to reduce car use.**
4. **New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the**

development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.

- 5.91 It is important that new development can be accessed safely and that, to help manage car use, development is wherever possible accessible by means of transport other than the private car. The layout of larger scale sites should provide for access by public transport vehicles, preferably through extending existing services to better serve the site. The related requirements of the Local Transport Plan and the Eastleigh Borough Transport Statement are set out in Appendix B, paragraphs A11 to A13. Transport assessments should be undertaken for development proposals as required by site-specific policies in Chapter 6 and as advised by the highway authority. Unless otherwise agreed with the highway authority, Solent Transport's Sub-Regional Transport Model⁵⁰ should be used wherever possible in order to ensure compatibility with other local transport assessment work. In accordance with strategic policy S12, new development should integrate with existing footpath, cycleway and bridleway links. Permeable walking and cycling routes should also be provided within the development.
- 5.92 Strategic policy S11, Chapter 4 identifies the major new transport infrastructure that will be required to serve new development. These schemes are reflected in site-specific proposals in Chapter 6. Hampshire County Council and the Borough Council also maintain a list of local transport improvements as set out in HCC's Eastleigh Borough Transport Statement and Eastleigh Borough Council's Transport Schemes Inventory, which include the footpath, cycleway and bridleway routes identified in strategic policy S12, Chapter 4. This provides a robust framework of local transport policy to justify the list of local transport schemes which are used as the basis for securing S106/S278/CIL funds collected by Eastleigh Borough Council and HCC. Implementation of these proposals and any other off-site works that are required will take place through related development and/or be funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found.

Policy DM14, Parking

1. **New residential development will be required to provide off-highway parking which is adequate in terms of highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for parking provision. Over provision relative to car ownership levels or which would create an ineffective use of space will be avoided. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement/assessment/travel plan.**
2. **For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.**
3. **Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.**
4. **Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted if:**

⁵⁰ <https://www.solent-transport.com/solent-sub-regional-transport-model/>

- a. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;
- b. the proposals form part of a strategy aimed at managing use of the private car, such as a workplace travel plan; and
- c. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and
- d. the design, layout, planting and landscaping and lighting provision addresses visual and landscape impacts, noise, lighting and impacts on residential amenity; and
- e. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet workplace travel plan targets; and
- f. for sites outside the urban edge and in accordance with other policies in the Plan, they are subject to a sequential approach prioritising sites within the urban edge. Proposals in settlement gaps will only be acceptable in exceptional cases (see strategic policy S6).

5.93 Although the Borough Council generally seeks to manage car use and encourage the use of other ways of travelling, it has to be recognised that motor vehicles provide mobility and support the economic life of the area. The Council also recognises that provision of inadequate parking at new developments can create 'overspill' parking issues on the existing highway network which can have a variety of negative effects on existing residents and on the efficient and safe operation of the highway network. Off-street parking is therefore required in accordance with the standards for residential and commercial occupiers with an uplift for visitor parking provision in the Borough Council in the Residential Parking Standards Supplementary Planning Document. This outlines how the parking standards for residential sites can be reduced through the use of unallocated shared parking, when compared to minimum allocated parking requirements. It also provides information about the appropriate design of car parking and requirements for electric vehicles charging points.

5.94 In Eastleigh town centre and the surrounding areas which have the best levels of local facility provision and public transport in the Borough, parking provision to a lower level than specified by the revised Parking Standards SPD can be appropriate if circumstances permit and measures such as car clubs are provided as part of a development. Flexibility within the town will allow imaginative schemes to come forward as part of any future regeneration. Parking in excess of the specified standard may be accepted if supported by a transport assessment.

A prosperous place

Economy

5.95 Economic development includes:

- Industrial and commercial development in use classes B2, B8 and E(g)
- Retail and other town centre development in use class E
- Certain sui generis uses such as pubs and hot food takeaways
- Other forms of development that provide jobs, e.g. leisure, cultural activities, tourism and public services such as education and health.

While all employment opportunities contribute to prosperity, some forms of employment also contribute particularly to increasing GVA⁵¹, which is a main objective of the PfSH Economic Development Strategy.

Relevant issues and objectives

Issues (Chapter 2): P5-P13, G1, G2

Objectives (Chapter 3): iv, ix, xi, xii, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Eastleigh Town Centre Strategy Climate Change Strategy Draft Economy Strategy, 2018
PfSH	Economic Development Strategy 2010 South Hampshire Spatial Position Statement 2016
Solent Local Enterprise Partnership	Solent LEP Vision, July 2011 Transforming the Solent, February 2017
NPPF	Paragraphs 17-28, 160-161

5.96 The Borough has a reasonably prosperous economy. There is a need to maintain this prosperity and make provision for future growth. Strategic policies S2 and S4 (Chapter 4) set out the Council's strategy for new employment

51 GVA is Gross Value Added, a measure of economic growth

development by means of allocating new sites, encouraging the regeneration of existing sites at Eastleigh River Side and in Eastleigh town centre, and by enabling a more intensive use of the Borough's employment land and other land that would be suitable for employment-related development.

Policy DM15, Safeguarding existing employment sites

1. **The major existing employment sites as identified on the policies map shall be retained predominantly in employment use classes B2, B8 and E(g). Within these sites the Borough Council will permit:**
 - a. **the redevelopment and intensification of use of sites for Use Class B2, B8 and E(g)(ii)/(iii) employment uses;**
 - b. **changes of use between use classes B2, B8 and E(g)(ii)/(iii); and**
 - c. **workforce training opportunities as defined in policy DM16 below;**

subject to the general development criteria and transport policies of this Local Plan including the impact on residential areas.
2. **Exceptionally, employment uses other than those in use classes B2, B8 or E(g)(ii)/(iii) (but not E(a)/(b)/(c) uses or pubs, drinking establishments or hot food takeaways) may be permitted on these sites provided that:**
 - a. **they would not have a significant impact on the continued primary use of the site**
 - b. **the existing site is causing, or could cause, significant harm to highway safety or to the amenities of the area or to local residents**
3. **The redevelopment or change of use of other existing employment sites not identified on the policies map currently in class B2, B8 or E(g)(ii)/(iii) uses to non-employment uses, where this is not permitted development, will be permitted provided that it can be demonstrated that the site is no longer in demand for employment use and that criteria a. and b. above are satisfied.**

5.97 The Borough Council considers that it is important to retain employment sites in employment use in order to retain a diverse choice of employment opportunities, to enable industries already established on these sites to grow, and to minimise the need to allocate further greenfield sites for employment use. All the major existing employment sites were reviewed and found to be viable and valuable employment sites.

5.98 There is a special policy for the Eastleigh River Side regeneration area - see E6, Eastleigh River Side (Chapter 6, section 6.4).

Policy DM16, Workforce training requirements and new jobs

1. **The provision of workforce training activities will normally be permitted on employment sites where they:**
 - a. **are related to employment uses on that site; and/or**
 - b. **contribute to improving workforce skills for the Borough.**
2. **Opportunities will be sought for the provision of workforce training opportunities and jobs for local unemployed people:**
 - a. **on major construction sites; and**
 - b. **within the companies occupying new employment developments.**

5.99 The PfSH Economic Development Strategy, the Solent LEP strategy and the Borough Council's Prosperity Delivery Plan have identified a need for more skills training in the sub-region and the Borough. PfSH have adopted a policy framework on 'The use of developer contributions to provide workforce training' which will be used in implementing this policy (see Appendix B). This seeks to raise skills and enable local people to compete for the jobs generated. Examples of measures include training, apprenticeships, employment advice, interview guarantees, work placements, transport arrangements and childcare.

Rural economy

5.100 Much of the agricultural land in the Borough is of high quality, as reflected in its history of strawberry-growing and other horticultural enterprise. There are also pressures for the use of buildings in the countryside for employment and other uses.

5.101 In the countryside the following forms of employment development will be permitted:

- i. Agricultural development and farm diversification in accordance with policy DM 17;
- ii. Extension and replacement of buildings in existing non-residential use, in accordance with policy DM 18; and
- iii. Change of use and redevelopment of existing buildings in accordance with policy DM 19.

Policy DM17, Agricultural development

1. **New buildings for agricultural purposes and farm diversification will be permitted in the countryside, to enable the efficient working and long-term commercial viability of the agricultural enterprise, provided that the proposed use cannot be accommodated in existing buildings.**
2. **All such proposals must:**
 - a. **ensure that new buildings are proportionate to the scale and nature of the use and located and designed so as not to be visually intrusive, or have an unacceptable impact on the local road network; and**
 - b. **include measures for the long-term management of the agricultural unit, including enhancement of the landscape and biodiversity.**
3. **Agricultural development and farm diversification uses do not include residential uses.**

Note: Rural workers' dwellings are addressed in policy DM27.

5.102 Agriculture is arguably one of the most important activities that shape the character of the wider countryside. It is obviously also central to local food production. It is therefore important that agricultural enterprises are able to function and be self-sustaining. Levels of agricultural activity in the Borough have declined in recent decades, with parts of the countryside showing signs of neglect and poor management. The policy is designed to assist agricultural enterprise and to achieve better management of the Borough's countryside, while avoiding significant unplanned development that would increase urbanisation and threaten the rural quality of these areas. In accordance with guidance in the National Planning Policy Framework (NPPF), decisions about development affecting agricultural land should also take account of the impacts on soils and the protection of the best and most versatile (BMV) agricultural land.

Policy DM 18, Extension and replacement of non- residential buildings in the countryside

1. **The extension or replacement of non-residential buildings in the countryside will be permitted, subject to the general development criteria and transport policies of this Local Plan and provided that:**
 - a. the existing building is in lawful use and is not subject to a temporary permission;
 - b. the extension or replacement building is for a non-residential use;
 - c. the extension or replacement building would not have an urbanising effect on the countryside in terms of its density, scale, massing, layout and height;
 - d. access, car parking, landscaping and services can be provided without having a detrimental impact on the character of the countryside;
 - e. so far as possible the property is sustainably located in terms of accessibility by means of transport other than the private car;
 - f. the extended building or its replacement would be located within the existing curtilage unless its relocation or extension would contribute to improving the character and quality of the local area;
 - g. in the case of a replacement building, the proposal also includes the demolition of the building to be replaced; and
 - h. the development would not by itself or cumulatively with other recently permitted schemes undermine the Council's strategy for the development of employment-related floorspace (see strategic policy S4).
2. **Where the proposal also involves a change of use of the building, criteria (a), (b) and (c) of policy DM 19 will apply. Notwithstanding this, where the proposal is for the development of town centre uses as defined in the National Planning Policy Framework (NPPF), criterion (b) of policy DM 19 will apply.**

5.103 The Borough contains many agricultural, commercial and recreational enterprises in the countryside. It is inevitable that these will have development needs. These must be balanced against the overall strategy to limit the urbanising effect of development on the countryside, and the need for such activities to be in accessible locations.

Policy DM 19, Change of use of buildings in the countryside

1. **The change of use of existing buildings in the countryside that are demonstrably unsuitable for continued use for their existing purpose will be permitted subject to the general development criteria**

and transport policies of the Local Plan and provided that:

- a. the proposed use is compatible with neighbouring uses and does not have an urbanising effect on the countryside in terms of external layout, lighting, noise or traffic;
 - b. any proposals for developments over 500 sq.m or that would lead to, or consolidate more than, a 30% increase in the floorspace of an established use (measured against floorspace at April 2011), in use classes E(b), E(c), E(d), E(g)(i), C1, F.2(c)/(d), or in use as a cinema, concert hall, bingo hall or dance hall are subject to a sequential test to demonstrate that they cannot be accommodated in more sustainable locations in the town, district or local centres or failing this in edge of centre or out of centre locations within the urban edge. E(a) uses will not be supported;
 - c. the building is of permanent construction and can be re-used without works detrimental to its character or that of its surroundings. For the purposes of this policy 'buildings' do not include open-sided barns or glasshouses;
 - d. access, car parking and services can be provided without having a detrimental impact on the character of the countryside; and
 - e. the property is sustainably located in terms of accessibility by modes of transport other than the private car.
2. Change of use to residential, where this is not permitted development, will only be permitted if:
- a. the building is demonstrably unsuitable for other uses allowed under this policy; or
 - b. the proposal is for an agricultural worker's dwelling and the terms of policy DM27 are met; or
 - c. the building is of architectural or historic interest and there are no other means of securing its preservation (see also policy DM12); or
 - d. it would achieve amenity, environmental or traffic benefits.
3. Where the proposal also involves extension or replacement of the building, policy DM18 will apply. In boatyards outside the urban edge, policy DM20 applies.

- 5.104 Existing buildings in the countryside that are of good quality are a re-usable resource. Enabling a change of use of such buildings can help to limit the need for new buildings in the countryside. The Town and Country Planning (General Permitted Development) (England) Order 2015 (GDPO) enables the change of use of agricultural buildings to a range of 'flexible' uses. The policy therefore applies to proposals outside the scope of permitted development rights. Please note that policy DM19 would also apply to proposals for retail development.
- 5.105 This plan directs most employment development to urban areas, and to sites in use or allocated for these purposes, as these are regarded as the most sustainable locations for such uses in terms of accessibility and public services. However, the re-use and adaptation of rural buildings for employment purposes can contribute to the diversification of the rural economy, help to support agricultural businesses and therefore help to make economic use of the existing building stock. The replacement of existing buildings can also enable the development of new buildings that are more suitable for modern business requirements, without leading to significant impacts on local landscape character.
- 5.106 It is important to limit residential re-use in the countryside because the high value of this use could preclude other forms of development that are generally more beneficial to the local economy and to the management of the

countryside. Residential re-use can also lead to changes in the character and appearance of the building and its surroundings that can have an urbanising effect. Where residential re-use is permitted, it is on the basis that it is making best use of the existing buildings (including their architectural enhancement) and no more – it is not the purpose of the policy to encourage new residential development in the countryside. Notwithstanding this, the GDPO allows the conversion of agricultural buildings to residential use without planning permission, in particular circumstances. The replacement of a building converted to residential use in accordance with this policy with a new residential building will not be permitted and policy DM26 will not apply. For sake of clarity, where planning permission is required for the change of an agricultural building into residential use, policy DM19 will apply.

Policy DM20, Boatyard and marina sites on the River Hamble

1. **At boatyard and marina sites on the River Hamble (as shown on the policies map) the Borough Council will permit development associated with boat building, and the fitting out, maintenance and repair of boats and ancillary uses, provided that it does not:**
 - a. **jeopardise the safety and ease of navigation on the river or have a detrimental impact on the regime of the river;**
 - b. **adversely affect nature conservation, landscape or heritage interests;**

or

 - c. **cause a reduction in water quality.**
2. **Exceptionally, development or redevelopment may be permitted incorporating a modest amount of floorspace not restricted to boat-related uses, where the Council is convinced that such a use is needed to secure the future of a boatyard or marina and it is demonstrated that the development will complement the use of the site and/or the enjoyment of the River Hamble.**

[Note: Policy DM35 refers to recreational sailing on the River Hamble.]

5.107 The boatyards on the River Hamble lie outside the defined urban edge. They make an important contribution to the economy of the Borough and the sub- region, and are important for tourism and recreation. It is important that they are retained in this use, and that they are able to evolve and change to accommodate and develop new technology, provided they do not have an adverse impact on the sensitive environment of the river. The Council will also consider whether proposals cause an unacceptable hazard to the movement of craft on the river, including smaller vessels.

5.108 However, the Council accepts that exceptionally, it may be necessary to use a small part of a boatyard for non-boat-related uses in order to secure the viability of the remainder of the boatyard or marina. The Council should be convinced that there is no demand for boat-related uses following concerted marketing efforts, however the exact proportion of non-boat uses permitted will depend on design, environmental and highway considerations.

Retail development

5.109 The Borough contains one main town centre at Eastleigh, two district centres at Chandler's Ford and Hedge End and a number of smaller local centres and shopping parades. The distribution of these centres across the Borough provides reasonably easy access to shopping facilities for the majority of residents thus providing a valued local amenity which helps to limit the need to travel. Strategic policy S4, Employment provision (Chapter 4), and E3 – E5 (Chapter 6 section 6.4) refer to Eastleigh town centre.

5.110 The following centres are defined as set out on the policies map:

Town centre

- Eastleigh town centre

District centres

- Fryern Centre, Chandler's Ford
- Hedge End centre

Local centres

- Botley village centre
- Lowford village centre, Bursledon
- Central Precinct and surrounds (consolidating Hursley Road, Bournemouth Road and the Central Precinct), Chandler's Ford
- Boyatt Wood and Shakespeare Road shopping centre, Eastleigh
- Fair Oak village centre
- Hamble village centre
- Victoria Road and Station Road, Netley Abbey
- West End village centre

Neighbourhood parades

- Riverside, Bishopstoke
- Whalesmead, Bishopstoke
- Pilands Wood, Bursledon
- Hiltingbury Road West, Chandler's Ford
- Hiltingbury Road East, Chandler's Ford
- Ashdown Road, Chandler's Ford
- Falkland Road, Chandler's Ford
- Nightingale Avenue, Eastleigh
- Sandy Lane, Fair Oak
- Coronation Parade, Hamble
- St Luke's Close, Hedge End
- Townhill Way, West End

5.111 The above list identifies the defined centres for the purposes of retail development. It establishes a retail hierarchy

based on the existing provision in each centre with Eastleigh town centre at the top of the local hierarchy by virtue of offering the widest range and greatest number of shopping, leisure, cultural, financial and professional services and facilities. At the bottom of the hierarchy, neighbourhood parades generally contain a few shops to serve the local neighbourhood. New local centres are to be established within the larger development sites as set out in the site-specific policies in Chapter 6.

Policy DM21, New retail development

1. **Retail development will be permitted in the defined centres provided that it:**
 - a. **is compatible with the role and retail character of the centre; and**
 - b. **it accords with policies for Eastleigh town centre set out in Chapter 6 (policies E3 – E4, Section 6.4).**
2. **Retail development will only be permitted outside these centres subject to a sequential test demonstrating that, having shown flexibility on store format and the scope for disaggregation, there are no suitable, viable and available sites or premises for the proposed use within, or failing that adjoining, an existing centre. In addition, the proposed development must:**
 - a. **be within the urban edge (as defined on the policies map);**
 - b. **not by itself or cumulatively with other proposals have a significant adverse impact on any existing or proposed centre. A retail impact assessment will be required for proposals equal to or greater than 350 sq.m of net additional retail floorspace; and**
 - c. **be sustainably located in terms of accessibility by modes of transport other than the private car.**
3. **Conditions restricting the range of goods sold, the sub-division of units or internal alterations that would increase floorspace may be applied. The relief of conditions that restrict out-of-centre stores to the sale of specific goods will not be permitted where this would conflict with criteria (b) and (c) above.**

5.112 The Borough Council seeks to focus retail activity within the defined town, district and local centres in the Borough. The Eastleigh Retail and Leisure Needs Assessment (Carter Jonas) identifies a limited need for additional convenience goods in the two district centres, local centres and the rest of the Borough. It also identifies a limited need across the Borough for comparison goods in the short term, increasing in the longer term. There is believed to be capacity within Eastleigh town centre, Chandler's Ford and Hedge End centres to accommodate the level of development required in the short term and therefore no new allocations for main town centre uses are made adjoining the town centre or any other existing centres. Any such provision coming forward at an early stage should be confined to existing centres and local centres with planning permission on strategic sites across the Borough. Table 4 below sets out the Borough wide need in approximately 5 year periods and splits this between convenience and comparison floorspace:

Type/Year	2022	2027	2032	2036
Convenience	-729m ²	454m ²	1,500m ²	2,345m ²
Comparison	94m ²	6,360m ²	12,935m ²	18,564m ²

Retail Floorspace Provision Background Paper (Eastleigh Borough Council June 2018)

- 5.113 Nevertheless, retail development within the defined centres should be compatible with their current role and policy DM21 therefore supports proposals that are compatible with the centres' positions in the retail hierarchy as set out in Chapter 4. Development in an existing centre should not be on such a scale that it undermines the role of another centre or increases distances travelled.
- 5.114 The Borough Council seeks to avoid developments outside the defined centres that would compromise their viability and vitality by drawing trade away from them, or that would be located in unsustainable locations. Any edge of centre retail development should be integrated with centres in the existing retail hierarchy by a range of sustainable transport connections. These developments should also be highly accessible by sustainable modes of transport from the existing centres and other parts of the anticipated retail catchment area.
- 5.115 In applying the sequential test, consideration will be given to the impact on other retail centres outside of the Borough's boundary including the city of Southampton. Retail impact assessment may be required in accordance with the NPPF. The policy is not intended to preclude the development of small shops or convenience stores that serve local needs.

Policy DM22, Changes of use in retail frontages in Eastleigh town centre, district centres, local centres and neighbourhood parades

1. **Within the ground floor of the core shopping zone, primary and secondary shopping frontages of Eastleigh town centre and the district centres and frontages of the local centres and neighbourhood parades, as defined on the policies map, a change of use or redevelopment involving the loss of a Class E use, community or leisure/cultural uses under Classes E and F; or sui generis uses including pubs, drinking establishments and hot food takeaways; must demonstrate that:**
 - a. the new use retains an active ground floor frontage;
 - b. it does not adversely affect amenity of an area or the appearance of the frontage; and
 - c. it does not have a negative impact on the provision of services or on the sustainability of a key shopping area.
2. **In Eastleigh town centre criterion c above will be met by proposals which meet policy E3. In all other centres, to demonstrate the lack of a negative impact under criterion c above, proposals should provide:**
 - a. proof that there is no demand for the Class E use, including evidence that the site has been marketed effectively for such a use; or
 - b. over-riding community benefits from the proposed use; or
 - c. evidence that the proposal will enhance the vitality and viability of the centre.

Note: Policies for shopping frontages in Eastleigh town centre are in Chapter 6, section 6.4.
3. **Changes of use or redevelopment to residential will not be permitted within the defined shopping frontages/centres other than in upper floors.**

- 5.116 The Borough Council has a long-standing commitment to maintaining a strong core of retail uses in Eastleigh town centre, the district centres, local centres and neighbourhood parades. This approach accords with the NPPF. However, the contribution that other uses can make to the vitality and viability of these centres is recognised, and the policy explains where these might be developed in the primary and secondary frontages in Eastleigh, Chandler's Ford and Hedge End.
- 5.117 For purposes of interpreting policy DM22, property frontages are considered to be the public facades of buildings,

primarily comprising windows that could be used for the display or advertisement of goods or services, together with customer entrances and exits. The primary and secondary frontages of Eastleigh town centre and the district centres are defined on the policies map, whilst the relevant property frontages in local centres and neighbourhood parades are indicated within the Borough Council’s Annual Shopping Frontages Survey.

- 5.118 Permitted development rights contained in the GPDO 2015 allow more flexibility for units to change between uses including shopping and food and drink uses. Permitted development rights also currently allow small shops and professional service uses to change to housing subject to restrictions. Developers must demonstrate that they will not harm retail services (unless there is no reasonable prospect of the unit staying in retail use) or threaten the sustainability of a key shopping area. The marketing period the Council requires for ensuring no negative impact upon the provision of services or on the sustainability of a key shopping area will be between 6 and 12 months. The length of the marketing period will be dependent on a number of factors such as the size of the unit and the quality of the marketing evidence submitted with development proposals. Ground floor residential uses will not be acceptable except where there are permitted development rights and developers can meet these criteria.

Housing

Relevant issues and objectives

Issues (Chapter 2): P1-4, G1

Objectives (Chapter 3): iv, ix, x, xiii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Eastleigh Affordable Housing Assessment (Opinion Research Services, 2017)
	Gypsy and Traveller Accommodation Assessment Update (Opinion Research Services, 2017)
	Housing Strategy for Eastleigh 2012-2017
	Accessible Homes Strategy 2008-2011
	Homelessness strategies
	Supplementary Planning Documents ⁵²
	Affordable Housing 2009
	Accommodation for older people and those in need of care’ 2011
Viability Study 2017	
PFSH	Economic Development Strategy 2010
	South Hampshire Spatial Position Statement 2016
	Strategic Housing Market Assessment

52 <http://www.eastleigh.gov.uk/housing/our-housing-strategies-policies-and-plans>

Hampshire County Council	Hampshire Strategic Infrastructure Statement (April 2013) Housing provision for Older People in Hampshire 2009
NPPF	Paragraphs 47-53, 174
DCLG	Planning Policy for Traveller Sites (2015)

5.119 The Borough contains a range of types, size and tenure of housing stock. New homes will be required to meet the needs of the growing population and particularly the anticipated growth in households over the plan period. The Strategy in Chapter 4 sets out broadly where these are to be built, identifying the main site allocations (see strategic policy S3, Chapter 4), which are described in detail in Chapter 6. Estimates include provision for on-going development in the urban areas, and the following policies set out criteria for such development. They also describe how affordable housing and housing for special needs are to be provided.

Residential development in urban areas

Policy DM23, Residential development in urban areas

1. **Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this Local Plan.**
2. **New dwellings will be permitted provided that:**
 - a. **where feasible the scheme provides a mix of dwelling types and sizes to meet local needs, including dwellings capable of adaptation to meet changing needs over time and housing for older people in accordance with policies DM24 and DM25;**
 - b. **affordable housing is provided in accordance with policy DM28;**
 - c. **a minimum density of 40 dwellings per hectare (net) should be achieved unless site constraints or local character justify a lower density. In areas with good access to public transport and other services and amenities, higher densities will be sought.**
3. **Where possible residential development sites, including those proposed to be allocated in Chapter 6, should include provision for self and custom build development.**

5.120 This policy enables residential development within urban areas in a way that meets identified local needs and helps to create mixed and balanced communities. Research by ORS identified the housing mix required by 2036, split between affordable housing and general market housing⁵³. The Council will encourage the delivery of market rental housing in the Borough. The largest need for affordable housing is for 2 and 3 bedroom houses, for market housing it is primarily 3 bedroom houses. Policy DM24 provides more detail on housing mix. In addition the National Planning Policy Framework identifies that planning for a mix of housing should include considering the needs of people wishing to build their own homes. The Self-build and Custom Housebuilding Act 2015 and the Housing and Planning Act 2016 place a duty on the Borough Council to keep a register of individuals and associations of individuals, who are seeking to acquire serviced plots of land for self-build and custom housebuilding in the area as well as to have

regard to the register when carrying out its planning functions. This policy represents a proportional and flexible response to the level of demand identified in the Register. The Borough Council recognises the need to make more land available at a range of sites to encourage growth in the self-build sector and is committed to actively raising awareness of this route to home ownership.

- 5.121 In terms of density, the Borough Council wishes to ensure the most efficient use of urban land whilst ensuring that developments are in character with the surrounding area and provide a high standard of residential amenity.

Type of residential development

Policy DM24, Creating a mix of housing

1. **Applicants for market residential and mixed-use schemes will be required to:**
 - a. **demonstrate how the proposal contributes to the overall mix of housing in the Housing Market Area, informed by the current need, current demand and existing housing stock (including approved developments) considering the context and character of the site;**
 - b. **where appropriate, demonstrate how the scheme contributes to the provision of properties suitable for entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), or for example downsizers, unless the need for such homes is already being met locally;**
 - c. **demonstrate that where a mix of different house sizes and types is provided on site, the development is designed to avoid excessive concentrations of the same size or type of home.**

- 5.122 The Council has an aim of delivering a more diverse mix of housing and encouraging a mix of housing types, tenure and sizes through planning policies and partnership working. This will help meet the needs of people living in the Borough now and in the future. The provision of affordable housing as part of development proposals is addressed in policy DM28 and should be considered alongside policies DM24 and DM25.

- 5.123 The PfSH Strategic Housing Market Assessment (SHMA 2014) examines the future housing needs in the Borough. Due to an ageing population and falling household sizes, it identifies a need for more two and three bedroom dwellings. These can be attractive to both older people looking to downsize and families. An estimated 75% of all market sector, and 65% of all affordable sector, dwellings should be two or three bedroom properties. In accordance with DM24, new development should reflect the identified needs as set out in a Housing Market Assessment or in the Council's Housing Strategy.

Policy DM25, Delivering Older peoples housing

1. **New development should seek to respond to the requirements of an ageing population by increasing the supply of specialist housing and accessible housing in accordance with policy DM29.**
2. **The Council will support the provision of accommodation suitable for the needs of older people. Proposals should be:**
 - a. **located in sustainable locations with good access to the public transport network;**
 - b. **close to local facilities that residents can use, ideally Extra Care housing should be in or close to local centre; and**
 - c. **well integrated into the local community.**

- 5.124 In the next twenty years the population of Eastleigh Borough will change with an estimated increase of 24% in the number of people aged 65 and over living in the Borough and an increase of 5% of people over 85 or over 54. This will lead to an increasing number of older people requiring accommodation, estimated to increase by 24%. Policy DM29 seeks to meet the needs for accessible housing including properties suitable for wheelchair users. In addition, the Council will support the provision of specialist accommodation meeting the criteria set out in policy DM25.
- 5.125 The provision of specialist accommodation, especially for older people, will be required as part of the housing mix on larger allocations where they meet an identified need, unless it can be demonstrated that this would have an unacceptable impact on the economic viability of the proposed scheme.
- 5.126 While support and care can be provided to people in their own homes, in some cases it is better for people to move to more appropriate housing, for example a bungalow or apartment providing level access or to specialist accommodation. Vulnerable and older people have a range of individual housing needs. These can sometimes be met with general needs market housing alongside additional support at home (and policy DM29 requires the provision of accessible homes in accordance with Building Regulations Part M4 which can provide the facilities and space required to address current and future needs), however in other cases it requires specialist housing. Therefore it is necessary to provide for a range of housing for older people, and other vulnerable groups where there is an identified need, both in the general housing mix and through the provision of specialist accommodation.

Residential development in the countryside

- 5.127 In order to limit the urbanising impact of development on the rural character of the countryside, and for reasons of sustainability, the Borough Council seeks to limit residential development in the countryside to the following:
- i. Residential extensions and replacement dwellings (see policy DM26);
 - ii. Limited residential conversions (see policy DM19);
 - iii. Rural workers dwellings (see policy DM27); and
 - iv. Gypsy, Traveller and Travelling Showpeople's accommodation (see policy DM31).
- 5.128 The development of residential institutions in the countryside will only be permitted by conversion of existing buildings in accordance with policy DM19 'Change of use of buildings in the countryside'. Extensions to or the replacement of residential institutions already located in the countryside will be treated in the same way as extensions or replacement of dwellings (see policy DM26).

Policy DM26, Residential extensions and replacement dwellings in the countryside

1. **The extension or replacement of a permanent dwelling in the countryside will be permitted subject to the general development criteria and transport policies of the Local Plan and provided:**
 - a. **the extension or replacement dwelling will not be disproportionate in size to the existing dwelling, neighbouring properties or in relation to its plot, or involve any extension to its curtilage; and**
 - b. **in the case of a replacement dwelling, the proposal includes the replacement of the dwelling**

within the curtilage, and on the same footprint as the existing building, unless environmental and/or access benefits arise from an alternative location within the curtilage; and

c. no additional dwellings are created.

2. Permission will not be given for the replacement of mobile homes with permanent dwellings.
3. Residential institutions will be treated for the purposes of this policy in the same way as dwellings.
4. Proposals to extend or to replace rural workers dwellings will be considered under Policy DM27.

5.129 The development of new housing in the countryside will not be permitted except in very limited circumstances. However, there are many existing dwellings in the countryside, and it is inevitable that there will be proposals to extend or replace them. This policy enables such development but seeks also to limit their impact on the countryside and any urbanising effects.

5.130 Rural workers dwellings are modest dwellings meeting the essential need identified in the National Planning Policy Framework (NPPF) for rural workers to live at or near their place of work in the countryside. They are permitted only in very particular and exceptional circumstances as set out in policy DM27 below.

Policy DM27, Rural workers' dwellings

1. The provision of dwellings for rural workers in the countryside will only be permitted where:
 - a. it is essential for the worker to live at their place of work;
 - b. the work is an activity that can only be carried out in a rural area and supports management of the countryside;
 - c. the enterprise can be demonstrated to be economically viable in the long term, and the dwelling is essential to its continued viability;
 - d. there are no suitable alternative dwellings or buildings available for use or conversion in the immediate locality;
 - e. no dwellings connected with the enterprise have been sold off in the past 5 years;
 - f. the dwelling is sited and designed so as to limit its impact on the countryside; and
 - g. the internal floor area of the dwelling does not exceed 120 sq.m unless special justification is provided in terms of the operation of the agricultural enterprise.
2. Conditions will be imposed on any permission for a rural workers dwelling limiting the occupancy of the dwelling to workers engaged in the enterprise for which the dwelling was sought. These conditions will not be removed unless the Borough Council is satisfied that:
 - a. there is no longer-term need for a rural workers dwelling in the locality;
 - b. reasonable efforts have been made to sell or lease the property with the occupancy restrictions; and
 - c. the property is not suitable or needed as a rural affordable dwelling.
3. Permission will not normally be given for extensions to or replacement of rural workers dwellings which result in the internal floor area exceeding 120 sq.m, unless special justification is provided.

- 5.131 In order to limit the urbanising effect of development in the countryside, the development of new housing is not permitted except in very limited circumstances. Permission for rural workers dwellings is granted exceptionally, on the basis of identified needs relating to an enterprise that can only take place in a rural area, and that supports or is related to management of the countryside. It is essential that these dwellings are and remain modest in scale to limit their impact on the countryside, and that so far as possible, they remain available for rural workers. The minimum size of a rural worker's dwelling is larger than that indicated for a normal 4-bed dwelling as set out in policy DM30 because the needs of rural workers can include office accommodation and storage for specialised equipment and clothing.

Affordable housing

Policy DM28, Delivering affordable housing

1. **The Council will seek the maximum reasonable amount of affordable housing when negotiating on individual market residential and mixed-use schemes, in line with the following:**
 - a. **35% affordable housing will be required as part of new housing developments, where the proposal comprises:**
 - i. **sites of 0.5 ha or more and on sites with, or capable of accommodating, 10 dwellings or more; or**
 - ii. **a maximum combined gross floorspace of more than 1,000 sq.m; unless**
 - iii. **it can be demonstrated that this proportion would have an unacceptable impact on the economic viability of the proposed scheme, and a reasonable lower proportion is justified by evidence and that the lower proportion proposed is not below that which would be viable.**
 - b. **Provision on qualifying sites will be on-site unless it can be demonstrated that an off-site contribution would be more appropriate and more deliverable;**
 - c. **The tenure split, size and type of affordable housing will be informed by the latest Strategic Housing Market Assessment, the housing register, and the level and type of existing affordable housing in the locality;**
 - d. **Where affordable housing is provided as part of a mixed tenure site it should be integrated into the development in terms of its design and layout;**
 - e. **The Council will also support acceptable schemes where developers choose to offer more affordable housing than is required by the policy, where this is in accordance with other policies in the Plan;**
 - f. **Inclusion of an element of specialist residential accommodation and facilities for older people within the affordable housing requirement may be appropriate depending on the proposal.**
- 5.132 There is a considerable need for affordable housing in the Borough, as demonstrated in the Affordable Housing Market Assessments (ORS 2017 & 2020). This policy seeks to ensure that new residential development includes provision for affordable housing and this provision meets the identified needs in the Borough.
- 5.133 Affordable dwellings should normally be provided on the development site, and be integrated with the rest of the development. A mixture of tenures should include rented and shared ownership. The number of dwellings required

will be rounded up to the nearest whole number for fractions of half or more and rounded down for less than half. When considering the impact of viability on the provision of affordable housing, the Council will consider whether there is potential for a larger viable development (meeting the policies elsewhere in this plan) to be developed on the site. In exceptional circumstances, contributions in the form of finance or serviced land may be acceptable for provision off-site.

- 5.134 The development of residential institutions can involve the provision of dwelling units capable of being occupied as normal independent dwellings. In such cases the developer will be expected to provide affordable dwellings in accordance with the above policy and revised Supplementary Planning Documents.

Residential standards

Policy DM29, Dwellings with higher access standards

1. **The Borough Council requires that development should meet higher national access standards as set out in Part M of the building regulations for new build residential development (or future equivalent):**
 - a. 100% of dwellings meet at least Part M4(1) standard (Visitable dwellings); including
 - b. a target of 80% of dwellings on each site meet Part M4(2) standard (Accessible and adaptable dwellings)

For major new-build development of 40 residential units and above, b. should include:

 - i. at least 2 dwellings or 7% (if higher number) of all market housing meeting the Part M4(3)(2)(a) standard for wheelchair adaptable dwellings;
 - ii. at least 1 dwelling or 8% (if higher number) of all affordable housing meeting Part M4(3)(2)(b) standard for wheelchair accessible dwellings; and
2. **100% of all specialist housing for older people and adults with disabilities meet the Part M4(3) standard (Wheelchair user dwellings).**

- 5.135 There is a lack of housing suitable for people with mobility issues and for wheelchair users across the country including in Eastleigh Borough. In order to deliver more suitable housing in the Borough, the Council is applying higher Building Regulations access standards as justified in the background paper. This will require a proportion of new development to be designed to allow adaptation of dwellings to meet changing needs of occupants over time, Part M4(2), or to be either easily adaptable or suitable on completion for disabled people including wheelchair users, Part M4(3). The proposed approach sets a target of 80% of properties to meet the Part M4(2) standards. For developments of 40 dwellings or more, part of this provision should be at the higher Part M4(3) access standard. This requirement applies to all tenures. In accordance with the Planning Practice Guidance, for affordable and social housing where the local authority is responsible for allocating or nominating a person to live in the dwelling, homes are required to meet the wheelchair accessible dwelling standard M4(3)(2)(b). Homes meeting this standard are suitable for wheelchair users on completion. Other new homes are required to meet the wheelchair adaptable standard M4(3)(2)(a). These homes can be easily adapted so they are suitable for a wheelchair user to live in in the future. Policy DM29 sets a target for 80% of dwellings on each site to meet higher access standards. Part M4(2) and M4(3) standards both require step free access. For some schemes with flats above the ground floor, the inclusion of a lift to provide suitable access may make the scheme unviable. There may also be site specific reasons why a scheme cannot achieve step free access across the whole site. Where this can be demonstrated to the satisfaction of the Borough Council, the lower access standards in Part M4(1) would apply to these units and parts of the site.

Policy DM30, Internal space standards for new residential development

1. **The Borough Council requires that all new dwellings meet as a minimum the Nationally Described Space Standards (or future equivalent).**
2. **Development proposals should be accompanied by a table setting out for every dwelling:**
 - a. **the gross internal floorspace;**
 - b. **extent of built-in storage (sq.m);**
 - c. **number of twin/double bedrooms with their minimum room widths; and**
 - d. **minimum floor to ceiling height for at least 75% of the Gross Internal Area.**

5.136 The Government's Housing Standards Review 2015 published internal space standards which local authorities could apply to new build residential development using planning policy. The council requires the use of these standards for new build development as set out in DM30 and supports these standards for all new residential development.

5.137 UK research has concluded that internal space in new homes is often too small to make those dwellings fit for purpose. The RIBA research paper (The Case for Space: The Size of England's New Homes, September 2011) found that the average new home in England is only 92% of the recommended minimum size.

5.138 The national space standards for new build development according to the number of bedrooms in a property, the number of bed spaces and the number of storeys. As a guide the current minimum internal floor areas and storage requirements (sq.m) for selected types of properties are shown below:

Figure 4: Selected current national space standards

No. of bedrooms and bed spaces	1 storey dwellings	2 storey dwellings	3 storey dwellings	Storage space (sq.m)
One bedroom flat (1 bed space)	39 ¹	-	-	1.0
Two bedroom property (3 bed spaces)	61	70	-	2.0
Three bedroom dwelling (4 bed spaces)	74	84	90	2.5
Four bedroom dwelling (5 bed spaces)	90	97	103	3.0
Five bedroom dwelling (6 bed spaces)	103	110	116	3.5
Six bedroom dwelling (7 bed spaces)	116	123	129	4.0

¹ A minimum size of 37 sq.m applies if the property includes a shower room instead of a bathroom

Gypsies, Travellers and Travelling Showpeople

Policy DM31, Gypsies, Travellers and Travelling Showpeople

1. **The Council will meet the need for additional Gypsy and Travellers pitches and plots for Travelling Showpeople as identified in the Gypsy and Travellers and Travelling Showpeople Accommodation Assessment (GTTSAA). Sites are allocated for additional pitches and plots in policies BU4 and BU5 to meet this need.**
2. **In accordance with the assessment, the Council will work with neighbouring authorities to determine whether there is a need for a transit site in a wider area and to address any need identified in a suitable location.**
3. **Development for Gypsies, Travellers and Travelling Showpeople, including transit sites, will be permitted where:**
 - a. **there is an identified need for the pitch or plot provision which the proposal helps to meet;**
 - b. **the site is able to accommodate both residential use and where necessary the range of economic activities and vehicles associated with residents' mobile lifestyles without unacceptable impact on local amenities, road safety, heritage, landscape or biodiversity interests;**
 - c. **the site has safe and convenient access to existing and proposed services and facilities to serve the residents, including education, health facilities and shops;**
 - d. **the site has or can be viably provided with utility services; and**
 - e. **the site has vehicular access to and from the strategic road network adequate to accommodate mobile residential units and any vehicles/machinery associated with residents' working activities.**
4. **Existing Gypsy and Travellers sites and Travelling Showpeople sites permitted in the Borough, and any new sites granted permission and implemented, will be safeguarded for these purposes as long as the need exists for accommodation within the Borough.**

5.139 Part of meeting the housing needs in Eastleigh Borough is addressing the needs of travelling communities. The Council is required to assess needs and then identify suitable sites for permanent and transit site accommodation to meet these needs.

5.140 The Council produced a Gypsy, Travellers and Travelling Showpeople Accommodation Assessment (GTTSAA) for Eastleigh in 2017⁵⁵. This applied the updated national Planning Policy for Travellers sites (PPTS 2015)⁵⁶ definition of Gypsies and Travellers and Travelling Showpeople to consider the existing provision in the Borough and the future needs.

5.141 The GTTSAA identifies the current provision in Eastleigh Borough. There are 29 pitches on 17 Gypsy and Traveller sites and an additional four plots on two Travelling Showpeople yards. By 2036 there is a confirmed need for four permanent Gypsy and Traveller pitches and three permanent plots (from Travelling Showpeople households living elsewhere in Hampshire but with a connection to Eastleigh). The GTTSAA estimated one additional Gypsy and

55 ORS Eastleigh Gypsy and Traveller Accommodation Assessment 2017

56 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

Traveller pitch and two further Travelling Showpeople plots are likely to be needed to address unconfirmed need. This need is unconfirmed at this stage as sites were surveyed but interviews were not able to be completed.

- 5.142 The criteria in policy DM31 helps ensure Gypsy, Traveller and Travelling Showpeople sites have access to services, facilities and utilities, suitable vehicular access and do not have an unacceptable impact. Policies BU4 and BU5 allocate sites for pitches. Applications received for additional sites will be assessed against the criteria in policy DM31. These include whether there is an identified need which the proposal helps to meet. This may reflect newly arising need and those needs which are currently unconfirmed.

A healthy community

Community facilities

5.143 Community facilities include a wide range of services and facilities which are divided broadly into:

- Recreation and open space
- Community, leisure and cultural facilities

Recreation and open space

Relevant issues and objectives

Issues (Chapter 2): G4, C1

Objectives (Chapter 3): ii, iv, v, vii, viii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Sports Facility Needs Assessment and Playing Pitch Strategy Update 2017 Eastleigh Open Space Needs Assessment 2017 Play Strategy and Action Plan 2007-2017 Cultural & Creative Industries Strategy 2015-19 Public Arts Strategy 2015-19
Eastleigh Borough Council and partners	Draft Health and Wellbeing Strategy (2016)
PfSH	Green Infrastructure Strategy
Hampshire County Council	River Hamble Harbour Board Strategic Vision and Strategic Plan
NPPF	Paragraphs 74-75

5.144 An important part of the Borough Council's health strategy is to promote healthy living, including engagement in physical activity. The Council therefore considers the provision and protection of recreation and open space facilities to be an essential part of its vision and strategy for the communities of the Borough. This will also accord with the vision, strategic aims and objectives of the Hampshire County Council Physical Activity Strategy 2018-21.

5.145 The definition of recreation facilities and open space is very wide-ranging, including indoor and outdoor facilities,

and ranging from informal play areas, amenity spaces, natural habitats/wildlife sites and country parks to more formal sports pitches, courts, greens, athletics tracks etc. It can also include rivers, canals, lakes and reservoirs. With the exception of indoor facilities, many of these also fall within the broad definition of green infrastructure. The Open Space Needs Assessment 2017 has not included a review of cemetery provision, as in the Local Plan cemeteries are addressed under the heading of community facilities.

5.146 The Council has carried out studies of recreational needs and provision in the Borough, the Open Space Needs Assessment 2017 and the Sports Facility Needs Assessment and Playing Pitch Strategy Update 2017 established standards of provision for certain types of recreation and open space, specifically:

- Formal outdoor sports facilities such as playing fields, pitches, greens and courts;
- Indoor sports facilities such as swimming pools, gymnasias and squash courts;
- Amenity open space including play space, wildlife sites and country parks;
- Allotments.

The Council seeks to protect those forms of sports and recreation facilities set out above (policy DM32), and to secure additional provision in association with residential schemes (policy DM33) and through the development of new facilities (policy DM34).

Policy DM32, Protection of recreation and open space facilities

1. **The loss of existing or allocated recreation and open space facilities, including those identified on the policies map, are only likely to be permitted in exceptional circumstances, where:**
 - a. **the Council's Sports Facility Needs Assessment and Playing Pitch Strategy Update and/or Open Space Needs Assessment clearly identifies the open space, buildings or land to be surplus to requirements; or**
 - b. **any loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
 - c. **the development is for alternative recreation or open space facilities, the need for which clearly outweighs the loss.**

Any replacement provision should be made available for use prior to commencement of development.

2. **Development ancillary to the recreational use may be permitted on recreation sites provided that it does not adversely affect land forming part of, or capable of forming part of, a playing pitch/court/green.**

5.147 Sports pitches, sports facilities, parks and amenity open space contribute substantially to the quality of life in and around urban areas. As well as visual amenity and setting for/separation between areas of development, they also provide opportunities for outdoor recreation, and for biodiversity. Wildlife sites are often accessible to the public, but public access may not be provided to areas or sites where this would be likely to harm the wildlife interest. Associated vegetation may also have benefits in terms of helping to improve ambient air quality. The Council therefore seeks to protect all existing recreation facilities and open spaces unless they are demonstrated to be surplus to requirements through the open spaces needs assessment or the sports facility needs assessment update

and playing pitch strategy, or an equivalent alternative assessment. In the case of school playing fields, Section 77 of the Schools Standards and Frameworks Act 1998 sets out strict criteria to control their release for development, including requirements that the proceeds are used to enhance sports and/or education provision. There is also a requirement to consult with Sport England. Hampshire County Council may seek the development of school playing fields to rationalise its land holdings as a means of financing recreational and educational improvements. Where proposals come forward to offset loss of playing fields, the Borough Council expects any new or enhanced sports or recreational facilities to be made available for public use provided this does not prejudice the educational efficiency of the school. Note: the development of education facilities is covered by policy DM36.

Policy DM33, Provision of recreation and open space facilities with new development

1. **All new residential development shall contribute to the achievement of the quantitative, qualitative and accessibility standards for recreation and open space facilities in the Open Space Needs Assessment 2017. The level of provision and contribution will vary depending on the existing areas of open space located within the distance set by the accessibility standard and the size of the proposed development.**
2. **Contributions may take the form of the provision of land laid out for recreation and/or open space; and/or funding for improvements to the quality and capacity of existing recreation; and/or open space facilities, including indoor and outdoor sports facilities. Sports and open space requirements for strategic development is set out in strategic policy S9.**
3. **Development proposals should include provision for the long-term management and maintenance of any recreation or open space facilities provided. Private open space that is not available for public use will not be accepted in lieu of requirements for public open space provision or contributions.**
4. **Proposals should help to create and enhance multifunctional green infrastructure in accordance with strategic policy S9.**

Figure 5: Open space standards 2017

Type	Quantity standard	Quality standard	Accessibility standard
Amenity space	1.2ha per 1000 population	All amenity spaces should achieve 'very good' status	5 minute walking distance = 300m straight line 400m actual distance
Country Parks	-	All country parks should achieve 'very good' status	At least <ul style="list-style-type: none"> • one 20ha area of accessible natural green space within 2km from home • one 100ha area of accessible natural green space within 5km from home • one 500ha area of accessible natural green space within 10km from home

Type	Quantity standard	Quality standard	Accessibility standard
Play Areas for Children	0.052ha per 1000 population (for sites with a proposed net gain of 50 plus dwellings)	All play areas for children should achieve 'very good' status	5 minute walking distance = 300m straight line 400m actual distance
Play Areas for Young People	0.022ha per 1000 population (for sites with a proposed net gain of 50 plus dwellings)	All play areas for young people should achieve 'very good' status	15 minute walking distance = 900m straight line 1000m actual distance
Allotments	0.125 ha per 1000 population	All new sites to achieve best practice guidelines	15 minute walking distance = 900m straight line 1000m actual distance

- 5.148 It is important to ensure that the stock and range of open space facilities is adequate to serve the needs of both the existing and the future population of the Borough. The Open Space Needs Assessment has defined new standards for provision in the Borough as set out in policy DM33 above based on an assessment of the adequacy of existing provision, the Council's aspirations for future sport and recreation development, and to help meet the aspirations for south Hampshire in the PFSH Green Infrastructure Strategy.
- 5.149 On the basis of the new development proposed, calculations based on the new standards show that some additional open space allocations are now needed. These are identified on a parish basis in Chapter 6. In order to secure these, and to make sure that new residential development has adequate standards of amenity in terms of open space provision, the Council needs contributions from new development.
- 5.150 Contributions may take the form of on-site open space and/or contributions to new provision and extensions to existing provision, off-site, including the implementation of new proposals as set out in the Local Plan. Alternatively, contributions may be sought towards the improvement of existing public open space and recreation facilities that will serve the new development. Requirements for sports facilities will be subject to the capacity of existing facilities within the defined accessibility standard distance of the development. Details of the facilities required are set out in the Council's Infrastructure Delivery Plan. Further details on the open space requirements expected from new development will also be set out in a future update to the Planning Obligations SPD.

New and enhanced recreation facilities

- 5.151 Recreation facilities include those identified in policy DM32 above i.e. formal outdoor sports facilities, indoor sports facilities, amenity open space and allotments. They also include other recreational facilities available in the Borough, such as golf, horse riding and water-based recreation (sailing is addressed separately at policy DM35), commercial indoor gymnasiums and uses such as hotel spa facilities. Although these other recreational facilities have been considered in the Sports Facility Needs Assessment and Playing Pitch Strategy Update and the Open Space Needs Assessment, it has not proved possible to derive standards of provision for them, and they are not considered to fall within the category of facilities that need to be accorded special protection, or that are required to be provided through development.
- 5.152 It is considered important to make provision for the enhancement of existing, and provision of additional recreation facilities, provided they do not cause or increase urbanisation of the countryside, and accord with other policies of the Local Plan regarding residential amenities, heritage and biodiversity.

Policy DM34, New and enhanced recreation and open space facilities

1. **The provision, extension or enhancement of public and private recreation and open space facilities or uses including those identified in policy DM32 above will be permitted provided that:**
 - a. **they accord with the general development criteria and the biodiversity, and heritage policies of this Local Plan;**
 - b. **in the countryside:**
 - i. **new buildings will be limited to those ancillary to and essential for the use of the land for outdoor sport and recreation; and**
 - ii. **development should not involve structures, floodlighting or activities that cause urbanisation or detract from rural character;**
 - c. **they contribute to the management of, and where possible enhance the countryside and urban open spaces. The Council may require a legal agreement to ensure that land is managed to maintain or enhance its agricultural and/or landscape value and/or biodiversity interest; and;**
 - d. **they are readily accessible to those they are intended to serve by means of transport other than the private car, and accord with the transport and parking policies of this Local Plan.**

5.153 It is important to add to the range and quality of recreation and open space facilities in the Borough, but new development may not be able to provide all that is needed. To ensure that the range of recreation facilities is adequate to accommodate the future needs of the Borough, including those identified in the Sports Facility Needs Assessment and Playing Pitch Strategy Update and the Open Space Needs Assessment, this policy makes provision for the development of private and public facilities within urban areas and in the countryside, but seeks to limit built development in the countryside to avoid urbanisation. The policy is not intended to enable the creation or extension of domestic recreational facilities such as private gardens or tennis courts in the countryside, as these would have an urbanising impact contrary to the strategy of retaining the rural character of the countryside.

5.154 There is a considerable local interest in allotments. There are also advantages to local food production by this means in terms of health, community interaction and sustainability. The Council's ambition as stated in the adopted Climate Change Strategy⁵⁷ is to increase local/regional food production. The Council's study of open space and recreation provision in the Borough (Eastleigh Borough Open Space Needs Assessment 2017) has identified a need for new allotment provision within the Bishopstoke, Fair Oak & Horton Heath local area and a need for amenity open space and allotments in the Chandler's Ford local area. The policy provides for the creation of new allotments. Note: community farms and community growing spaces are emerging concepts gaining some favour. Community farms are agricultural uses and as such are unlikely to need planning permission, other than for related structures. The policy would enable the development of community growing spaces in urban areas. There is potential for local sales of food from such sites.

5.155 Horse riding is a popular activity in the Borough, and considerable areas of the countryside are given over to horse grazing and riding activities. Equine related development can fall under agricultural, equestrian and recreation uses.

5.156 While equine uses may be acceptable in the countryside, they can have substantial visual impacts, e.g. from buildings and other infrastructure such as floodlighting. This policy and the other policies of this plan are designed to

⁵⁷ See the Climate Change Strategy at <https://www.eastleigh.gov.uk/council/energy-and-climate-change/our-climate-change-strategy> – Key priority 7, para. 3.7

limit and mitigate these impacts. In terms of access, it will be important to ensure that riding enterprises have or can provide access to the existing or planned bridleway network. Applications for residential development in association with equine enterprises may be considered under policy DM27, Rural workers dwellings depending on the nature of the use and the need for rural workers to remain on-site.

Policy DM35, Recreational activity on the River Hamble

1. On the River Hamble:

- a. **new moorings and replacement or relocation of existing moorings will only be permitted outside the Mooring Restriction Areas shown on the policies map, and subject to the advice of the River Hamble Harbour Authority and in accordance with policy DM11;**
- b. **new jetties, slipways, pontoons, landing stages, steps, walkways, bridges or catwalks, or extensions to such structures, will only be permitted in existing boatyards or within frontages of the river in the urban edge as defined on the policies map;**
- c. **within the Mooring Restriction Areas the replacement or relocation of existing moorings will be permitted where there are no alternative locations outside these areas and the proposal will improve navigation and the overall appearance of the area provided that they do not:**
 - i. **impede the movement of craft or otherwise compromise navigational safety on the river; or**
 - ii. **disrupt existing recreational uses or areas where there is existing or proposed public access; or**
 - iii. **adversely affect the nature conservation, landscape or heritage value of the River Hamble.**

[Note: Policy DM20 refers to boatyards on the River Hamble.]

- 5.157 The River Hamble is a feature of considerable landscape, biodiversity, heritage, recreational and economic value in the Borough. It is also a location of considerable local, regional and national importance for recreational sailing.
- 5.158 For the purpose of the Local Plan, the term “mooring” includes all facilities for securing yachts and other vessels, including berths at marinas. The River Hamble Harbour Authority (Hampshire County Council) manages moorings in the river, and has produced a Strategic Plan, Strategic Vision and a Business Plan⁵⁸. Previously the Authority imposed a limit of 3,261 moorings on the areas of the river within their area of control. Because boat sizes have increased, the number of moorings is currently some 200 below that total.
- 5.159 The Borough Council’s planning jurisdiction extends to the administrative boundary which runs down the centre of the river. Planning permission is required for the construction of jetties, pontoons and related boardwalks, and the driving of piles. Planning permission is usually required for the laying down of ground tackle for swing moorings. There are areas where the Borough Council has concluded that moorings should not be permitted in order to retain the landscape character of the river, enable views across it and retain access to it for other water-related recreation. In considering development proposals that affect the River Hamble the Borough Council will have regard to the River Hamble Harbour Authority’s Strategic Vision, Plan and Business Plan for the river, and will consult the Harbour Authority accordingly.

58 <https://www.hants.gov.uk/thingstodo/riverhamble/harbourauthority>

- 5.160 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how new moorings, and replacement and relocation of existing moorings will be delivered without adverse effect on any European site, with particular reference to the Solent European Sites.
- 5.161 Applications for dredging will be determined by the Marine Management Organisation and lie outside of the jurisdiction of the Borough Council. The Council however would wish to comment on any proposals and explore opportunities for saltmarsh recharge within Eastleigh Borough Council landholdings.

Community, leisure and cultural facilities

Relevant issues and objectives

Issues (Chapter 2): C1-C6

Objectives (Chapter 3): iv, viii

Related local and national strategies/policies (see Appendix B)

Source	Reference/title
Eastleigh Borough Council	Community Safety Partnership Plan Cultural & Creative Industries Strategy 2015-19 Draft Health and Wellbeing Strategy (2016)
PfSH	Economic Development Strategy 2010
Hampshire County Council	Hampshire Strategic Infrastructure Statement Version 1 (February 2013)
NPPF	Paragraphs 69-72

- 5.162 Community facilities include parish halls, church facilities, cemeteries, community centres, public houses, schools and colleges, health facilities, libraries, and leisure, arts and cultural facilities including youth and social clubs.

Policy DM36, Community, leisure and cultural facilities

1. **The development of new community, cultural and leisure facilities and extensions to existing facilities will be permitted within Eastleigh town centre, district and local centres, neighbourhood parades and in the new local centres to be provided as part of the strategic housing sites. Proposals must be of a scale appropriate to the centre.**
2. **Proposals for such facilities within the urban edge but outside these centres will need to demonstrate that:**
 - a. **they are readily accessible to the communities they are intended to serve by a variety of modes of transport;**
 - b. **there is no adverse impact on existing and proposed centres; and**
 - c. **there are no suitable, viable and available sites within an existing centre or edge of centre location.**

3. **In the provision of facilities for general community use such as community halls, the Council will seek to ensure that their form and design provides for a range of uses to be accommodated.**
4. **In the countryside the development of new community, leisure or cultural facilities (other than cemeteries addressed at DM37) will not be permitted other than by re-use of existing buildings in accordance with DM19. Extensions to existing facilities may be permitted subject to DM18.**
5. **The loss of existing community, leisure or cultural facilities to other forms of development will not be permitted unless:**
 - a. **alternative provision is made which is more appropriate to the needs of the community, or is more accessible; or**
 - b. **the existing facility can be shown to be surplus to local needs.**

Any facilities surplus to requirements should where possible be re-developed/re-used in a way that maximises benefits to the local community.
6. **The developers of new housing that is likely to increase use of local community, leisure or cultural facilities will be required to contribute to or provide any enhancement of existing facilities or new facilities necessitated by their schemes in accordance with policy DM38.**

5.163 The Borough Council's strategy focuses on:

- Addressing the shortage of pre-school places and ensuring that there are enough school places to meet the needs of the existing and future population;
- Whilst continuing the strategy to promote healthier lifestyles, recognising the ongoing need for medical facilities and ensuring accessible local provision of these, preferably focused on local centres, and also accommodating changes in the way services are delivered;
- Making sure all parts of the Borough have access to a range of leisure and cultural facilities, and making Eastleigh a centre for contemporary culture.

5.164 The Borough includes a wide range of high-quality education facilities. However, it is likely that more will be needed to meet the needs arising from the increase in population over the plan period. New primary schools are likely to be needed for the larger new development sites, and extension may also be needed to existing schools. One new secondary school is required for the east of the Borough. The Borough Council will continue to work closely with the Education Authority (Hampshire County Council) on reviewing future needs and the School Places Plan. In addition, the policy enables the Borough Council to address proposals that may arise from the government's Free Schools initiative and the creation of academies. Note: development proposals affecting school playing fields are subject to the provisions of Section 77 of the Schools Standards and Framework Act 1998 – see policy DM32 and related text above.

5.165 The policy is designed to enable the provision of medical facilities to serve local communities. For reasons of sustainability, in particular limiting vehicular journeys, the Council seeks to ensure that these are in accessible locations for the communities they are intended to serve, such as town, district and local centres. The Council also recognises that the way medical care and assistance is delivered will continue to evolve, and any medical facilities provided should be designed with sufficient flexibility to enable adaptation to changes in the way services are delivered.

- 5.166 The policy also protects and enables the development of cultural and leisure facilities within the urban areas, seeking to focus these within town, district and local centres where they would be most accessible.
- 5.167 The Council seeks to limit the development of community facilities in rural areas for reasons of sustainability, in particular accessibility, and to limit development that urbanises the countryside.
- 5.168 It is desirable that all members of the community have easy access to community, leisure and cultural facilities, and that existing facilities are not lost to other forms of development. It will also be necessary to increase provision to meet the needs of the increased population of the Borough over the plan period. Some halls can serve a variety of uses, and in providing new communal facilities the Council will encourage the provision of multi-functional buildings.

Cemeteries

Policy DM37, Cemetery provision

1. **The development of cemeteries including green burial sites will be permitted provided that they:**
 - a. **meet the identified needs of local communities; and**
 - b. **accord with the other policies of this Local Plan relating to the countryside, residential amenities and access;**
 - c. **demonstrate through a risk assessment and site specific data that the base of graves will not be below the water table**
 - d. **do not impact negatively on the biodiversity value of the site and provide enhancement where possible**
2. **Where there is an identified local need, developers may be required to contribute to the costs of cemetery provision or enhancement.**

- 5.169 Responsibility for the provision of cemeteries lies with the parish Councils. However, the Borough Council is responsible for cemetery provision in Eastleigh, Allbrook and North Boyatt and Chandler's Ford. Some site allocations have been made to meet parish requirements where these are known (see Chapter 6). This policy enables further provision to be made as needs arise over the plan period. It also enables enhancement of existing facilities. It is important to consult the Environment Agency about new cemetery proposals in order to ensure that ground conditions are suitable for this purpose and there is no danger of pollution of watercourses or groundwater.

Implementation

Policy DM38, Funding infrastructure

1. **Development will be permitted provided that the developer has made arrangements for the provision of, or for contributions to the improvement of, any infrastructure, services, facilities or amenities necessitated by the development proposed, by means of either:**
 - a. **a planning obligations agreement under section 106 of the Town and Country Planning Act 1990, and/or**
 - b. **should it be introduced in the Borough in the future, the Community Infrastructure Levy under the Planning Act 2008.**

- 5.170 Increasing restrictions on public sector expenditure mean that public funds for development and related infrastructure are unlikely to be available to implement all of this plan. Many of the plan's proposals will be implemented by developers through development proposals and contributions to related infrastructure. Currently most such contributions are secured as planning obligations through the provisions of section 106 of the Town and Country Planning Act 1990. However, more recent legislation introduced the Community Infrastructure Levy which has imposed strict limits on the use of the section 106 process.
- 5.171 The Community Infrastructure Levy Regulations came into force in April 2010 and have since been amended a number of times. The Regulations allow local authorities to impose a charge (known as the Community Infrastructure Levy; hereafter referred to as the "levy") on development in their area to provide funds to contribute to the cost of providing infrastructure. The levy provides for a strategic view of infrastructure needs rather than the site-specific requirements of the section 106 planning obligations regime. Revenue from the levy can be used to fund a wide range of infrastructure needed to support development, including new road schemes, transport improvements, flood defences, schools, health and social care facilities, park improvements, green spaces and leisure centres.
- 5.172 The levy is charged in pounds per square metre on the net increase in floorspace of any given development. The charging rate is defined in a charging schedule prepared by the local authority. The schedule is subject to public consultation and to public examination by an independent examiner whose recommendations will be binding.
- 5.173 The Borough Council is aware of the restrictions on the future use of section 106 planning obligations to secure financial contributions towards the cost of providing infrastructure to support development. The Government has introduced a number of other proposed changes to the operation of CIL since its introduction in 2010 with the prospect of further changes in the pipeline. In view of this changing regulatory climate and other uncertainties the Borough Council is not proposing to implement CIL alongside this local plan. This situation may be reviewed in the future.
- 5.174 In the meantime, the Council will maintain its current approach to securing developer contributions through the section 106 process. The Borough Council recognises that whilst development brings benefits and prosperity to the Borough it also frequently imposes costs on existing residents and businesses. It brings pressures on existing infrastructure, including roads, services and community facilities, and on the environment generally. In the past, the community at large has had to bear those pressures or meet the cost of necessary improvements, but as noted above, public funds are now increasingly limited.
- 5.175 This plan proposes a variety of new developments and in addition, it is recognised that further development will continue to take place within existing built up areas. The Council will seek to secure funding from development for the provision of new or improved infrastructure, services, facilities and amenities made necessary by the proposed development. The policy set out below will therefore apply to all proposals for development within the Borough.
- 5.176 Prospective developers are advised to seek the Council's advice on the nature and scale of the contributions that are likely to be sought before purchasing land or property for development. The Council intends to revise its Planning Obligations Supplementary Planning Document as soon as possible. This will provide guidance on the contributions that the Council will seek to negotiate to support new development.

Site and policy reference	New roads and strategic links DM13, S12	Public open space and play space DM33	Community infrastructure DM36	Education and schools S10	Health facilities S10	District or Local Centres DM36
Policy FO1, West of Durley Road, Horton Heath	✓	✓				
Policy FO2, East of Allington Lane	✓	✓				
Policy FO3, Lechlade, Burnetts Lane, Horton Heath	✓					
Policy BU1, Land north of Providence Hill	✓					
Policy BU2, Heath House Farm	✓	✓				
Policy BU3, Land lying south east of Windmill Lane	✓	✓				
Policy CF3, Central Precinct, Chandler's Ford						
Policy E4, Urban Renaissance Quarter, Eastleigh						
Policy AL1, Land east of Allbrook Way	✓	✓				
Policy AL2, Land west of Allbrook Way	✓					
Policy HE1, Land west of Woodhouse Lane, Hedge End	✓	✓	✓	✓		✓
Policy HE2, Land at Sundays Hill and Land north of Peewit Hill Close	✓	✓				
Policy HE3, Land at Home Farm, St John's Road	✓					
Policy BO1, Land south of Maddoxford Lane and east of Crows Nest Lane	✓					

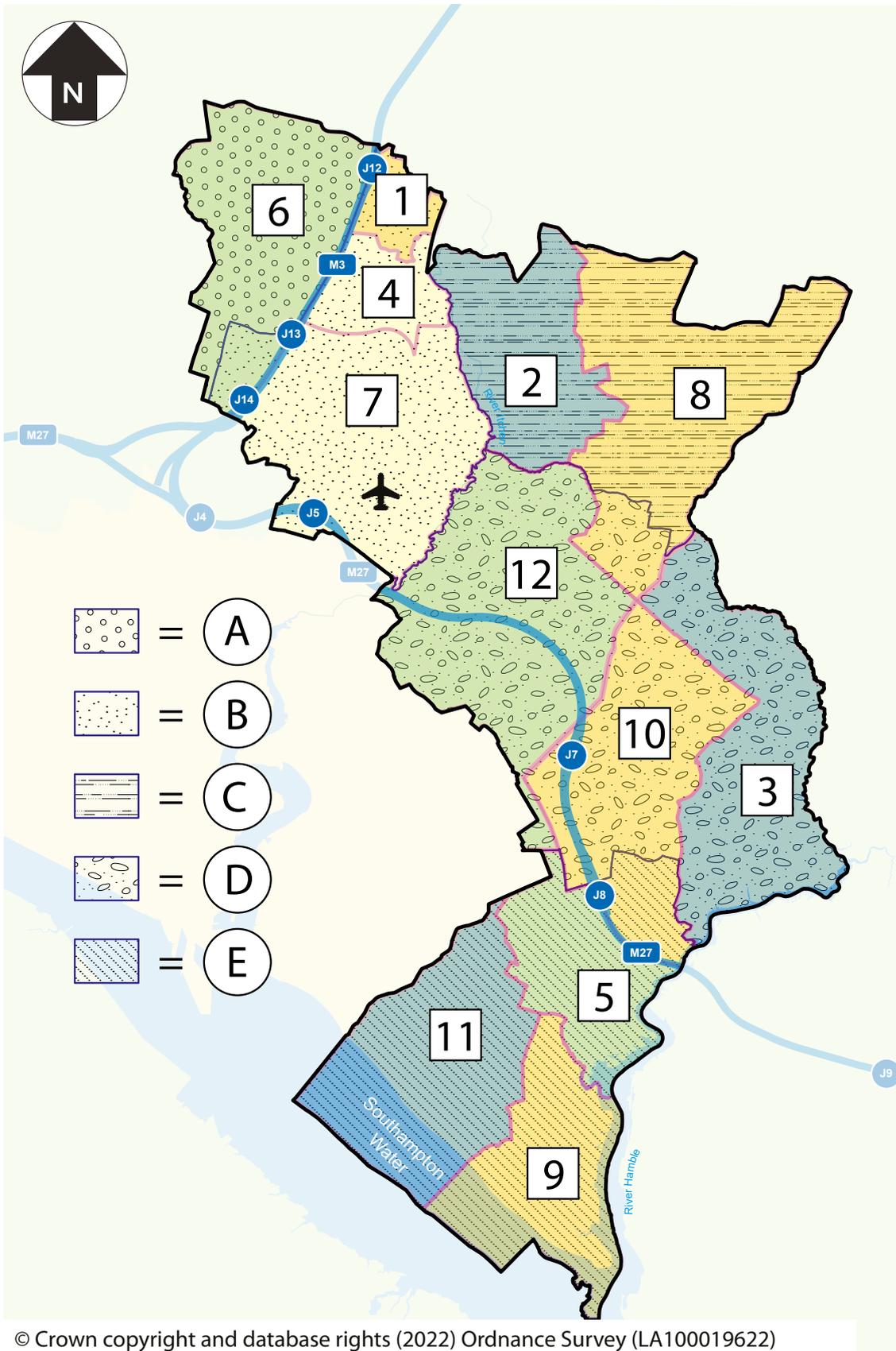
Site and policy reference	New roads and strategic links DM13, S12	Public open space and play space DM33	Community infrastructure DM36	Education and schools S10	Health facilities S10	District or Local Centres DM36
Policy BO2, Land north east of Winchester Street (Uplands Farm), Botley	✓	✓				
Policy BO3, Land east of Kings Copse Avenue and east of Tanhouse Lane	✓	✓				
Policy BO4, Land north of Myrtle Cottage, Winchester Road	✓					

Chapter 6: Local areas – parish by parish policies and proposals

- i. This Chapter sets out detailed site allocations for new development, following on from the strategy set out earlier in the Local Plan. For administrative purposes, the Borough of Eastleigh is split into five areas, each with their own Local Area Committee. For ease of reference, the policies in this Chapter are based on these area committee boundaries as follows:
 1. Bishopstoke, Fair Oak and Horton Heath
 2. Bursledon, Hamble-le-Rice and Hound
 3. Chandler’s Ford and Hiltingbury
 4. Eastleigh
 5. Hedge End, West End and Botley
- ii. The main characteristics of each parish with the Local Area Committee boundary are reviewed, and issues identified that are to be addressed either through the strategic and general policies of the plan, or through local policies.
- iii. The Plan’s land use allocations are then set out as they appear in each parish, along with any other policies specific to that parish.
- iv. Figure 6 below shows the Local Areas and Parish boundaries.

Note: the policies in Chapters 4 and 5 apply as relevant to all development within the Borough.

Figure 6: Eastleigh Borough Local Areas and Parishes



-
- | | | | |
|----|---------------------------|-----|----------------------------------------|
| 1. | Allbrook and North Boyatt | 10. | Hedge End |
| 2. | Bishopstoke | 11. | Hound |
| 3. | Botley | 12. | West End |
| 4. | Boyatt Wood | | |
| 5. | Bursledon | A | Chandler's Ford and Hiltingbury |
| 6. | Chandler's Ford | B | Eastleigh |
| 7. | Eastleigh | C | Bishopstoke, Fair Oak and Horton Heath |
| 8. | Fair Oak and Horton Heath | D | Hedge End, West End and Botley |
| 9. | Hamble | E | Bursledon, Hamble-le-Rice and Hound |

6.1 Bishopstoke, Fair Oak and Horton Heath

Bishopstoke Parish

Context and key issues

- 6.1.1 The parish of Bishopstoke lies immediately to the east of Eastleigh bordering the Itchen valley. To the east it borders the parish of Fair Oak and Horton Heath. To the south it borders West End parish, and to the north Winchester district. In 2011 the population was 9,974 and there were 4,199 dwellings (2011 Census). In 2015 the population was 9,880⁵⁹.
- 6.1.2 The Itchen valley forms the undeveloped settlement gap, albeit narrow, between Bishopstoke and Eastleigh. To the east, however, the separation from Fair Oak has become very indistinct with the development of closely adjoining residential estates over recent decades.
- 6.1.3 The valley provides an attractive landscape setting for Bishopstoke village as well as a valuable amenity and biodiversity resource. The Itchen Navigation is of historical interest as it was used as a trading route between Winchester and Southampton in the eighteenth and nineteenth centuries. The route now forms part of the Itchen Way, a popular footpath for walkers. To the north of Bishopstoke, Stoke Park Woods also provide a significant amenity area and local nature conservation interest.
- 6.1.4 Bishopstoke is an ancient settlement, mentioned in the Domesday Book which started to grow in the 19th century with the development of larger houses for those involved with enterprises such as the railway industry in Eastleigh. It boasts some heritage interest with a conservation area based on the historic core of the village and its gardens. An important recent issue has been the future of the site of The Mount, a large Victorian dwelling in extensive grounds formerly used as a hospital. The Borough Council has prepared a development brief for this site which is currently being developed.
- 6.1.5 There are reasonable local sport and recreation facilities including some associated with the local schools including the neighbouring Wyvern College. Some facilities are shared with neighbouring Fair Oak and Horton Heath parish including YZone at Blackberry Drive and The Hub which lies just in Eastleigh but adjoins Bishopstoke. There is an identified need for more allotments.
- 6.1.6 There is very little employment in the parish apart from local shops and small enterprises located in converted farm buildings to the south of the village. However, the employment areas of Eastleigh are close by and the new development will include employment land. There are two small neighbourhood shopping parades and a few other scattered shops.
- 6.1.7 The main access route through Bishopstoke is the B3037 Eastleigh to Fair Oak road. There is a good bus service along this route connecting the village to Eastleigh and Fair Oak. However, it is a very busy road and there are problems accessing it from the residential side roads, especially at peak times. The new link road will provide an alternative access to the M3 in addition to serving the new development. There is no railway through the area but the village is not far from the main-line station at Eastleigh.

- 6.1.8 Bishopstoke has a strong sense of community identity and a range of community facilities including community halls. It is generally a prosperous area although there is some evidence of deprivation in Bishopstoke on the Stoke Park estate.
- 6.1.9 Infant and junior schools are located at the Stoke Park site on Underwood Road and Abbotsbury Road and are understood to be operating at capacity. Secondary school education is provided at the Wyvern College in Fair Oak. There is a small GP practice at Riverside, along with a larger, shared GP surgery on Fair Oak Road. There is a need for more cemetery space.
- 6.1.10 Bishopstoke Parish Council is investigating the option for a Neighbourhood Plan.

Development proposals and special policies

6.1.11 The following policy applies in Bishopstoke:

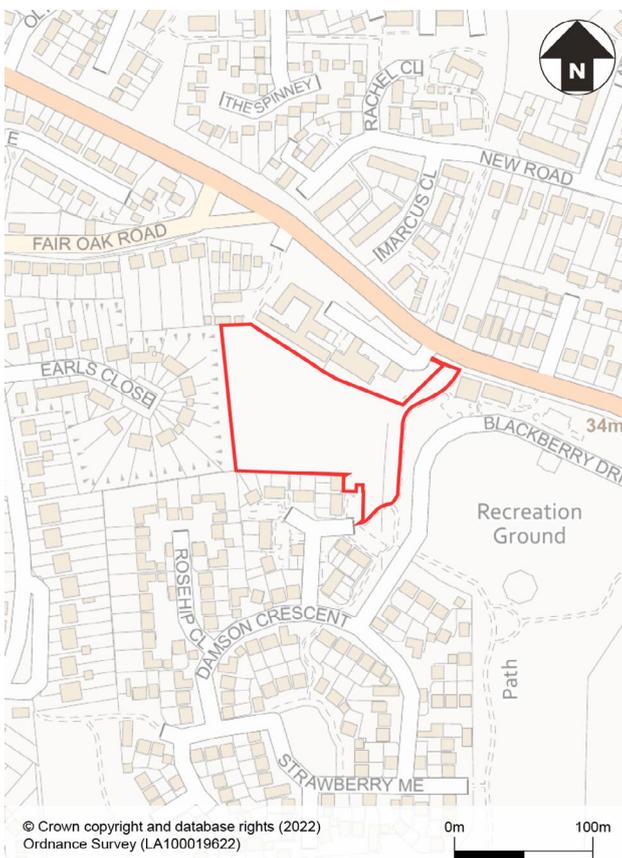
Bi1 South of Stokewood Surgery

Healthcare provision

South of Stokewood Surgery, Bishopstoke

Policy Bi1, South of Stokewood Surgery, Bishopstoke

1. This site is allocated for healthcare uses to support the provision of healthcare facilities in the Bishopstoke Parish.



- 6.1.12 Stokewood surgery serves the residents of Bishopstoke and Fair Oak and Horton Heath. The Plan allocates sites for further housing development in this area, including the land to the West of Horton Heath for approximately 1,500 dwellings. The land to the south of Stokewood Surgery allows for its expansion to support the changing and growing needs for primary health care in the area. This land should be safeguarded for health care use unless it can be demonstrated that these needs have already been met elsewhere in the area.

Transport improvements

- 6.1.13 The Council has previously proposed improvements to junctions on the Bishopstoke Road corridor to help relieve peak-hour traffic congestion. These include the junctions of Bishopstoke Road with Station Hill at the Twyford Road roundabout in Eastleigh and at Chickenhall Lane. Further improvements may be needed through Bishopstoke (particularly at the Riverside junction of Church Road and Bishopstoke Road) and Fair Oak.

Church Road/Bishopstoke Road junction at Riverside

- 6.1.14 This is currently a three-arm priority junction which may not be adequate to accommodate anticipated future traffic flows- this is currently a subject of investigation via the Sub-Regional Traffic Model (SRTM). If a Bishopstoke Road corridor capacity scheme (also seeking to improve junctions at Chickenhall Lane and/or Station Hill/Romsey Road) was to come forward, there is potential that this junction could also be included as part of such a scheme. There have been some investigations regarding the potential to signalise this junction.
- 6.1.15 Should improvement schemes along the Bishopstoke Road corridor come forward in the life of this Plan, the Borough Council will work with the highways authority to secure funding for this proposal from developers' contributions, including s.106 and community infrastructure levy funding, along with other sources of funding if necessary, in accordance with the principles set out in strategic policy S11.

Other transport improvements

- 6.1.16 A number of schemes are also needed in Bishopstoke to improve road safety and pedestrian and cycle facilities. Proposals to address these needs and issues are set out in the Eastleigh Borough Transport Statement and are included in the Council's Infrastructure Delivery Plan.

Fair Oak and Horton Heath Parish

Context and key issues

- 6.1.17 The parish of Fair Oak and Horton Heath is located in the north east corner of the Borough. To the west it adjoins Bishopstoke and West End parishes, and to the south Botley parish. To the north and east it adjoins Winchester district. The population in 2011 was 10,212 and there were 4,080 dwellings (2011 Census). In 2015 the population was 10,196⁶⁰.
- 6.1.18 The settlement gap between the built-up area of Fair Oak and Bishopstoke has become increasingly indistinct in recent decades with the development of adjoining housing estates. Within the parish, the settlements of Fair Oak and Horton Heath retain distinct identities through the retention of a narrow settlement gap between them. A larger settlement gap separates Horton Heath from Hedge End and Botley to the south. There will be significant new

60 Small Area Projections 2015 published by Hampshire County Council

development as part of the strategic allocation to the west of Horton Heath (policy HH1). This development will provide new local facilities for Horton Heath.

- 6.1.19 To the north, Stoke Park Woods provides a significant amenity area as well as local nature conservation interest.
- 6.1.20 There are good local sport and recreation facilities including some associated with local schools such as Wyvern School, which are available to the general public. Some of the parish's facilities, such as the recreation ground are accessible by Bishopstoke residents.
- 6.1.21 There is very little industry in the parish apart from at Knowle Lane Industrial Estate (Deer Park Farm) and a few scattered small enterprises, for example in Horton Heath. There is a relatively large local centre in Fair Oak which although well-used is in need of refurbishment. Horton Heath has no local centre as such, although there is a shop in the local petrol station.
- 6.1.22 The main east-west access route through Fair Oak is the B3037 Bishopstoke/Fair Oak Road. There is a good bus service along this route connecting these two settlements to Eastleigh. However, it is a very busy road, and there are problems of joining it from the residential side roads, especially at peak times. The north-south access route is the B3354 Winchester Road/Botley Road, which connects Fair Oak and Horton Heath and links to Colden Common and Winchester to the north and Botley to the south. There is no railway station in the area; the nearest stations are west of Bishopstoke at Eastleigh, or at Hedge End. There are however rural bus links to Hedge End, Southampton and Bishop's Waltham.
- 6.1.23 Fair Oak and Horton Heath both have a strong sense of community identity. Fair Oak has a range of community facilities including community halls. Infant, junior and secondary schools are located at the Wyvern College site, and are understood to be operating at capacity. A youth facility has been built at Blackberry Drive, on a site that is accessible to residents of both Fair Oak and Horton Heath parish and Bishopstoke parish. There is a shared GP surgery.
- 6.1.24 Whilst Horton Heath has a community centre, pub and local shop, it has relatively few facilities compared to other settlements in the Borough.
- 6.1.25 At present there is no parish plan for Fair Oak.

Development proposals and special policies

6.1.26 The following site allocations policies apply in Fair Oak and Horton Heath:

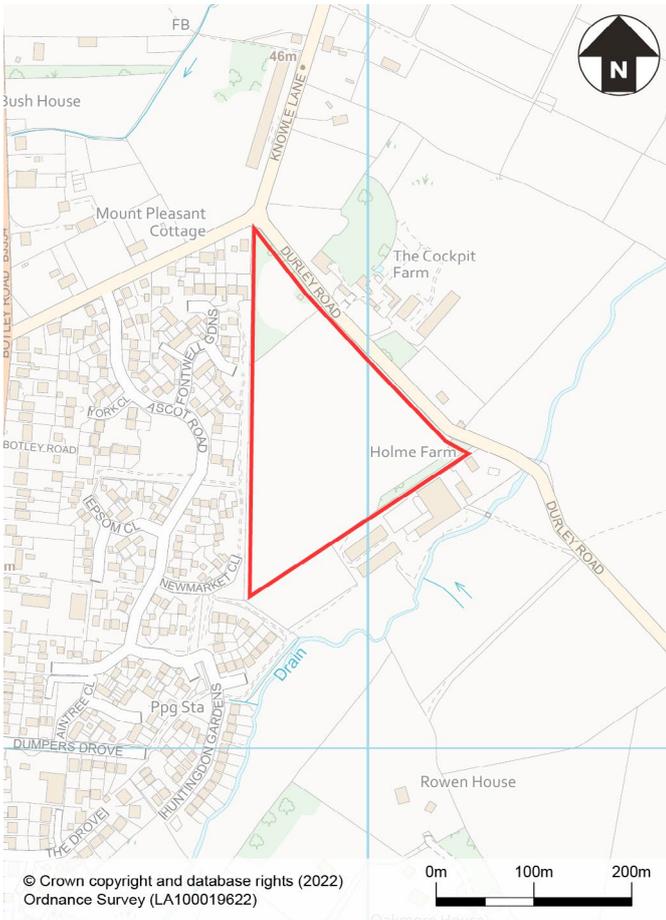
- FO1 West of Durley Road, Horton Heath
- FO2 East of Allington Lane
- FO3 Lechlade, Burnetts Lane, Horton Heath
- FO4 Junction improvements, Fair Oak and Horton Heath
- HH1 Land west of Horton Heath

Housing and community uses

West of Durley Road, Horton Heath

Policy FO1, West of Durley Road, Horton Heath

1. An area of approximately 4.15ha of land on the western side of Durley Road, as defined by the policies map, is allocated for development to include approximately 73 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. a range of housing types, sizes and tenure;
 - b. the provision of on-site public open space and play areas, to serve the development;
 - c. the provision of vehicular access from Durley Lane, located near to the Durley Lane/ Knowle Lane junction, to preserve the rural aesthetic of Durley Road to the south and the nearby Grade II Listed Building - The Cockpit;
 - d. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - e. conserve the architectural and historic significance of the nearby Grade II Listed Building - The Cockpit;
 - f. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including exploring connectivity through existing informal links between settlement gaps in the west boundary vegetation onto Newmarket Close and Fontwell Gardens;
 - g. to preserve water quality and flows into Ford Lake details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission.
 - h. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity.
 - i. opportunities will be taken to create and enhance habitat connectivity within the Chalcroft Priority Biodiversity Link to the south east to ensure this corridor remains open for wildlife dispersal;
 - j. the provision of a good quality landscape setting for the development (including buffer planting on Durley Road frontage) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
 - k. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the agricultural uses to the south east; and
 - l. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



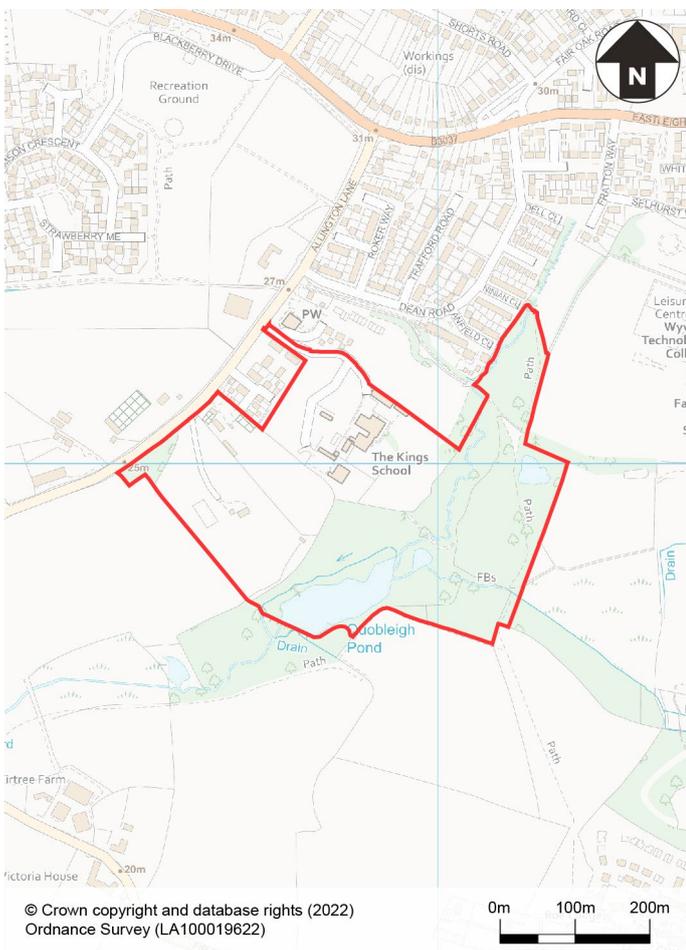
6.1.27 An area of approximately 4.15ha of land on the western side of Durley Road is currently in agricultural use. The site is split into two field parcels defined by mature hedgerow planting and is enclosed on all boundaries by mature hedgerow and/or tree line vegetation. The site adjoins residential development to the west, with open countryside to the east beyond Durley Road. The Cockpit (Grade II) Listed Building is located opposite the site on Durley Road and is partially screened by vegetation on both sides of the road. The site slopes gently from north to south, where a wooded buffer screens agricultural uses beyond. The site as a whole is likely to be able to accommodate approximately 73 dwellings.

East of Allington Lane

Policy FO2, East of Allington Lane

1. An area of approximately 14.5 ha of land on the eastern side of Allington Lane, as defined on the policies map, is allocated for development to include approximately 119 dwellings.
2. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. the provision of a range of housing types, size and tenures;
 - b. the provision of on-site public open space and play areas, to serve the development or a contribution to off-site provision;
 - c. the provision of vehicular access from Allington Lane, via the existing unnamed access road serving The King's School and Rockford House;
 - d. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - e. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area and adjacent developments;
 - f. the maintenance and improvement of the Public Rights of Way which runs through the site;
 - g. provision and implementation of a great crested newt (GCN) strategy to provide a connected ecological network on site including:
 - i. preservation, buffering, management and monitoring of Great Crested Newt Breeding Ponds;
 - ii. continuation of the 50m buffer agree in previous applications to provide access to the woodland and dispersal corridors;
 - iii. preservation and buffering of the hedgerow and tree network on site and buffering if required;
 - iv. replacement of long grass habitat on a like for like basis;
 - v. the dedication of land, within Quobleigh Pond and woods SINC, to public ownership together with a specification of great crested newt and woodland enhancements and the removal of invasive non-native species to be undertaken at the developer's expense prior to dedication and a commuted sum for future management and maintenance of Sites of Importance for Nature Conservation.
 - h. to preserve water quality and flows into The Lower Itchen details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - i. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;

- j. the provision of a good quality landscape setting for the development (including maintaining and reinforcing the mature tree belt between Allington Lane/Fair Oak Lodge and Rockford House) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- k. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of The King's School; and
- l. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider, and layout is planned to ensure future access to existing utilities infrastructure for maintenance and upsizing purposes.

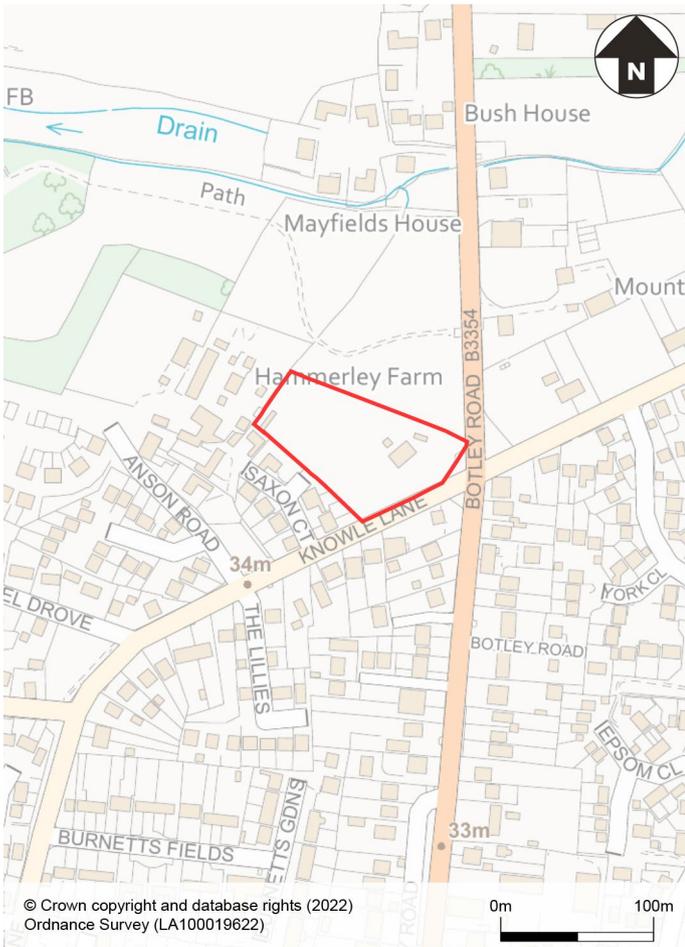


6.1.28 An area of approximately 14.5 ha of land to the eastern side of Allington Lane is currently comprised of The King's School, Rockford House, Fair Oak Lodge, Quobleigh Woods Site of Importance for Nature Conservation (SINC) and other undeveloped land. Land to the north west and south has been granted planning permission for residential development. The site is served by an existing vehicular access from Allington Lane. The site is flat and generally enclosed by mature vegetation on all boundaries, in addition to mature vegetation within the site. The site is covered by a blanket Tree Preservation Order. The site as a whole is likely to be able to accommodate approximately 119 including those already permitted and the need to ensure safeguarding of the ecological interest of parts of the site.

Lechlade, Burnetts Lane, Horton Heath

Policy FO3, Lechlade, Burnetts Lane, Horton Heath

1. An area of approximately 0.7ha of land on the western side of Botley Road and northern side of Burnetts Lane, as defined by the policies map, is allocated for development to include approximately 13 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. the provision of a range of housing types, size and tenures;
 - b. the provision of vehicular access from Burnetts Lane, located away from the Burnetts Lane/ Botley Road crossroads to the east;
 - c. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - d. conserve the architectural and historic significance of the nearby Grade II Listed Building – Saxon Court;
 - e. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area;
 - f. to preserve water quality and flows into The Lower Itchen details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - g. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
 - h. maintaining, reinforcing and buffering existing boundary hedgerows, tree belts and woodland including those trees protected by a Tree Preservation Order; and occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



6.1.29 The site comprises 0.7ha of land on the western side of Botley Lane and northern side of Burnetts Lane. The site currently accommodates a single residential dwelling with associated curtilage. A meta population of Great Crested Newts use the three ponds to the south west, Quobleigh Woods and Ponds Sites of Importance for Nature Conservation (SINC) and ponds within the woodland and to the east and are likely to be dispersing through the hedgerow and lining grass network present on site. The site is comprehensively screened from the immediate area by mature boundary hedgerow and treeline vegetation, including trees on the north western boundary which are protected by a Tree Preservation Order. Existing access is served directly onto Botley Lane/Burnetts Lane crossroads to the south east. To the north west of the site is a small industrial yard and to the west are a number of residential units. To the north and north east of the site is open space associated with Lapstone Wildlife Site and Playing Fields. The site as a whole is likely to be able to accommodate approximately 13 dwellings.

Transport improvements

- 6.1.30 Limitations on the road network are identified as an issue in Fair Oak and Horton Heath. The Bishopstoke-Fair Oak Road corridor is recognised as a particularly congested route at peak hours. A number of junction improvements are currently committed by developers as described below.
- 6.1.31 Details of the estimated cost and timing of any further highway improvements required will be included in an updated Infrastructure Delivery Plan.

Policy FO4, Junction improvements, Fair Oak and Horton Heath

1. **The Borough Council will support the Highway Authority in developing and delivering road capacity improvements at locations in the Fair Oak area (in addition to current commitments) as identified in the Local Plan Transport Assessment.**

Allington Lane/Fair Oak Road and Sandy Lane/Fair Oak Road

- 6.1.32 The Allington Lane/Fair Oak Road junction operates as a three-arm priority junction. It is very close to the Sandy Lane junction (see below) and both junctions have been identified as requiring improvement to cope with traffic flows generated by existing committed development.
- 6.1.33 The West Horton Heath/Fir Tree Lane development sites have committed to deliver the following capacity upgrades at this location:
- a. Signalisation of the Allington Lane junction;
 - b. Provision of an additional lane on Allington Lane on the northbound approach to the junction (giving dedicated left hand and right hand turn lanes);
 - c. Widening between Allington lane and Sandy Lane to give two lanes in each direction (consisting of an ahead lane and a right turn filter lane);
 - d. A right hand turn filter lane on Sandy Lane southbound arm; and
 - e. Addition of two lanes on Fair Oak Road eastbound to enable dedicated lanes for each traffic movement (left and right turns and ahead).

Botley Road/Eastleigh Road

- 6.1.34 The Botley Road/Eastleigh Road junction currently operates as a four-arm signalised junction which as well as the B3354 Botley Road and the B3037 Eastleigh Road also serves a residential area off Stubbington Way.
- 6.1.35 There is a commitment by the West Horton Heath development to improve capacity at this junction by widening the northern (Winchester Road) arm to provide two southbound lanes.

Botley Road/Burnett's Lane, Horton Heath

- 6.1.36 This junction serves as a key node in transferring traffic from Horton Heath and Fair Oak to Botley and Hedge End and vice versa. It is also a key component of the network connecting Eastleigh to Horton Heath via Fair Oak and will serve as a gateway to the new development west of Horton Heath.
- 6.1.37 Although this junction is perceived as a substantial pinch-point for traffic, the Transport Assessment does not identify this junction as a 'hotspot' (i.e. traffic exceeding 80% of junction capacity), even with the Local Plan development.

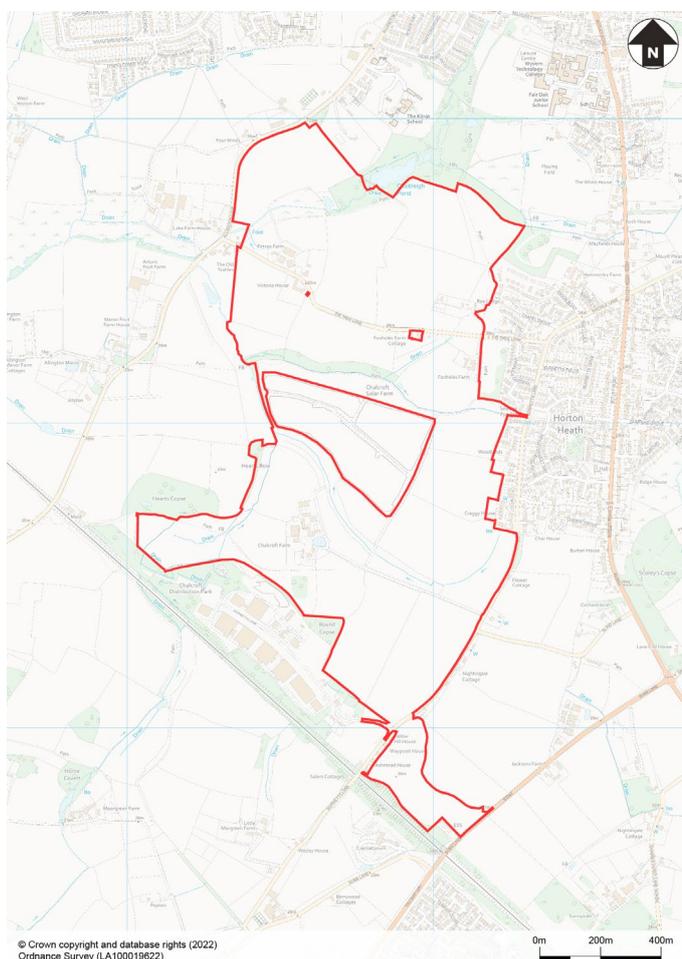
Strategic development site

Land west of Horton Heath

Policy HH1, Land west of Horton Heath

1. An area of approximately 125 hectares of land to the west of Horton Heath, east of Allington Lane and north of the railway line as defined on the policies map is allocated as a strategic location for development to include approximately 1,500 dwellings, 6ha of employment land, open space, retail and community facilities including a primary school and a new link road to Bubb Lane. Development will be subject to the approval by the Borough Council of a set design principles and a high-level design code including a masterplan which addresses the following requirements:
 - a. the provision of a new road link between Bubb Lane and the Chalcroft Business Park entrance on Burnetts Lane, as indicated on the policies map, built to a standard capable of taking the HGV traffic generated by the Chalcroft Business Park and the proposed new employment site, and incorporating roundabout junctions on Burnett's Lane and Bubb Lane. The link road will continue north from Burnetts Lane through the development to Allington Lane. The first phase from Bubb Lane to Burnetts Lane will be built prior to the occupation of the first dwelling;
 - b. the provision of approximately 1,500 dwellings of a variety of sizes and tenures including provision to meet affordable and specific housing needs of groups within the local community in the form of a defined new neighbourhood or neighbourhoods to the west of Horton Heath;
 - c. the provision of approximately 6ha (24,000 sq.m) of employment land, to accommodate employment in use classes B2, B8 and/or E(g)(ii)/(iii), having regard also to the possibility of a shared access with the Chalcroft Business Park. In accordance with the sequential approach, major office development (greater than 1,000 sq.m gross) will only be supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) or in district and local centres;
 - d. the provision of a new three-form-entry primary school and associated facilities;
 - e. the provision of community facilities to serve the new development and the existing settlement of Horton Heath, to include a new local centre, a new community building/hall, early years provision and local health facilities;
 - f. a layout of residential development designed to maximise opportunities to create links to, and to integrate with the existing settlement of Horton Heath;
 - g. a layout of development within and around the Chalcroft Farm complex and Firtree Farmhouse that retains and enhances the heritage and architectural value of buildings and landscape features and does not prejudice the delivery of a transport link through to Allington Lane;
 - h. the provision of vehicular access to the residential parts of the site from Burnetts Lane, Allington Lane, Fir Tree Lane and Anson Road;
 - i. the provision of footpath, cycle and bridle routes through the site and that link the new developments with the wider existing and proposed footpath and cycleway networks, including those within Horton Heath, and a contribution towards the implementation of the proposed

- strategic footpath/cycleway route alongside the railway linking Hedge End to Eastleigh (see strategic policy S12(1)(e));
- j. the provision of public open space, sports pitch provision and green infrastructure on site to provide a setting for the development and to meet the needs of the new and existing communities and related facilities with long term maintenance arrangements. Open space north of Fir Tree Lane shall be managed primarily for nature conservation interest and shall not be used for playing fields;
 - k. ensuring no adverse impacts on adjacent Sites of Importance for Nature Conservation, with the provision of appropriate buffers in the region of 50m for ancient woodland and 20m for other SINCD designations;
 - l. the provision of a comprehensive landscape framework for the site that includes measures to ensure that there is no damage to, and enhancement of the Sites of Importance for Nature Conservation, and that retains as many as possible of the existing mature trees and hedgerows within the site, enhances biodiversity interest including that of the watercourses running through the site and provides a linked network of open spaces and green routes;
 - m. to preserve water quality and flows details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission; and
 - n. occupation of the development shall be phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



- 6.1.38 A 100 hectare site to the west of Horton Heath was allocated in Policy WE1 of the non-adopted 2011-2029 Eastleigh Borough Local Plan as a strategic location for development to include up to 950 dwellings, 6ha of new employment provision, open space and associated facilities including a new village centre, community building, 8FE primary school, 3FE primary school and provision of a new road linking Bubb Lane to Allington Lane.
- 6.1.39 The development would provide the community facilities, including a new primary school, that were acknowledged to be lacking in the area, particularly in Horton Heath village. The purpose of the new road link was to enable the intensification of the existing employment uses at Chalcroft Business Park and the development of more employment uses in this location. Government funding towards the cost of delivering the link road has been secured. Accordingly it should be provided at an early stage in the implementation of the development.
- 6.1.40 Outline planning permission for the development was granted in December 2017. However, a new proposed secondary school is currently being brought forward by Hampshire County Council as part of the delivery of its site West of Woodhouse Lane allocated at policy HE1 of the local plan and is no longer required West of Horton Heath.
- 6.1.41 Outline planning permission was also granted in November 2017 for 450 dwellings on a 28 hectare site adjacent to the west of the WE1 site at Fir Tree Farm. The combination of the two developments now forms a single site of c 125ha and provides the opportunity for the creation of a new road link between Bubb Lane and Allington Lane.
- 6.1.42 The site now also includes the Foxholes Farm site which was previously allocated for the development of 45 dwellings in the draft version of the 2016-2036 Eastleigh Borough Local Plan.
- 6.1.43 The Borough Council has purchased all three of these sites and is working with a 'master-developer' partner to bring forward a comprehensive development of the whole area identified on the policies map. The areas shown in white are excluded from the allocation and are to remain in private ownership and use. The central area shown as countryside is currently in use as a solar farm which has a temporary planning permission until 31st December 2037.
- 6.1.44 Previously, approximately half of the site lay within each of the administrative areas of Fair Oak & Horton Heath Parish in the north and West End Parish in the south. A boundary review has now put the whole site within Fair Oak & Horton Heath parish.
- 6.1.45 Given the unique history to the evolution of this site and the Council's involvement in its delivery it is considered necessary to include a policy in the local plan to guide the future comprehensive development of this area which is likely to result in amendments to the individual currently consented schemes and a combined single development site west of Horton Heath.
- 6.1.46 Policy HH1 aims to provide that guidance. It is based on the previous Local Plan policy updated to reflect the permitted schemes and emerging master-planning of the whole area. The policy establishes the key principles and requirements for the development although the precise detail is likely to change as master-planning continues to evolve over the coming months. The dwelling figure of approximately 1,500 dwellings is consistent with the Local Plan's borough wide transport and environmental evidence. Any increase in dwellings will need to be justified on its merits.
- 6.1.47 In combination with other developments proposed, development on this site is likely to have significant impacts on a number of local roads (local plan Transport Assessment) and the developers will be required to contribute towards

measures to address these. The development is contingent on the provision of a new road link between Allington Lane and Bubb Lane.

- 6.1.48 There are few existing links between the development site and Horton Heath village, and it will be important to take steps to integrate the new and existing developed areas, in particular through footpath and cycleway routes, and the careful location of new community facilities so that these are also accessible to the existing community. The new primary school should be designed and located to meet the needs of the existing as well as the new community.
- 6.1.49 Footpath and cycle routes should be designed to link with existing routes and to assist with the implementation of proposed routes as set out in this Local Plan. It will be important to ensure that these provide strong links across the area of open space between the Chalcroft Farm complex and the remainder of Horton Heath, and that they also link to public transport facilities, in particular Hedge End station.
- 6.1.50 The proposals include more public open space than the minimum required under policy DM33, because of measures to enhance biodiversity particularly along the watercourses and adjoining the Quobleigh Ponds and Wyvern Copse SINC. The policy proposes appropriate buffers to protect ancient woodland and the SINC and specifies that these should be in the region of 50m for ancient woodland and 20m for the SINC. These are based on the Council's initial assessment and early advice from Natural England. The precise form and extent of buffers will be determined through more detailed site assessments and discussions with Natural England and others through the planning application process.
- 6.1.51 The plan-level Habitats Regulations Assessment has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC through impact on water quality, otters, disturbance and the introduction of invasive non-native species. Through impacts on the hydrological regime there may also be potential for an impact on the Solent and Southampton Water SPA. It is likely to be possible to mitigate these effects by means of sustainable drainage systems integrated with the landscape framework and the measures to enhance biodiversity. Advice on the provision of water supply and foul drainage should be sought from Southern Water. The site level Habitats Regulations Assessment will also need to address any effects on the Solent and New Forest designations.
- 6.1.52 Any planning application should also include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Open space and recreation

- 6.1.53 The Council's study of open space and recreation provision in the Borough (Eastleigh Borough Open Space Needs Assessment 2017) has identified a need for new allotment provision within the Bishopstoke, Fair Oak & Horton Heath local area. Policy DM34 Chapter 5 enables the development of allotments subject to a number of criteria.

6.2 Bursledon, Hamble-le-Rice and Hound

Bursledon Parish

Context and key issues

- 6.2.1 Bursledon is one of the older settlements in the Borough. In the 1970s and 80s it accommodated quite considerable development. The parish straddles the M27 motorway, extending to the southern boundaries of Hedge End to the north, and adjoining Hound parish to the west and south. To the east the settlement fronts the River Hamble, which is tidal at this point. There is a relatively narrow settlement gap between the western edge of Bursledon and the city of Southampton to the west.
- 6.2.2 Bursledon had its origins in ship-building and repair activities focused on the river. The River Hamble remains of great significance to Bursledon for its ongoing marine-related economic activity – boat repair, chandlery and moorings – as well as its heritage, landscape, nature conservation and recreational value. There are tensions between recreational and economic activities and maintaining the landscape and biodiversity interest of the river.
- 6.2.3 The northern part of the parish includes part of the Manor Farm Country Park, which includes some playing fields and provision for children and young people. To the south of the motorway lies the more suburban part of the parish. The southernmost portion of the parish includes the oldest area at Old Bursledon. This has a spacious, well-treed character interspersed with narrow country lanes and retains a semi-rural character that is highly valued by its residents. It is excluded from the urban area of the settlement and included within the Old Bursledon Conservation Area, which is one of the largest in the Borough.
- 6.2.4 The parish includes the Bursledon Windmill. This is of historical importance and designated as a conservation area.
- 6.2.5 The principal sources of employment in Bursledon are the marine-related activities on the River Hamble and the substantial out-of-centre Tesco supermarket at the Windhover roundabout. In terms of shops and services, there is a local centre at Lowford and another small parade of shops at Pilands Wood.
- 6.2.6 Road access to the parish from the motorway is via a link from junction 8 to the Windhover roundabout. The A27 West End Road and the A3024 Bursledon Road and Hamble Lane to the south also converge at this roundabout, where there are problems of congestion at peak times. To the south, the A3025 Portsmouth Road also links to Hamble Lane. Hamble Lane is the main access to the Hamble peninsula and suffers serious congestion. The northern portion leading to the Windhover Roundabout is within an air quality management area because of transport-related air pollution.
- 6.2.7 There is a railway station at Old Bursledon, offering links to Southampton and Portsmouth. A regular bus service operates between Fareham and Southampton along the A27, and other Southampton services operate via A3025 Portsmouth Road. Public transport connections to other parts of Eastleigh Borough, including Eastleigh Town Centre, have historically been difficult to maintain.
- 6.2.8 There is little in terms of a visitor economy, but there is some local visitor accommodation in the form of bed and breakfast accommodation. There is a general need for a hotel in the Hamble peninsula especially for river and marine visitors.

- 6.2.9 The population of the parish in 2011 was 6,188, and there were 2,652 dwellings (2011 Census). In 2015 the population was 6,214⁶¹. There is an increasing proportion of older people, and an increasing need for specialised accommodation for elderly people and for affordable housing.
- 6.2.10 The Lowford Centre was completed in 2015, collocating a GP surgery, a parish run library, parish Council offices and community facilities run by the Bursledon and District Community Association, as well as increased parking to support the local centre. Education facilities are adequate to meet local needs and the primary schools are understood to be operating at capacity. The settlement has village halls and other meeting places.
- 6.2.11 There is evidence of deprivation at the Pilands Wood estate at Bursledon, where unemployment levels are higher than in other parts of the Borough.

Development proposals and special policies

6.2.12 The following policies apply in the parish of Bursledon:

- 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, Hedge End
- BU5 Land at Heath Green, Heath House Lane, Hedge End
- BU6 Riverside Boatyard, Blundell Lane, Bursledon
- BU7 Residential extensions and replacement dwellings, Old Bursledon Special Policy Area

Housing

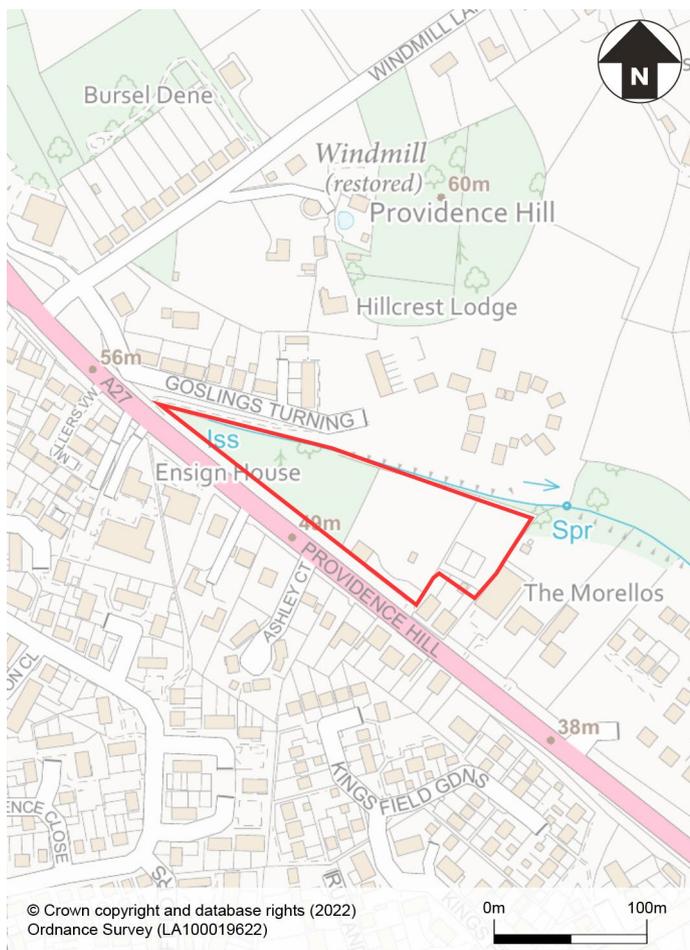
6.2.13 New allocations for residential development are proposed around the northern boundaries of the settlement extending towards the M27 motorway, and in the area south of Hedge End. A new link road is proposed extending from Heath House Lane to Dodwell Lane, south of Hedge End, to ease the movement of traffic from the new development areas at Boorley Green and east of Hedge End to junction 8 of the M27.

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Land north of Providence Hill

Policy BU1, Land north of Providence Hill

1. An area of 1.1 hectare on the north side of Providence Hill is allocated for residential development of approximately 19 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:
 - a. noise and air quality assessments are undertaken to confirm that the site can be developed satisfactorily for residential purposes given the proximity to the A27;
 - b. hydrological surveys are undertaken to identify the extent of the headwater system on site and the hydrological routes that feed the headwater and provide chemical and water quality testing to act as a baseline to monitor impact;
 - c. the development incorporates measures to safeguard the adjoining stream and Windmill Woods Site of Importance for Nature Conservation (SINC) with 20m undeveloped buffers;
 - d. to preserve water quality and flows into the unnamed watercourse to the north of the site details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - e. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
 - f. the development provides a high quality landscaped setting which preserves or enhances the special interest, character and appearance of the adjoining Bursledon Windmill Conservation Area and safeguards the setting of the listed windmill;
 - g. a new vehicular and pedestrian access is provided from Providence Hill; and
 - h. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



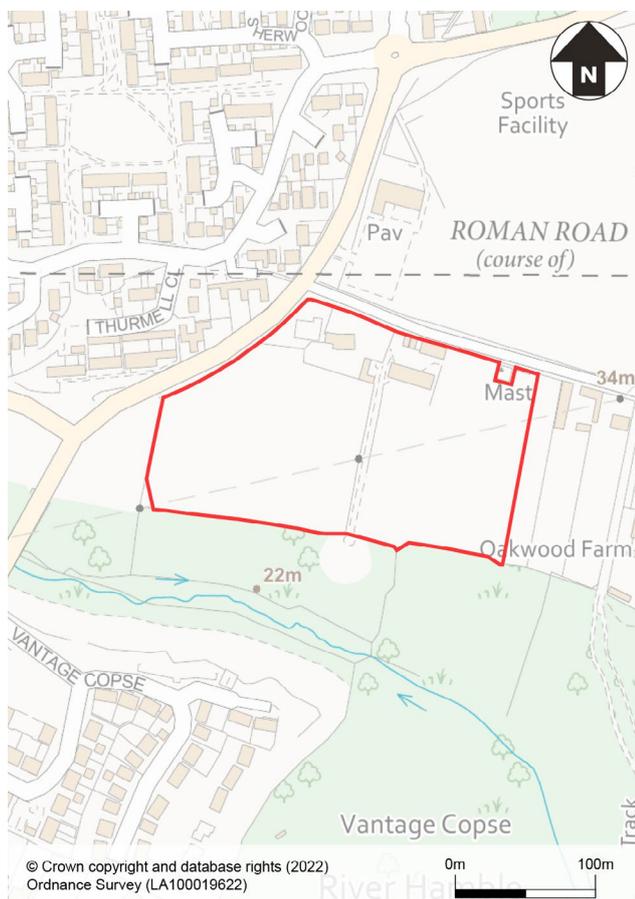
- 6.2.14 This triangular shaped site on the north side of Providence Hill (A27) slopes significantly away from the road and has mature trees to the site boundaries. There is an existing vehicular access at the north-western end of the site, but this would not be adequate to service a new development of this site. A new vehicular access would be needed from Providence Hill, which could be challenging given the topography of the land. There are protected trees on the adjoining land. The site adjoins the listed Bursledon Windmill and Conservation Area. A watercourse runs along the northern boundary. Headwaters of the stream are within the site and will need to be buffered. Windmill Woods Site of Importance for Nature Conservation adjoins and suitable safeguards will be required.
- 6.2.15 Adjoining sites have planning permission for residential development. To the north, land to the rear of Orchard Lodge has planning permission for up to 29 houses with associated parking, open space and improvements to the existing vehicular access off Windmill Lane (reference: C/14/74932). To the north-west, planning permission was granted in December 2016 for 3 dwellings (ref: F/16/79496). Land at Providence Hill and Oakhill has outline permission for up to 62 dwellings ref: R/16/77966.
- 6.2.16 The topography of the land and the shape of the site are constraints on the nature and amount of development. This is likely to result in a relatively low density of development with detached properties following contour lines. An outline planning application has been received for this site.

Heath House Farm

Policy BU2, Heath House Farm

1. An area of approximately 3.4ha of land on the eastern side of Heath House Lane, as defined by the policies map, is allocated for development to include approximately 38 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. a range of housing types, sizes and tenure;
 - b. the provision of on-site public open space and play areas, to serve the development;
 - c. the provision of vehicular access from Heath House Lane;
 - d. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - e. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including the adjacent Rodaway Pavilion and Football Ground and Manor Farm Country Park and development to the south;
 - f. the maintenance and improvement of the Public Rights of Way to the north of the site;
 - g. a trapping and tracking survey within Piland's Copse SINC to assess Bechstein bat presence/absence and how they are using the area. A mitigation plan will be prepared if Bechsteins are present, including extensive dark corridors adjacent to the woodland and along any flight lines being accessed by the bats, a lighting strategy to ensure the food species of the bats are not attracted by the development lighting and adequate habitat that will support the Bechstein's food source (e.g. grassland habitats). Further mitigation maybe required;
 - h. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists, that routes remain open through the Hamble Estuary Priority Biodiversity Area for species dispersal and that there is a net gain in biodiversity;
 - i. to preserve water quality and flows into the Hoe Moor stream details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - j. the provision of good quality landscape setting for the development (including buffer planting on Heath House Lane frontage), and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
 - k. a thorough examination of the potential for the relocation of the overhead power line which crosses the site, in order to maximise the site's development potential;
 - l. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise and air mitigation measures, in light of the increased road traffic noise impact from Kings Copse Avenue, due to the opening of Pylands bypass/Link Road and Botley bypass and the proposed school;

- m. provision of a contamination assessment, in light of the former use of the adjacent land as a landfill; and
- n. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.

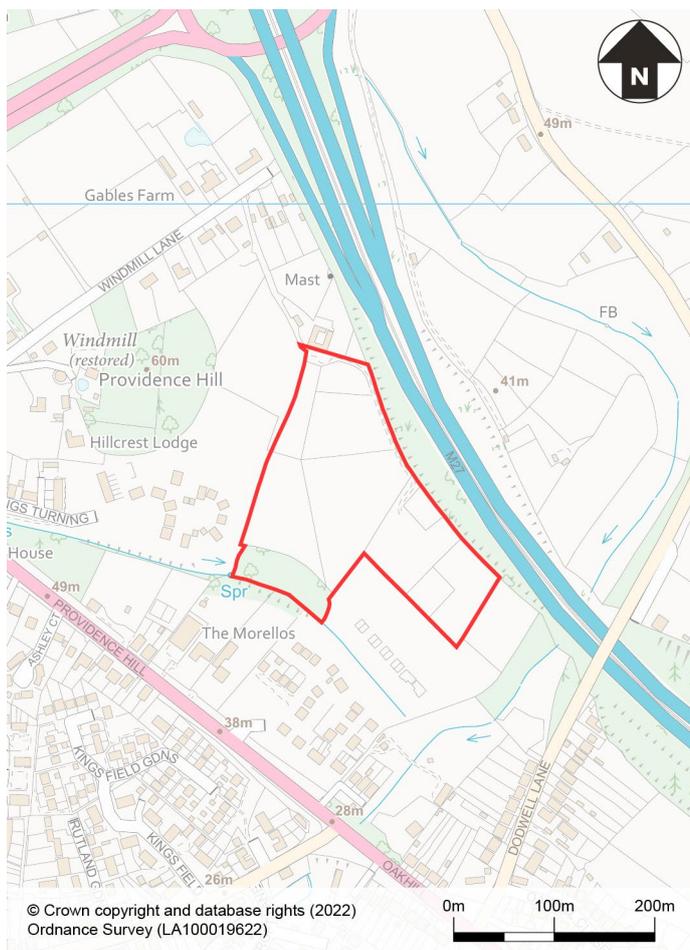


- 6.2.17 The site comprises 3.4ha of land on the eastern side of Heath House Lane and the south of Rodaway Pavilion and Football Ground. The site currently accommodates a number of buildings and structures including a children’s residential care home (Heath House Farm). These are all located linear to the northern boundary, adjacent to the Public Rights of Way and Rodaway Pavilion and Football Ground. The undeveloped areas of the site are located to the south of the existing buildings and structures. The topography of the site falls sharply from north to south. This area of the site experiences a sharply fall in gradient until reaching the southern boundary.
- 6.2.18 The site is suitably enclosed by mature vegetation on all boundaries including Pilands Copse Sites of Importance for Nature Conservation (SINC) which is ancient in origin and is likely to support rare Bechstein bats which are extremely light sensitive. Overhead powerlines cross diagonally through the centre of the site. Sporadic gaps in the mature hedgerow on the north west boundary enable views into the site from Heath House Lane. The majority of the site is visible from Heath House Lane to the north west. The site as a whole is likely to be able to accommodate approximately 38 dwellings, alongside the new school provision.

Land lying south east of Windmill Lane

Policy BU3, Land lying south east of Windmill Lane

1. An area of 3.8 hectares on the south-east side of Windmill Lane is allocated for residential development of approximately 50 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:
 - a. noise and air quality assessments are undertaken to confirm that the site can be developed satisfactorily for residential purposes given the proximity to the M27;
 - b. the development incorporates new green infrastructure and public open space to serve the needs of the development;
 - c. to preserve water quality and flows into the waterways on site and to inform the HRA the following information should be provided at outline stage:
 - i. full contamination and hydrological surveys submitted with the application to ensure no impact on the water quality within Badnum Creek;
 - ii. details of buffers to Badnum Creek by at least 20m and with appropriate buffers for the unnamed stream;
 - iii. details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - iv. details of protection for the headwaters within Windmill Woods SINC;
 - d. the development shall not have an adverse impact on the nature conservation interest of the adjoining Windmill Woods (SINC), or the adjoining reptile translocation site with suitable undeveloped buffers provided. Windmill Woods should be buffered by 20m;
 - e. the development provides a high quality landscaped setting which preserves or enhances the special interest, character and appearance of the adjoining Bursledon Windmill Conservation Area and safeguards the setting of the listed windmill;
 - f. a new vehicular and pedestrian access is provided from Providence Hill;
 - g. evidence is provided that the site is not contaminated and;
 - h. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



- 6.2.19 This land, south-east of Windmill Lane and extending up to the boundary of the M27, currently comprises grassland and wooded areas, including the Windmill Wood Site of Importance for Nature Conservation, a small wet woodland. In May 2016, an outline planning application was submitted for this site and adjoining land, for up to 200 dwellings with associated open space and access from Providence Hill (Council reference O/16/78514). The application was withdrawn by the applicant in December 2016. The Council is currently considering a further application for 130 dwellings on this larger site. The site is currently ‘land-locked’ so access would be required across adjoining land. The site adjoining to the south has planning permission for up to 62 dwellings and provision of public open space with a new vehicular access from Providence Hill (Council reference O/14/74322). The site adjoins the listed Bursledon Windmill and Conservation Area.

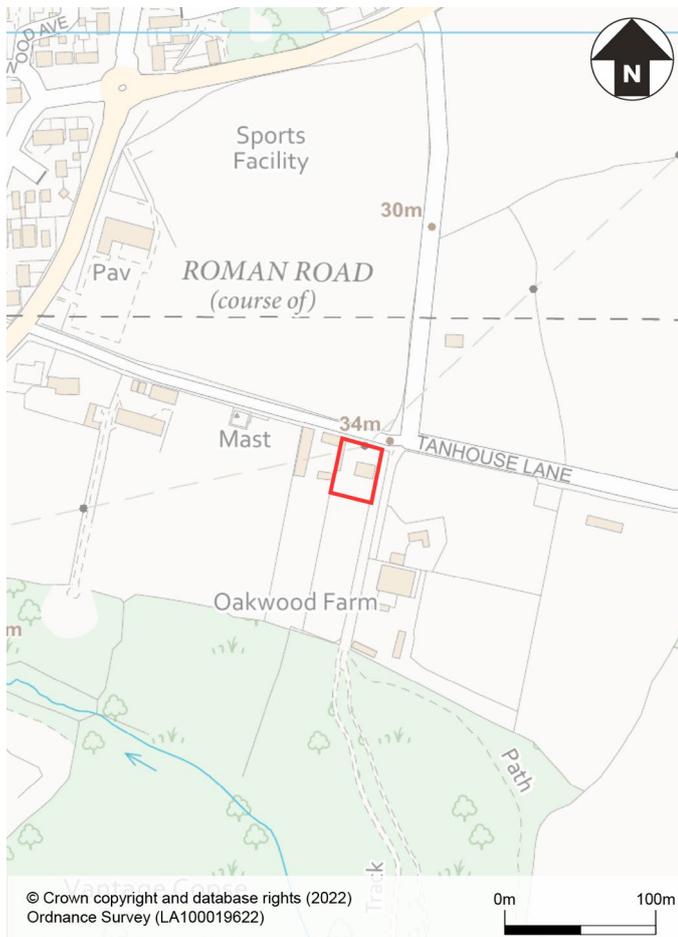
- 6.2.20 The topography of the land, the amount of tree cover, Badnum Creek and a tributary which run through the site, separation of the site from the road network, and proximity to the M27, all impose constraints on the development. Noise and air quality assessments will be required to determine to what extent the site can be developed for residential use. The site is also partially on a former landfill site.

Travelling Communities

Tansfield Stud

Policy BU4, Land at Tansfield Stud, Tanhouse Lane

1. Land at Tansfield Stud is allocated for 1 Gypsy and Travellers pitch subject to the provisions of policy DM31 and the following specific requirements:
 - a. details are submitted to demonstrate how the powerline and associated pylon are positively being taken into account in the layout of the site.



6.2.21 The Stables is located on the southern side of Tanhouse Lane, south-east of Hedge End. It is currently in unauthorised Gypsy and Travellers use. To the immediate east is the residential property of Four Acres which is visually separated from the site by mature planting along its boundary. The Stables itself occupies the north-eastern most part of an open parcel of land with the curtilage of this site currently defined by wooden fencing. Access to the site is on Tanhouse Lane which is not of an adoptable standard.

Land at Heath Green, Heath House Lane, Hedge End

Policy BU5, Land at Heath Green, Heath House Lane, Hedge End

1. Land at Heath Green is allocated for 1 Gypsy and Travellers pitch subject to the provisions of policy DM31.



6.2.22 Heath Green is located on the southern side of Heath House Lane, south of Hedge End. It is currently in unauthorised Gypsy and Travellers use. The site is currently arranged in an L shape with a further small area of open ground to the south. The boundaries of the site are well defined by mature planting which significantly limits views into and out of the site. Piland's Copse, to the west and south of the site is an area of ancient woodland which has also been identified as a site of importance for nature conservation. The site is located within the defined settlement 'gap' between Hedge End and Bursledon.

Transport

Sundays Hill Bypass

6.2.23 Sundays Hill (Dodwell Lane) is currently of sub-standard width and alignment which, at peak times, presents some constraints on traffic and highway safety. The junction of Bursledon Road and Heath House Lane is also restrictive in terms of traffic movements, with limited scope for improvements due to the proximity of residential properties and relatively poor visibility splays.

- 6.2.24 The development proposed to the east and north-east of Hedge End (including Boorley Green and Botley) is likely to generate traffic that will place a considerable stress on the existing road network in this location.
- 6.2.25 To help mitigate this impact, a new bypass has been constructed at Sundays Hill, which will mitigate traffic impacts from current developments in this area and may also act to serve traffic from future development.

Hamble Lane Junction Improvements

- 6.2.26 The Local Highway Authority is currently considering potential improvements to the section of Hamble Lane between and including the Portsmouth Road and Tesco junctions. This section of road is frequently congested at present and part of it has been designated as an Air Quality Management Area. Proposed improvements here may involve signalling the three junctions (Tesco, Jurd Way and Portsmouth Road) with associated layout improvements, as well as some potential carriageway widening on Hamble Lane between the junctions. Other alterations to local highway layouts are also being considered.
- 6.2.27 The “do minimum modelling” of the Council’s preferred Local Plan strategy does not indicate that any significant further congestion impacts will occur in this area - HCC’s proposals are primarily aimed at addressing issues which exist at present or which may arise in future as a result of committed developments.

Strategic Network Improvements

- 6.2.28 Several improvements to the strategic road network affecting the Bursledon Parish area are currently under development by Highways England, HCC and SCC as part of the M27 Southampton Junctions project with implementation planned in the early 2020s after completion of the M27 Smart Motorway project. These include:
- a. Improvements to M27 junction 8 including additional lanes on the off-slip roads, signalisation, and provision of cycle and pedestrian access across Junction 8;
 - b. Improvements to capacity at Windhover Roundabout including additional lanes and signalisation of currently unsignalised parts of the junction; and
 - c. Improvements at various junctions on A3024 Bursledon Road towards Southampton city centre.

Other transport improvements

- 6.2.29 There are parts of the road network in Bursledon that suffer traffic congestion, and improvements are required to ease traffic movement and improve road safety. Improvements are also required to pedestrian and cycle facilities. These are set out in the Eastleigh Borough Transport Statement and will be included in the Council’s Infrastructure Delivery Plan.

Mixed use development

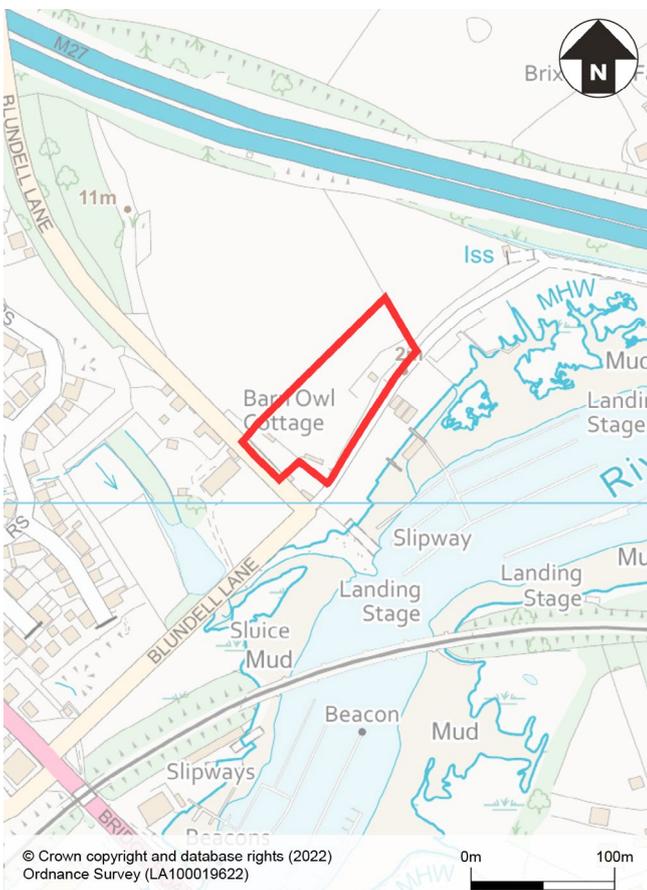
Riverside Boatyard, Blundell Lane, Bursledon

Policy BU6, Riverside Boatyard, Blundell Lane, Bursledon

1. **Approximately 0.7 hectares of land off Blundell Lane adjoining the Riverside Boatyard, as defined on the policies map, is allocated for the expansion of the boatyard and/or a hotel or other holiday accommodation. Any application for planning permission on this site must be accompanied by a masterplan for the whole site which addresses the following specific requirements:-**

- a. any hotel or other holiday accommodation conserves or enhances the special interest, character and appearance of the adjacent Old Bursledon Conservation Area;
 - b. a flood risk sequential approach to allocating land uses is taken within the site, with the most vulnerable parts of the development located in the areas of lowest risk;
 - c. ensuring an acceptable noise environment through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the motorway;
 - d. the provision of a good quality landscape setting for the development (including buffer planting to screen development from the motorway) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
 - e. provision of SuDS, with three forms of naturalised filtration to preserve hydrological flows, the balance between fresh and salt water impacts and water quality of the Solent Maritime SAC and supporting SINC habitat adjacent to the site. Any SuDS must ensure that the water feed remains constant to the headwaters and the SINC and SAC and maintains the existing routes;
 - f. details of buffering required to protect the headwater system and associated waterway;
 - g. details of green infrastructure including a buffer of at least 100m of naturalised habitat between the SINC and any development, All species used within the landscaping must be indigenous and reflect the species present within the surrounding natural habitat;
 - h. a habitat creation, restoration, management and monitoring plan of all natural habitats within the site, the SINC and the adjoining 500m of the SAC;
2. The applicant will also be required to provide:
- a. a contribution to the Solent Recreation Mitigation Partnership for in-combination recreational impacts with further mitigation if recreational impact alone is found within the HRA;
 - b. a management plan for uses currently affecting the water frontage as agreed with the local planning authority, in order to improve the relationship of the site to the River Hamble and sites designated as being of nature conservation value;
 - c. a site level Habitats Regulations Assessment is prepared to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site, and disturbance and the introduction of invasive non- native species;
3. The applicant will be expected to provide the following detailed studies to support the HRA:
- a. a full Phase 2 botanical surveys of the site, the adjacent Brixedone Saltmarsh & Mudflat Sites of Importance for Nature Conservation (SINC) and within 500m of The Solent Maritime SAC immediately adjacent to the SINC to identify all habitats and species associated with the designated saltmarsh and mudflats or designated in their own right as part of the SAC or the Solent and Southampton Ramsar Site and any Invasive Non Native Species;
 - b. a full species level terrestrial and aquatic invertebrate survey of the site, the Brixedone Saltmarsh and Mudflat SINC and 500m of The Solent Maritime SAC immediately adjacent to the SINC to identify all species associated with the designated saltmarsh and mudflats or designated in their own right as part of the SAC or the Solent and Southampton Ramsar Site and any Invasive Non Native Species;

- c. a full contamination survey of the site including intrusive ground testing if required, no investigation can be left until the detailed planning stages;
- d. full hydrological investigations including:
 - i. a detailed study of hydrological flows, ground surface and perched water;
 - ii. investigation to identify the contributions and importance of freshwater inputs from the site to the SINC and SAC ecosystems;
 - iii. investigation to identify the balances within the designated ecosystem between saline and freshwater inputs;
 - iv. the functioning of the headwaters and associated stream on site including identification of the nature of the water inputs, surface ground or perched water fed, the flushes or other sources of freshwater inputs present on site and a year's chemical and hydrological tests to establish the fluctuation in flows and the existing chemical structure and water quality of the headwaters and stream;
- e. a full breeding and wintering bird survey of the site, SINC and SAC focusing on the species designated as part of the Solent Complex;
- f. an otter survey of the headwater ecosystem and any other likely foraging and commuting routes;
- g. any further protected species surveys thought to be relevant.



- 6.2.30 The site adjoining the Riverside Boatyard to the north of Blundell Lane may have potential to accommodate hotel use. The site is also suitable for other holiday accommodation occupied for holiday purposes only, excluding permanent caravans occupied as a sole or main residence and second homes.
- 6.2.31 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC and the avoidance and mitigation measures identified. These include:
- careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.
- 6.2.32 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Open space and recreation

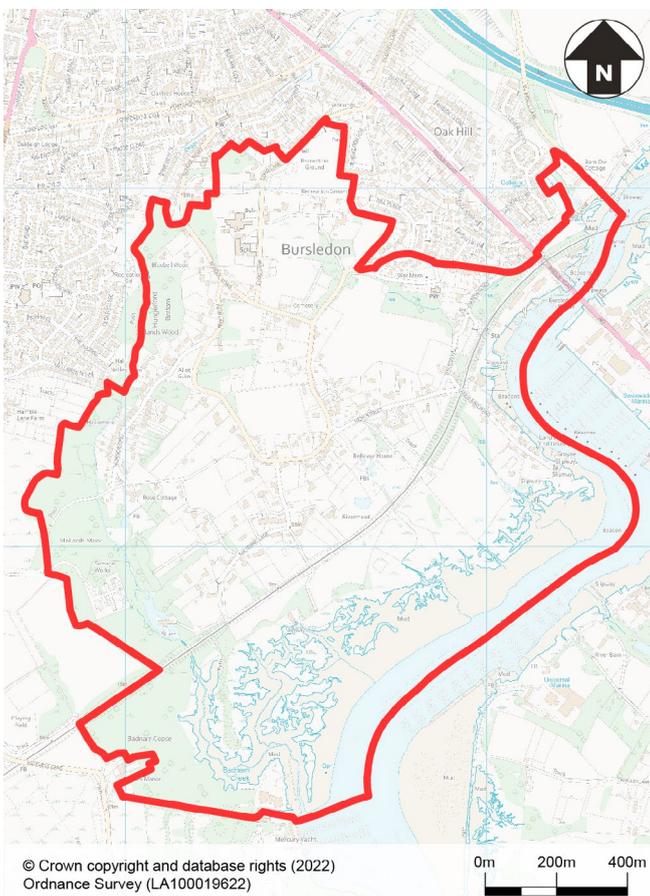
- 6.2.33 The Sports Facility Needs Assessment and Playing Pitch Strategy Update and the Open Space Needs Assessment has identified that although the supply of allotments in Bursledon parish is currently sufficient, by 2036 it is likely that the supply will be under pressure to meet the required quantity standard. The Needs Assessment has also identified that there are some parts of Bursledon Parish that are not well located for access to play spaces for children and young people. The new housing allocations will meet some of this requirement. Policy DM34, Chapter 5 enables the development of allotments subject to a number of criteria.

Heritage

Residential extensions and replacement buildings in the Old Bursledon Special Policy Area

Policy BU7, Residential extensions and replacement dwellings, Old Bursledon Special Policy Area

1. Residential extensions and replacement dwellings in the Old Bursledon Special Policy Area as defined on the policies map will be permitted provided they:
 - a. do not increase the volume of the original dwelling (as existing when the conservation area was first designated in 1982) by more than 25%. Further extension beyond this limit will not be permitted;
 - b. have regard to the impact of the development on the space between buildings and the openness of the area, ensuring that the character of the undeveloped landscape between buildings is conserved and enhanced;
 - c. do not create a dwelling disproportionately larger than the one that is being extended or replaced;
 - d. are subservient to and in proportion to the existing building in form, scale and design;
 - e. do not contribute to the cumulative urbanisation of the area; and
 - f. are not otherwise detrimental to the character of the area as viewed from the River Hamble.



- 6.2.34 The Old Bursledon Conservation Area consists of low density housing, woodland, open fields and salt marshes adjacent to the River Hamble. There is a distinctive character to the area – scattered dwellings, some of historic interest and many of great charm and character, served by narrow country lanes with well-established hedgerows, banks, walls and trees.
- 6.2.35 The area is excluded from the urban area of Bursledon because of its semi-rural character, poor accessibility and concern that the construction of even a single new dwelling would be harmful to the character and appearance of the area. However, it is not possible to prevent all development and extensions to and replacements of existing buildings are permitted where these do not detract from the character of the area.
- 6.2.36 There have been a number of instances in recent years where extensions and replacements have been built that increase the floor area of the original dwelling very substantially. While the normal policies controlling development in the countryside and in conservation areas would obviously be used to assess any such proposals, there are fears amongst the local community that these are insufficient, and that further development will seriously erode the valued character of the area. The Borough Council therefore proposes the introduction of a stricter policy to control the size of extensions.
- 6.2.37 The boundaries of the conservation area were reviewed through the preparation of the Old Bursledon Conservation Area Appraisal SPD. The conclusion of public consultation was that an area at Hungerford Bottom should be excluded from the conservation area, but that the policy controlling the size of extensions should continue to apply to it. The Council has therefore identified an Old Bursledon Special Policy Area that includes the whole of the conservation area and Hungerford Bottom.
- 6.2.38 The Old Bursledon Conservation Area lies in the countryside and is particularly vulnerable to the visual impacts of large-scale extensions and replacement dwellings. It is therefore subject to a special policy to manage these forms of development, supported by the Council's Supplementary Planning Document; 'Old Bursledon Conservation Area Appraisal'. When assessing any proposal to extend a dwelling, account will be taken of any previous extensions and their cumulative effect on the size and character of the property and the appearance of the area.

Hamble-le-Rice parish

Context and key issues

- 6.2.39 The parish of Hamble-le-Rice is situated in the southern part of the Hamble Peninsula, fronting the estuary of the River Hamble and the coast of Southampton Water to the east and south. It adjoins Hound parish to the north and west. It is one of the older settlements in the Borough, and has grown considerably in recent decades. The population of the parish in 2011 was 4,695 and there were 2,207 dwellings (2011 Census). In 2015 the population was 4,722⁶².
- 6.2.40 The village had its origins in marine-related activities and its connections to the River Hamble remain very strong, with boat-building and repair and considerable sailing activity remaining major influences in the local economy and a valued part of local heritage. The attractive village centre lies on the shore of the Hamble estuary and is included in the Hamble Conservation Area. Other features of archaeological interest include iron-age remains on

Hamble Common and the foundations of St Andrew's Castle (a former Henry VIII castle) on the coast. The village also has an aviation heritage as the former Hamble Airfield played a significant role in both World Wars. More could be made of the village's heritage both for the benefit of residents and to encourage visitors.

- 6.2.41 The river is central to the identity of the village and is of considerable value for its landscape, for nature conservation and for recreation as well as heritage. There are tensions between recreational and economic activities and maintaining the landscape and biodiversity interest of the river and the coast, including its accessibility for other recreational uses.
- 6.2.42 The former airfield is a substantial area to the immediate north of the village. It has been disused for many years and its future is one of the main concerns of the local community. The Hampshire Minerals and Waste Plan adopted in October 2013 identifies the whole site as an area for mineral extraction.
- 6.2.43 Residents have access to a good range of recreational activities. Facilities include Hamble Common and extensive access to the coast and the river estuary. There is also a secondary school on the outskirts of the village which offers indoor and outdoor facilities.
- 6.2.44 Hamble has quite considerable areas of employment with a major aviation business, a large industrial estate and an oil storage depot fronting Southampton Water. Boatyards and marinas front the River Hamble estuary.
- 6.2.45 Retail facilities in the village are limited. The village centre struggles to retain shops, of which there are now very few. There is another small frontage at Coronation Parade but here too there are pressures for non-retail uses. However, there is a reasonable array of public houses and restaurants.
- 6.2.46 The main route into the parish is Hamble Lane, which is one of the most congested roads in the Borough (see commentary on Bursledon). Access to the water frontage is from Satchell Lane, but this is a narrow road also linked to Hamble Lane.
- 6.2.47 There is a railway station serving Hamble, but it is some way out of the village to the north. Public transport is good to Southampton but is poor to the north of the Borough, particularly with regard to links to Eastleigh. The majority of people use cars. There is a small ferry between Hamble and Warsash.
- 6.2.48 The village is popular with tourists and the sailing community, but suffers from inadequate parking particularly for regattas or other events. This limits the economic benefits that could arise from its river frontage, marine activity and heritage interest. There is some local visitor accommodation in the form of B&Bs and camp sites, but there is a general need for a hotel, particularly for marine visitors.
- 6.2.49 There is an increasing proportion of older people and a related increased need for specialised accommodation for elderly people. Local medical facilities are available in the form of a GP surgery, the Blackthorn surgery, which is located in the countryside between Hamble and Netley and serves both communities. Education facilities are adequate to meet local needs and the primary schools are understood to be operating at capacity. The settlement has village halls and other meeting places. There is a strong sense of community and local identity in Hamble, and a good range of local activities.
- 6.2.50 The most pressing issues in Hamble include:

- The future of the Hamble Airfield;
- Traffic and parking, including the provision of parking facilities at Hamble railway station;
- Accommodation for older people;
- Protection of the River Hamble and its environs;
- Potential to exploit the marine and aviation heritage of the area.

6.2.51 The following policies apply in the parish of Hamble:

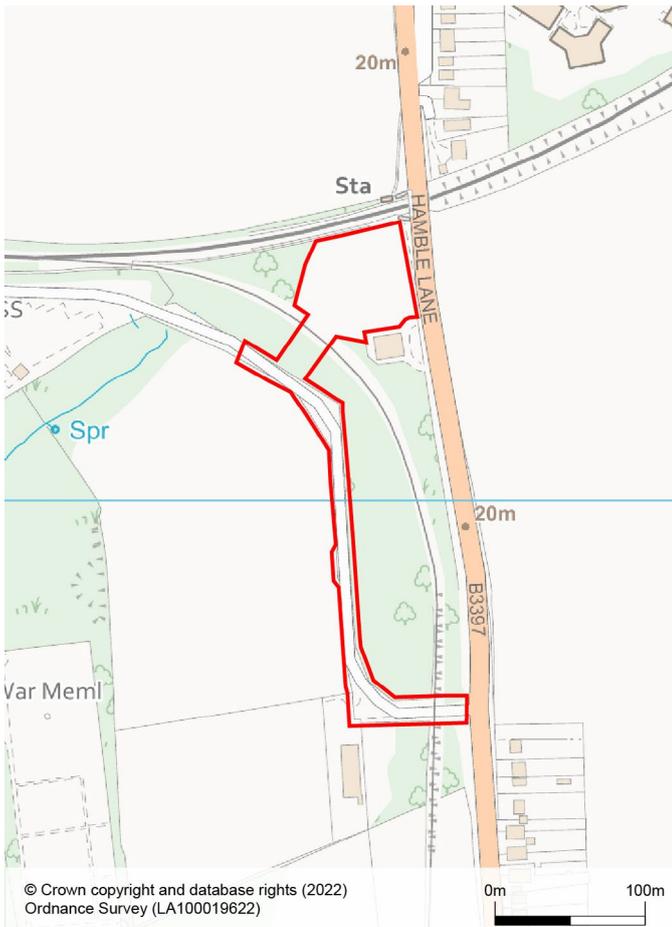
- HA1 Railway station parking, Hamble
- HA2 Mercury Marina and Riverside camping and caravan park
- HA3 Hamble Airfield

Transport improvements

Hamble Railway Station

Policy HA1, Railway station parking, Hamble

1. The Borough Council will work with the Highway Authority and other stakeholders to provide a new car park to the south of Hamble railway station, as shown on the policies map, to serve the station.



6.2.52 Access to the railway station has been identified as an issue in Hamble because of the lack of car parking. The Council has undertaken some feasibility studies into provision of parking on land to the south of the station however estimated cost and use of the Police training facility access road to access a station car park require further consideration at this time.

Mercury Marina and Riverside Camping and Caravan Park

Policy HA2, Mercury Marina and Riverside Camping and Caravan Park

1. Approximately 4.7 hectares of land at the Mercury Marina and the Mercury Yacht Harbour and Holiday Park, Satchell Lane, Hamble/Hound (in addition to the boatyard identified on the policies map) is allocated for a marina, a range of holiday accommodation and car parking/boat storage.
 - a. Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the following requirements:
 - i. the site retains and enhances the marina and related uses including marine employment, sail and canoe training, facilities for other water-sports and visitor facilities;
 - ii. a public slipway to the River Hamble will be provided within the site for the use of the general public;
 - iii. the site retains and, where feasible, enhances the existing amount and mix of holiday accommodation within the site;
 - iv. the northernmost shores of the site are restored for nature conservation purposes, commensurate with the proximity of national and international nature conservation designations;
 - v. the Mound (the Mercury Marina Saltmarsh Site of Importance for Nature Conservation) adjoining the site is retained and managed to maintain and enhance its nature conservation interest, including the provision if possible of public access connecting the site to Mercury Gardens to the south subject to there being no adverse impact on nature conservation interests;
 - vi. the development includes measures to protect the amenities of existing residential properties within the site and adjoining dwellings to the south at The Halyards, Fry Close and Kingfisher Close; and
 - vii. a flood risk sequential approach to allocating land uses is taken within the site, with the most vulnerable parts of the development located in the areas of lowest risk.
 - b. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.
 - c. Development or redevelopment may be permitted incorporating a modest amount of floorspace not restricted to boat-related uses, where the Council is convinced that such a use is needed to secure the future of a boatyard or marina and it is demonstrated that the development will complement the use of the site and/or the enjoyment of the River Hamble.



6.2.53 It is considered important to retain and enhance the training facilities for sailing and canoeing and other water sports which are in use on the site. These are used and valued by the local community including the Lichen South District Scouts and the Sea Scouts. It is also considered important that the site provides for a range of holiday needs. It is also important that the comprehensive scheme delivers enhanced workshops for the marine economy and an enhanced marina restaurant/bar/café facility for visitors, including opening up the pedestrian route through the Mound, and managing this route consistent with criterion (vii).

6.2.54 The site is in a very ecologically sensitive location adjacent to 3 international designations (1 Special Area of Conservation and 2 Special Protection Areas); 2 national designations (Sites of Special Scientific Interest); 3 local designations (2 Sites of Importance for Nature Conservation and 1 Local Nature Reserve); and an area of ancient woodland. There must be no adverse impact on these designations in accordance with policy DM11 (Nature Conservation). In the site level Habitats Regulation Assessment, particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

- a. careful design of new development, informing new residents of, and a commitment to monitoring, with regard to the risks associated with introducing invasive non-native species; and
- b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

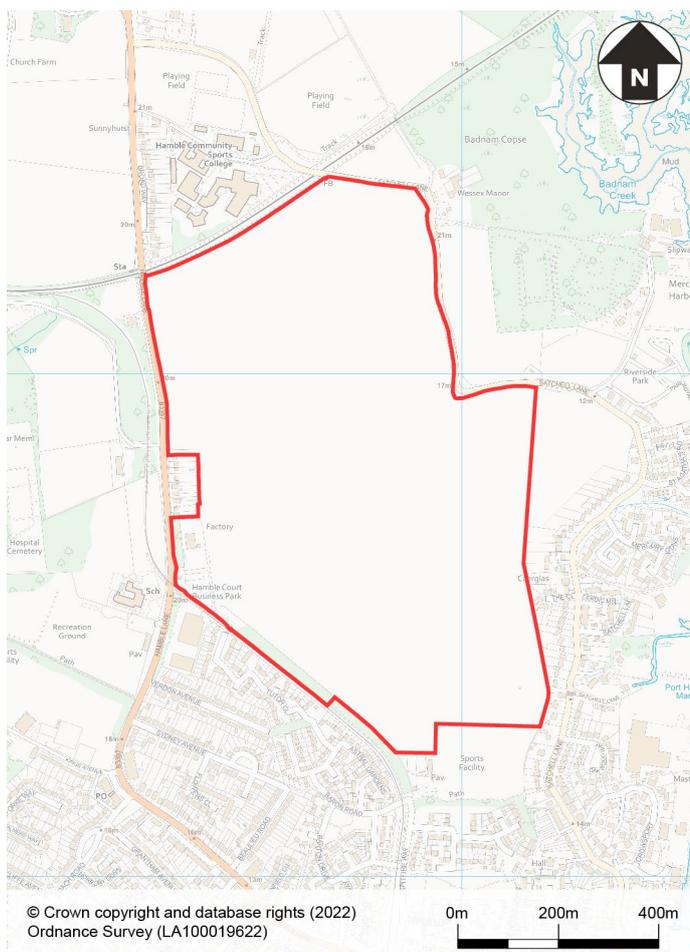
If the site is not developed in accordance with the policy, it should remain in its current boatyard and marina use, as it remains important for the local marine economy.

Open space and recreation

Hamble Airfield

Policy HA3, Hamble Airfield

1. If permission is granted for the extraction of sand and gravel at Hamble Airfield and the extraction takes place, the site shall be restored in accordance with the Hampshire Minerals and Waste Plan and it shall be retained as an area of accessible countryside and open space with grazing, public access and outdoor recreation facilities laid out to the satisfaction of the Borough Council.



6.2.55 As is the case for Bursledon Parish, the Open Space Needs Assessment has identified that although the supply of allotments in the Parish of Hamble is currently sufficient; by 2036 it is likely that the supply will be under pressure to meet the required quantity standard. Policy DM34, Chapter 5 enables the development of allotments subject to a number of criteria.

6.2.56 After a distinguished wartime history, the former Hamble Airfield ceased to be used as an airfield during the 1960s and was sold to developers in the 1980s. The Hampshire Minerals and Waste Plan 2013 (HMWP) has now identified the whole site as an area for sand and gravel extraction (HMWP Policy 20(3) iii). Following the completion of the extraction process, Appendix A of the HMWP indicates that the site should be restored to a combination of grazing, nature conservation, open space, public access and woodland. In accordance with paragraph 4.74 of the HMWP, the public rights of way network adjoining the site should be retained and where necessary improved as part of any restoration work.

6.2.57 The restored site would be used appropriately as an area for public recreation and countryside uses as well as for general grazing of agricultural and domestic animals including horses. The Borough Council will be prepared to consider the use of parts of the site for outdoor sports as well as for general public amenity space.

Hound parish

Context and key issues

6.2.58 The parish of Hound adjoins Southampton to the north-west, and fronts Southampton Water to the southwest and Hamble to the east. It extends north almost as far as the M27, adjoining Bursledon parish to the east and West End parish to the north. It includes Netley Abbey, which is one of the older settlements in the Borough, and the small outlying settlements of Butlocks Heath and Old Netley (which borders Bursledon). In 2011 the population of the parish was 7,105 and there were 3,255 dwellings (2011 Census). In 2015 the population was 7,316⁶³.

6.2.59 Large areas of the parish are undeveloped, forming the majority of the settlement gap between Southampton and the settlements of Netley and Bursledon. The parish includes the Royal Victoria Country Park managed by Hampshire County Council, which is of historic, landscape and recreational value and extends along the coast of Southampton Water. It also includes the West Wood Country Park, another area of recreational green space managed by Hampshire County Council. Access to the coast is good in locations, with pedestrian and cycle routes providing links through to Southampton. There is considerable biodiversity interest, with the coastline included in sites of national, European and international interest, and local nature conservation designations at West Wood, woodlands in and near Netley (some of which extend north to Bursledon) and other areas of local interest to the north of the parish including Netley Common.

6.2.60 Parts of the coast are eroding and in time will be affected further by sea level rise. Areas at risk include the Royal Victoria Country Park. Netley itself is protected by low cliffs which are subject to slow erosion. The North Solent Shoreline Management Plan identifies a narrow area at risk of erosion along the cliff top, and has a 'hold the line' policy for this stretch of the coastline (although this is subject to the availability of resources).

6.2.61 There is considerable heritage interest in this parish, with the ruins of Netley Abbey and Netley Castle (Scheduled Monuments), numerous listed buildings and historic landscapes (including the Royal Victoria Country Park). The centre of Netley is included in a conservation area. Some listed buildings are not in a good state of repair. There are other areas of heritage interest at Butlocks Heath and Old Netley.

6.2.62 There are few employment premises in the parish. There is one small industrial estate at the Sidings, and a minor industrial development at the former Abbey Fruit Farm; there are also some converted farm buildings within the parish, including at Hound Farm. In addition, there is a Police Training Headquarters in the countryside to the east of Netley. There are some shops in the settlement with minor parades at Victoria Road and Station Road – however, retaining retail uses is proving difficult, and the frontage at Victoria Road in particular is showing signs of decline.

6.2.63 The parish is served by Hamble Lane and some other road links to Southampton, including the A3025 Portsmouth Road, the A3024 Bursledon Road and the A27 West End Road. Hamble Lane, the A27 and the A3024 converge at Windhover roundabout, where there is congestion at peak hours. An air quality management area has been defined in this area including the northern end of Hamble Lane because of vehicle emissions arising from congestion.

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- 6.2.64 There is an increasing proportion of older people, and recent developments have included Netley Court, a residential care development for older people. Local medical facilities are limited to the Blackthorn surgery which lies in the countryside between Hamble and Netley and serves both communities – there are concerns about its relative inaccessibility. Education facilities are adequate to meet local needs and the primary schools are understood to be operating at capacity. The settlement has village halls and other meeting places. There is some local concern about the provision of public utilities, in particular the state of sewers and water supply infrastructure. There is evidence of deprivation in parts of Netley, with relatively poor incomes and some unemployment.
- 6.2.65 Netley has a railway station and is well served by bus to Southampton and Hamble. Links to the north of the Borough, including Eastleigh are poor, however.
- 6.2.66 Hound has a parish plan.
- 6.2.67 The main issues in Hound parish include:
- The future of the local centre at Netley;
 - Maintaining and enhancing heritage interest;
 - Access, which is affected by congestion on Hamble Lane;
 - Lack of local employment opportunities;
 - Coastal erosion along the Netley village and Royal Victoria Country Park frontages.

Economy and tourism

Holiday Accommodation, Mercury Marina

- 6.2.68 The sites of Mercury Marina and the adjoining Riverside Camping and caravan site are allocated for marina and holiday accommodation use. The southern part of the site lies in Hamble parish, and the proposal is at policy HA2, section 6.2 above.

Transport improvements

- 6.2.69 Access issues have been identified in Hound Parish. Many of these relate to traffic using the main routes to and from Southampton and Bursledon, e.g. Hamble Lane, Portsmouth Road and Woolston Road, and junctions on these roads with Grange Road. There are a number of proposals to remedy these. These are set out in the Eastleigh Borough Local Transport Statement and will be included in the Council's Infrastructure Delivery Plan.
- 6.2.70 The M27 Southampton Junctions scheme and potential Hamble Lane junction improvements also fall along the boundaries of Hound Parish.

Open space

- 6.2.71 The Council's Open Space Needs Assessment has not identified any needs in the parish of Hound. However, the Sports Facility Needs Assessment and Playing Pitch Strategy Update has identified a need for additional community use sports pitches within the parish of Hound.

6.3 Chandler's Ford and Hiltingbury

Chandler's Ford Parish

Context and key issues

- 6.3.1 The parish of Chandler's Ford is located to the north-west of Eastleigh west of and bounded by the M3, and merges with the Valley Park development in Test Valley Borough to the west. It includes Hiltingbury to the north and the Velmore area to the south where there has been substantial recent redevelopment of the housing stock. Originally a collection of farms, Chandler's Ford was located on an important route between Southampton and Winchester, and started to grow when brick works became established in the area. Development has included substantial areas of employment, some based on the former brickworks site. In 2011 the population of the area was 23,916 and there were 10,270 dwellings (2011 Census). In 2015 the population had increased to 24,421 people⁶⁴.
- 6.3.2 Although very substantially developed, Chandler's Ford and Hiltingbury retain some important green spaces and amenity areas, some of local biodiversity interest, including the Flexford and Hocombe Mead Nature Reserves, the Lakes off Lakewood Road, Cuckoo Bushes and Ramalley Copse. Parts of the area, in particular at Hiltingbury, have been developed with larger houses set in mature grounds that create a valued local character. However, access to larger areas of open space such as the country parks is limited and there is some evidence that Chandler's Ford and Hiltingbury lack open space and sports facilities. Velmore has a significant green corridor running east to west on either side of Falkland Road and directly parallel to the north of Cambridge Drive and Nursery Gardens. This connects through to Fleming Park which provides a significant resource for the Velmore area.
- 6.3.3 The Borough Council has defined a number of Character Areas within Chandler's Ford and Hiltingbury with a view to preserving and encouraging enhancement of their special qualities. There are no conservation areas and only three listed buildings within the area.
- 6.3.4 The Chandler's Ford Industrial Estate west of Bournemouth Road is one of the largest in the Borough, while the Hampshire Corporate Park and the major new offices off Chestnut Avenue (west of the M3) are some of the most modern. Drapers Tools currently has its headquarters on Hursley Road but has recently been granted planning permission to redevelop its site for residential development and a care home. Drapers Tools will relocate to their site at North Baddesley.
- 6.3.5 There is a district centre of some size at Chandler's Ford centred on the Fryern Arcade, with other shopping areas in close proximity such as Central Precinct. Some of these are in need of refurbishment or redevelopment, in particular the Fryern Arcade and Central Precinct. Frontages to Bournemouth Road and Hursley Road could also benefit from environmental improvements. The parade at Falkland Road is generally well used and occupied. On the southern edge of the parish is an Asda supermarket which attracts a significant number of shoppers and provides competition for the smaller retail businesses within the parish and beyond.
- 6.3.6 The parish's eastern boundary adjoins the M3. The M3 is designated as an air quality management area along the entire length that adjoins the parish boundary, reflecting the potential health impacts that the motorway can have on residents who live in close proximity.

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- 6.3.7 Roads within the parish are well used as through-routes, particularly the links to junctions 12 and 13 of the M3 and junction 5 of the M27. There are concerns about the impact of development in Test Valley Borough and the implications this could have for traffic movements, particularly through Hiltingbury. There is a local railway station in Chandler's Ford, successfully re-opened in recent years. There are frequent high quality bus services to Winchester and Southampton, but links to Eastleigh Town Centre have proven more difficult to maintain, especially from the Hiltingbury area.
- 6.3.8 Parts of Chandler's Ford contain some of the more expensive dwellings in the Borough, particularly at Hiltingbury, and there is a lack of affordable housing within the area. The population of these parishes is ageing and there is a higher proportion of older people than in the rest of the Borough. However, there remains a reasonable proportion of younger people, and an associated need for facilities to meet their needs – there is some evidence of behavioural issues that could be addressed by provision of diversionary activities.
- 6.3.9 Elsewhere within the parish, there has been significant regeneration within the Velmore estate (an area with evidence of deprivation) where existing housing stock has been redeveloped and refurbished, along with the provision of enhanced community facilities.
- 6.3.10 The parish is well-supplied with schools and Thornden and Toynbee Schools are amongst the most popular in the Borough.
- 6.3.11 Chandler's Ford and Hiltingbury's 20-20 Vision sets out health priorities for the area. These include issues relating to young people including alcohol abuse, family and peer pressure, poor diet, lack of exercise and the need for diversionary activities. The Vision also refers to air pollution, public transport, promoting healthy activities in and around schools, and deterring the use of cars particularly for the school run. It also includes proposals for support for older people such as the Good Neighbours Scheme.
- 6.3.12 There may also be a need for additional cemetery provision, although there is capacity to serve this area in the cemetery at Brookwood in Eastleigh.

Development proposals and special policies

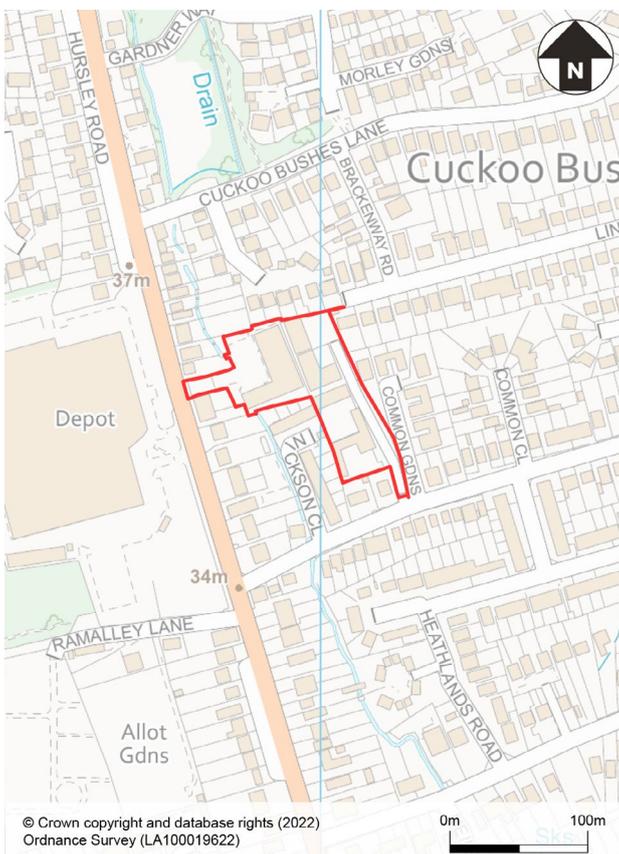
- 6.3.13 The following policies apply in Chandler's Ford:
- | | |
|-----|--------------------------------------------------------|
| CF1 | Land at Common Road Industrial Estate, Chandler's Ford |
| CF2 | Land to the rear of 75-99 Hiltingbury Road |
| CF3 | Central Precinct, Chandler's Ford |
| CF4 | Land at Steele Close, Chandler's Ford |

Housing

Land at Common Road Industrial Estate, Chandler's Ford

Policy CF1, Land at Common Road Industrial Estate, Chandler's Ford

1. An area of approximately 0.8 hectares of land at Common Road Industrial Estate, Chandler's Ford, as defined on the policies map is allocated for 30 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan and they address the following specific requirements:
 - a. development should take account of the topography and identified flood risk within the site in terms of the layout of dwellings, open space and access roads;
 - b. the main vehicular access to be provided from Hursley Road with additional access (if required to achieve an acceptable layout) from Common Road;
 - c. a connection to the sewerage system shall be provided at the nearest point of adequate capacity as advised by Southern Water, and access to the existing sewerage infrastructure shall be secured for future maintenance and upsizing purposes;
 - d. the opening up of the culverted watercourse crossing the site;
 - e. to preserve water quality and flows details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission; and
 - f. occupation of the development shall be phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.

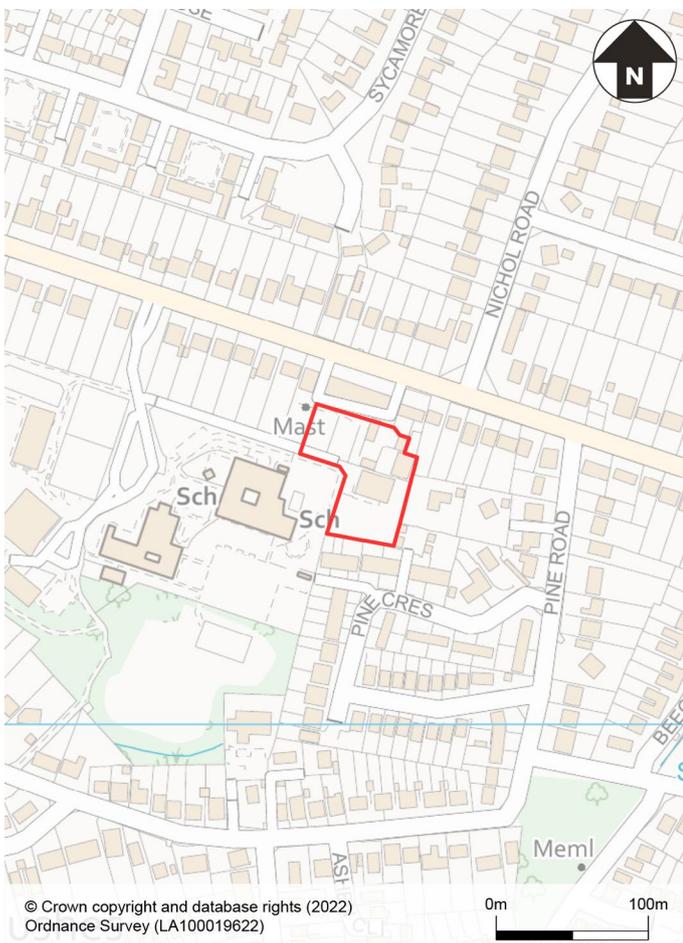


- 6.3.14 An area of approximately 0.8 hectares of land at the Common Road Industrial Estate accommodates a variety of employment uses, some associated with the Draper Tools factory opposite. The site does not perform particularly well as an employment site due to its uncomfortable proximity to residential properties, its lack of prominence on road frontages to attract passing trade, and the limited potential for expanding or re-designing the site arising from its close relationship to surrounding development. Vehicular access to parts of the site is also less than ideal.
- 6.3.15 The main Draper Tools site has planning permission for redevelopment for residential and care home uses. Once the Draper Tools factory relocates, the redevelopment of this site for residential purposes would provide a useful contribution towards the housing needs of the community and would provide a more acceptable level of amenity for neighbouring occupiers. The site is partly in flood zone 3 and as such the development proposals would need to address this constraint to the satisfaction of the Environment Agency.
- 6.3.16 The updated Habitats Regulations Assessment of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impacts on water quality, impacts on otters and the introduction of invasive non-native species.

Land to the rear of 75-99 Hiltingbury Road

Policy CF2, Land to the rear of 75-99 Hiltingbury Road

1. An area of approximately 0.5ha to the rear of the parade of shops on Hiltingbury Road as defined on the policies map is allocated for residential development of approximately 16 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan and they address the following specific requirements:
 - a. vehicular access is provided from Hiltingbury Road;
 - b. retention of trees protected by tree preservation orders and other important mature trees;
 - c. development should not exceed two-storeys in height;
 - d. access to existing garages serving Nichol Court and service/delivery access to the rear of the shops must be maintained;
 - e. the opportunity should be taken to relocate the existing telecom mast where practical and viable;
 - f. to preserve water quality and flows details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission; and
 - g. occupation of the development shall be phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



- 6.3.17 An area of approximately 0.5ha to the rear of the shopping parade and no's 75-99 Hiltingbury Road comprises vacant land, garages, a disused builders yard and a disused youth club building. The under-used site is well located within the built up area of Hiltingbury close to existing facilities and amenities. The former youth club building is owned by the Borough Council.
- 6.3.18 The buildings are approaching the end of their natural life and redevelopment for residential development would improve the appearance of the site and provide an opportunity for new residential development in a sustainable location.
- 6.3.19 If practical and viable the opportunity of removing the existing mobile phone mast in the western part of the site should be considered as part of any redevelopment.

Central Precinct, Chandler's Ford

Policy CF3, Central Precinct, Chandler's Ford

1. An area of approximately 1.2 hectares of land at Central Precinct, Chandler's Ford, as defined on the policies map is allocated for redevelopment to accommodate approximately 85 dwellings and Class E uses, drinking establishments, hot food takeaways, leisure/cultural and community uses subject to the following conditions:
 - a. ground floor town centre uses shall be retained on the frontage of the site onto Bournemouth Road;
 - b. the policy requirements and criteria in policy DM22 are applied where appropriate;
 - c. the existing social club and snooker club shall be relocated within the site, or to an alternative off-site location of equivalent or better quality and size;
 - d. the existing bus-stop facility adjacent to the site shall be retained;
 - e. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider, and layout is planned to ensure future access to the existing wastewater infrastructure for future maintenance and upsizing purposes; and
 - f. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



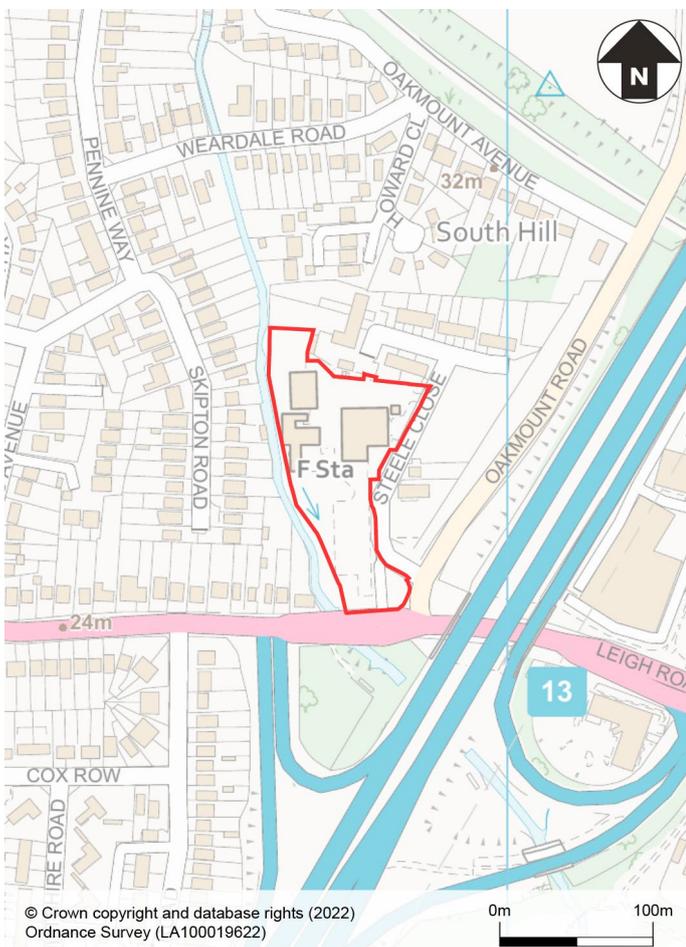
- 6.3.20 An area of approximately 1.2 hectares at the Central Precinct, Chandler's Ford currently accommodates a mixture of retail, residential and community uses. The buildings are of poor quality and some age and considered to be suitable for replacement. The site provides an opportunity for a more intensive and attractive development to be achieved.
- 6.3.21 Any redevelopment should ensure that the main road frontage at ground floor level is retained for retail use with the remainder of the site in residential uses. The need to ensure continued access and unhindered operation of the commercial business to the immediate south-east of the site is recognised.
- 6.3.22 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:
- a.. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

Employment allocations:

Land at Steele Close, Chandler's Ford

Policy CF4, Land at Steele Close, Chandler's Ford

1. An area of approximately 1.0 hectare of land at Steele Close, Chandler's Ford, as defined on the policies map is allocated for approximately 4,000 sq.m of B2, B8, E(g)(ii)/(iii), car showroom or other similar sui generis uses subject to the following conditions:
 - a. it is demonstrated that the site is no longer required by Hampshire Fire & Rescue Service;
 - b. proposals are supported by a flood risk assessment and flood mitigation proposals;
 - c. the proposals do not include noise-sensitive uses;
 - d. there is no significant impact on the amenities of surrounding occupiers;
 - e. it can be demonstrated that development would not have a detrimental impact on the air quality at the junction of Leigh Road and the northbound slip road at junction 13 of the M3 and;
 - f. in accordance with the sequential approach, major office development (use class E(g)(i)) (greater than 1,000 sq.m gross) will only be supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) or in district and local centres.



- 6.3.23 An area of 1.0 hectare of land at Steele Close, Chandler's Ford is presently used as an operational fire station but has been declared surplus to requirements by the Hampshire Fire & Rescue Service. A significant area of the south-western part of the site is identified by the Environment Agency as being within a functional floodplain (flood zone 3b). Monks Brook runs up the western boundary of the site. However, the site has benefitted from recent flood defence works. The site is immediately adjacent to junction 13 of the M3 which generates significant noise and air quality issues. In view of these constraints, the Council considers that if the site were to come forward for redevelopment, it should be re-used for commercial purposes rather than residential development.
- 6.3.24 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:
- careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.
- 6.3.25 A definition of 'noise-sensitive' uses is provided in the glossary.

Transport improvements

- 6.3.26 The impact of existing traffic movements through the parish has been identified as an issue, and a number of transport improvements are proposed to remedy these. These are set out in the Eastleigh Borough Transport Strategy and will be included in the Council's Infrastructure Delivery Plan.
- 6.3.27 The Council's Local Plan development proposals are not however forecast to have significant impacts (above existing levels of traffic/delays) in the Chandler's Ford area.
- 6.3.28 The South of Chestnut Avenue development site will deliver some highway improvements in the Chandler's Ford parish, most notably widening and an additional lane on the Chestnut Avenue westbound arms of the Chestnut Avenue/Tollgate roundabout, and at the Asda roundabout.

Open space and recreation

- 6.3.29 The Council's study of open space and recreation provision in the Borough (Eastleigh Borough Open Space Needs Assessment 2017) has identified a need for amenity open space and allotments in the Chandler's Ford local area. Policy DM34, Chapter 5 sets out the policy for open space.

6.4 Eastleigh

Context and key issues

- 6.4.1 Eastleigh town includes the urban area of Eastleigh as far west as the M3, including the town centre, the older employment area to the east of the mainline railway (Eastleigh River Side), Southampton Airport and Boyatt Wood to the north of the Eastleigh-Romsey railway line. Its population in 2011 was 24,011 and there were 10,125 dwellings (2011 Census). In 2015 the population was 25,014⁶⁵. This area is the only part of the Borough not to have a town or parish Council.
- 6.4.2 As Eastleigh is the Borough's main town, it is unsurprising that it is substantially developed. However, the area includes some green areas in particular at Fleming Park, and, south of the town at the Lakeside Country Park. These areas, along with the university playing fields to the south of the town, help to maintain the separation between Eastleigh and Southampton, which lies a short distance to the south of the M27.
- 6.4.3 Although geographically close to the Itchen river valley, links between the town and the valley are poor, with the main London-Bournemouth railway, the industrial area to the east (Eastleigh River Side) and Southampton Airport intervening. The Itchen valley forms the settlement gap that separates Eastleigh from Bishopstoke.
- 6.4.4 In the town centre the Leigh Road Recreation Ground provides a vital green space. There are no conservation areas in Eastleigh, and only 7 listed buildings. The town was historically a railway town focused on the former railway works to the east of the centre (Eastleigh River Side), and this has shaped its character, with a grid pattern of streets and older buildings predominantly from the Victorian and Edwardian eras. The town has a strong railway heritage, and also a considerable aviation heritage given the proximity of the airport and the history of aircraft developed in this area.
- 6.4.5 The town has an extensive range of indoor and outdoor sport and recreation facilities at Fleming Park to the west of the town centre. A new leisure centre has recently opened and includes a full-size indoor swimming pool and improved facilities compared to the current leisure centre. It is set in parkland with bowling greens, floodlit all weather pitches and play facilities, and an extensive area of informal open space that was formerly a golf course. It serves the whole Borough and areas beyond.
- 6.4.6 South of the town, there are further playing fields at Wide Lane, where a partnership arrangement between Eastleigh Borough Council, Southampton University and the Football Federation has enabled the construction of a new sports pavilion and greatly enhanced the provision of sports pitches on both grass and artificial surfaces. To the west at Stoneham Lane and around junction 5 of the M27 there are further privately-owned sports pitches. Also south of the town and west of Wide Lane is the Lakeside Country Park with pleasant walks, fishing, canoeing and sailing facilities, and a popular miniature steam railway.
- 6.4.7 To the east of the town, 'The Hub' on Bishopstoke Road is a sports pavilion within an area of sports pitches which offers a range of sports activities including a thriving Rugby Club.
- 6.4.8 Eastleigh provides significant employment areas at the industrial estates at Boyatt Wood and at Eastleigh River Side. It also provides the main shopping centre for the Borough.

- 6.4.9 The town centre has a dual focus, with the majority of the newer shops in the Swan Centre to the south, and a major supermarket along with the recreation ground, cultural facilities and offices to the north off Leigh Road, linked by two main streets (High Street and Market Street). Studies have been undertaken on the town centre retail offer and how to regenerate the centre as set out in the Eastleigh Town Centre Strategy, however there is a challenge due to the number of separate ownerships.
- 6.4.10 The Eastleigh River Side area to the east is a source of employment close to the town centre but includes ageing industrial buildings such as the former railways works and other infrastructure. Combined with extensive railway sidings these create a poor environment on the eastern side of the town. It is in need of extensive regeneration, but also includes or adjoins several greenfield development opportunities that could come forward if new or improved access arrangements were provided.
- 6.4.11 The town has strong road, rail, bus and air transport links. The A335 Leigh Road/Southampton Road/Wide Lane links the town centre to both the M3 and M27 motorways and Southampton. There are two railway stations, one serving the town centre, and another at the airport (Southampton Airport Parkway). In the northern part of the town there is a bus station adjoining the supermarket. However, road traffic through the town is very heavy and includes many heavy goods vehicles. This gives rise to air quality issues and the main road links to the motorways (Leigh Road and Southampton Road) are in an air quality management area.
- 6.4.12 Southampton Airport is seen as one of the three major 'gateways' into South Hampshire (the other two being the ports of Southampton and Portsmouth). It provides links to destinations within the UK, the Channel Islands and Europe. It provides considerable economic benefits to the town. It needs better public transport access from the eastern parts of south Hampshire as rail travellers from these areas currently have to change trains at Southampton or Eastleigh.
- 6.4.13 Eastleigh is well-provided with education facilities, some with spare capacity, for example at Nightingale School and Crestwood College. There are first class further education facilities at Eastleigh College and Barton Peveril College providing vocational and non-vocational courses for a wide catchment that extends beyond the Borough.
- 6.4.14 Health facilities in the town include a number of GP practices located in a central GP surgery building. There is some evidence of deprivation in the Aviary estate, the Pirelli estate, Eastleigh town centre, south Eastleigh and at Eastleigh River Side.
- 6.4.15 Eastleigh provides a variety of leisure and cultural venues including The Point – an arts and dance centre with an auditorium which can seat 300. As well as an arts centre it is a popular focal point for community events and is establishing a reputation as a conference centre. The Concorde Club is a nationally recognised centre for jazz. At the Swan Centre, a recently completed leisure complex provides a cinema, bowling and restaurant facilities.

Development proposals and special policies

6.4.16 The following policies apply in Eastleigh:

- E1 Land at the Civic Offices, Leigh Road, Eastleigh
- E2 Land at Toynbee Road, Eastleigh
- E3 Eastleigh town centre
- E4 Urban renaissance quarter, Eastleigh
- E5 Public realm improvements in and adjoining Eastleigh town centre
- E6 Eastleigh River Side
- E7 Development opportunities adjoining Eastleigh River Side
- E8 Junction improvements, Eastleigh
- E9 Southampton Airport
- E10 Aviary Estate, Eastleigh

Housing/mixed use

Land at the former Civic Offices, Leigh Road, Eastleigh

Policy E1, Land at the former Civic Offices, Leigh Road, Eastleigh

1. An area of approximately 0.8 hectares east of Villeneuve St Georges Way and north of Kornwestheim Way as defined on the policies map is allocated for re-development. It is suitable for a range of uses including office E(g)(i) (approximately 6,000 sq.m) development or other uses providing employment, education/training and/or meeting facilities, emergency or community uses and some residential development.
2. Development should address the following requirements:
 - a. residential uses are located on the southern part of the site, with other less noise-sensitive uses focussed on the northern part of site;
 - b. development integrates positively with surrounding areas including Fleming Park to the south of the site and Leigh Road to the north;
 - c. development maintains and/or improves the setting of the adjacent listed building to the east of the site;
 - d. development retains existing important trees within the site and provides additional tree planting;
 - e. the design and layout of development takes account of the noise and air quality issues adjoining the site and achieves a density which optimises the use of the site;
 - f. contributions are made to the scheduled capacity improvements of the Leigh Road/Passfield Avenue junction; and
 - g. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



- 6.4.17 An area of approximately 0.8 hectares of land south of Leigh Road, east of Villeneuve St Georges Way and north of Kornwestheim Way previously accommodated the Council's Civic Offices. To the immediate east of the site is a listed building which is currently in use as offices. To the west, the former Magistrates Court site has been redeveloped as a car dealership. The site contains some important mature trees to the north and has a prominent road frontage to Leigh Road to the north which is also in an air quality management area. The site is also affected by the noise of the M3 motorway.
- 6.4.18 It is considered that this site could accommodate a range of uses, preferably as part of a mixed use scheme. The southern part of the site, fronting onto Fleming Park, is considered to be suitable for residential uses. It is however important that the site retains its employment potential, and as well as the potential for office uses (to replace existing office floorspace), the site could prove attractive for other commercial and employment uses which take advantage of the site's prominent roadside location as well as educational uses, emergency and health services and training and meeting facilities. Planning permission has been granted for a replacement office development.
- 6.4.19 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
- b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

Land at Toynbee Road, Eastleigh

Policy E2, Land at Toynbee Road, Eastleigh

1. An area of approximately 1.9 hectares of land at Toynbee Road, Eastleigh as defined on the policies map is allocated for residential redevelopment for approximately 64 dwellings. Planning permission will be granted provided that the detailed proposals comply with the Development Plan and they address the following specific requirements:
 - a. a replacement footbridge is provided over the railway line to the immediate north of the site;
 - b. vehicular access to the site is provided from Toynbee Road;
 - c. development should be laid out and designed to provide a buffer to the railway line to the north of the site and a further buffer to the cemetery to the west of the site;
 - d. to preserve water quality and flows details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission; and
 - e. occupation of the development shall be phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



6.4.20 An area of 1.9 hectares of land at the northern end of Toynbee Road is occupied by a vacant Jewsons store and a number of vehicle rental, repair and storage business premises. Recent residential

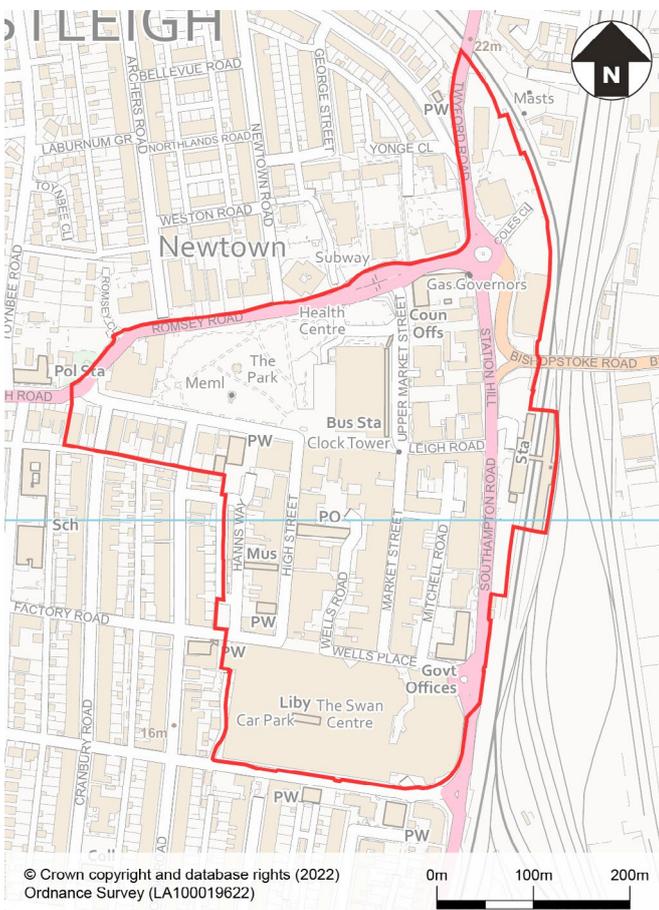
development has been built to the south and east of the site on former employment land. Employment activities on this land began when the site was on the edge of town. By modern standards these uses are poorly located because whilst some of them generate significant vehicle movements, vehicular access is only possible through adjoining residential streets and past a primary school. It would be preferable to direct these employment uses to more accessible and appropriate locations.

- 6.4.21 The site is close to the town centre and to a range of services and facilities. Taking these considerations into account, it is considered that the site could be more suitably used for housing. The existing footbridge over the railway into Archers Road does not meet current standards and is in need of improvement.

Eastleigh Town Centre

Policy E3, Eastleigh town centre

1. The Borough Council will support the regeneration of Eastleigh town centre as defined on the policies map. This will include:
 - a. strengthening the retail circuit through seeking:
 - i. development that strengthens the function of the town centre retail anchor to the north of Leigh Road; and
 - ii. the redevelopment of the block east of Upper Market Street, where a range of town centre uses will be acceptable including retail, financial and professional services, public sector services, cafes/restaurants, public houses, hotels, leisure uses, non-residential institutions such as galleries and exhibition halls on the ground and lower floors, with residential uses, including student accommodation, acceptable on upper floors.
 - b. promoting well designed, high density mixed-use development that delivers schemes suitable for modern retailing and other town centre uses.
 - c. within the core, leisure, primary and secondary shopping zones as defined on the policies map, a change of use or development will also need to meet policy DM22.



6.4.22 Policy E3 sets out the Borough Council's overall strategy for Eastleigh town centre.

- 6.4.23 The Borough Council wishes to continue the existing initiatives to regenerate the town centre as originally set out in its 'Town Centre Vision'. Development proposals in the town centre should have regard for the 'Guiding Regeneration Principles – Together we make Eastleigh' document and any guidance, policy or strategy documents that stem from this through public consultation and dialogue with stakeholders.
- 6.4.24 The policies map identifies a number of zones which have different characteristics and development management policies associated with them. This approach is taken to protect the key functions of the town centre whilst also promoting vitality, viability and variety.
- 6.4.25 The active use of upper floors is encouraged in all shopping zones, to contribute to the vitality and viability of the town centre.
- 6.4.26 Development proposals in the town centre that are likely to cause significant traffic increases have been identified as having the potential to have significant effects on the River Itchen SAC through increased emissions and their effects on air quality. Habitats Regulations Assessment is therefore required to support planning applications for significant development in the town centre.

Urban Renaissance

Policy E4, Urban Renaissance Quarter, Eastleigh

1. Within the urban renaissance quarter as shown on the policies map, the Borough Council will encourage well-designed, people-intensive development that raises the quality of the main approaches to Eastleigh town centre, subject to the site specific policies and criteria set out below. Retail development will not be permitted except in the leisure and cultural zone on Leigh Road (see part d below).

- a. Residential, office and community areas

Within the areas defined on the policies map, development of predominantly 3 storeys will be permitted and development higher than 3 storeys will be appropriate in certain circumstances where development reflects local distinctiveness and would contribute towards a positive relationship with the surrounding area.

- b. Health and education area

Within the area currently occupied by the health centre and specialised education uses north of Romsey Road, as defined on the policies map, redevelopment will be permitted for health and education uses only unless it can be demonstrated that provision is no longer required to meet the needs of the local community.

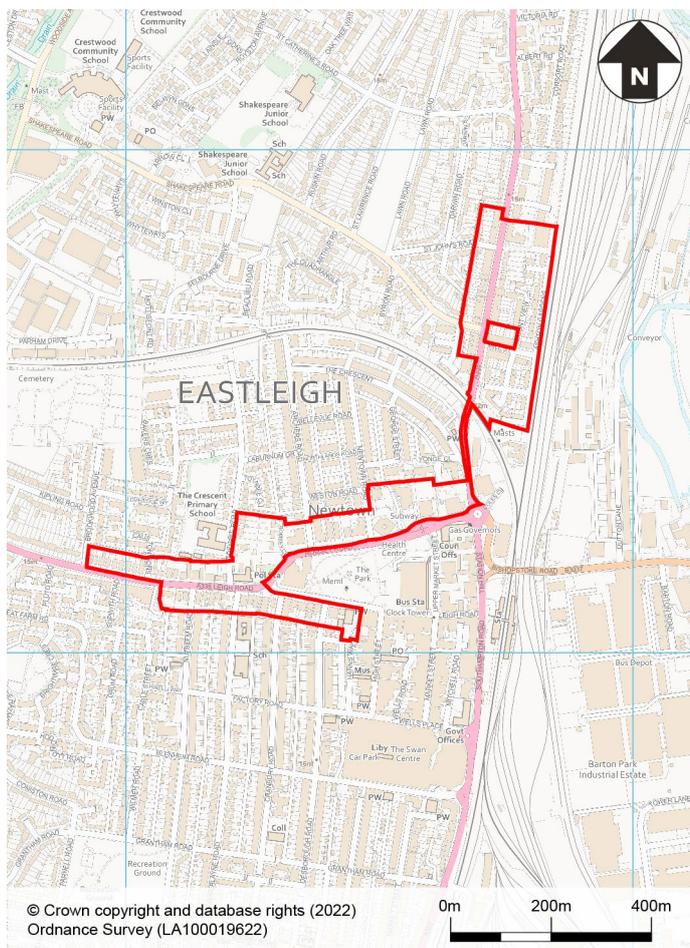
- c. Romsey Road frontage

On the Romsey Road frontage as defined on the policies map, redevelopment or change of use to accommodate offices, housing or a hotel will be permitted provided that exceptional design is delivered.

- d. Leisure and cultural zone, Leigh Road

The Borough Council will seek to strengthen the relationship between the Recreation Ground, The Point and the southern side of Leigh Road as defined on the policies map, by permitting the redevelopment and change of use of premises in this area for restaurants, cafes, community uses, cultural uses and retailing, provided that:

- i. the design of any new buildings or external alterations is of high quality; and
 - ii. the new use is complementary to the cultural or recreational activities that are established at The Point or Recreation Ground.
- e. All redevelopment proposals must retain the Grade II listed Church of the Resurrection and provide it with an appropriate setting.



- 6.4.27 An Urban Renaissance Quarter has been defined adjoining Eastleigh town centre to the north and west and including the main approaches to the town from Leigh Road, Romsey Road and Twyford Road. The area accommodates a number of uses including higher density housing, community facilities, cultural activities, health and office uses. These uses complement and support the function of the town centre and provide variety and choice, encouraging linked trips in a location accessible by public transport. In addition, taller buildings on the approaches to the town centre enhance legibility by indicating that an area of importance is being approached.

- 6.4.28 Redevelopment within the Urban Renaissance Quarter provides the opportunity to enhance the quality and design of the building stock and associated public realm and build on the success of recent redevelopments in the area. Developers will be required to improve areas that can be viewed by the public such as boundaries, frontages and facades, and to contribute to identified projects that will enable the renaissance of central Eastleigh. Planning permission for 10-20 Romsey Road, allocated in E4(1)(c) above, was approved subject to S106 (F/16/77785).

- 6.4.29 Development proposals in the Urban Renaissance Quarter that are likely to cause significant traffic increases and have been identified as having the potential to have significant effects on the River Itchen SAC through increased emissions and their effects on air quality. Habitats Regulations Assessment is therefore required to support planning applications for significant development in the Urban Renaissance Quarter.

Policy E5, Public realm improvements in and adjoining Eastleigh town centre

1. Contributions will be sought from all town centre developments to provide improvements to public spaces, arrival points and street frontages at:
 - a. Leigh Road Recreation Ground;
 - b. the Leigh Road axis from the Point, through the Precinct to the railway station forecourt. Provision should be made for a link to a shared foot/cycle facility between the town centre and Barton Park in the longer term (see policy E6);
 - c. Upper Market Street (including the bus station);
 - d. Twyford Road, to link the town centre with programmed road corridor improvements;
 - e. Bishopstoke Bridge gateway;
 - f. High Street, Market Street and Wells Place; and
 - g. Leigh Road/Romsey Road junction in proximity to the Point.
2. All highway improvements must be carried out to a standard such that they are adoptable by the Highway Authority.

6.4.30 An important element of the Town Centre Vision and Town Centre Strategy is that the overall environment of the town centre is improved and made more attractive. The Local Area Committee has committed to replace every tree lost through planning control with at least two trees throughout the local area. A number of priority areas for improvement have been defined and are set out in the policy above.

Employment and transport

Eastleigh River Side

Policy E6, Eastleigh River Side

1. The Borough Council will promote the regeneration of Eastleigh River Side through the redevelopment of existing industrial premises and new development off Chickenhall Lane as follows, and subject to the development criteria identified below:
 - a. Barton Park/Deacon's Industrial Estate and adjoining land to the west (Network Rail sidings) and to the east adjoining Chickenhall Lane, as defined on the policies map, should be redeveloped with a mixed-use scheme including:
 - i. a Technology and Innovation Centre and associated facilities;
 - ii. uses complementary to Eastleigh town centre such as offices (use class E(g)(i)); bulky goods retail; hotel/conference centre, restaurants and other leisure uses; some residential development and related community uses possibly including student accommodation; and car parking to serve Eastleigh Station and the town centre;
 - iii. other employment uses in use classes B2, B8 or E(g); and
 - iv. a new access from Bishopstoke Road, or an improved access from Chickenhall Lane;
 - b. provided that:
 - i. a pedestrian/cycle link is provided across the railway between the site and Eastleigh Station and the town centre, and linked to a green route across the site to the Itchen valley; and
 - ii. Barton Road is retained in residential use.
 - c. provision should be made for the retention or relocation to an appropriate site within the wider policy area, or elsewhere in the Borough, of the existing bus depot facility.
2. Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the foregoing requirements and the development criteria below.
 - a. Tower Lane area, as defined on the policies map, should be redeveloped for business and industrial uses including B2 (general industrial), B8 (storage and distribution) and E(g)(ii)/(iii) (research and development/industrial process) uses.
 - b. land south of the sewage works as defined on the policies map should be developed for B2 and/or B8 uses, including waste management uses such as:
 - i. Sorting and recycling of waste materials including rail aggregates;
 - ii. Generation of renewable energy from waste materials (other than by incineration), e.g. by anaerobic digestion. The possibility of a combined heat and power plant serving other parts of Eastleigh River Side should be explored.
 - c. an area of approximately 19.0 ha at the railway works, as defined on the policies map, should be developed or redeveloped for business and/or industrial uses in use classes B2, B8 and E(g) (ii)/(iii) (approximately 19,900 sq.m net additional floorspace), provided that it

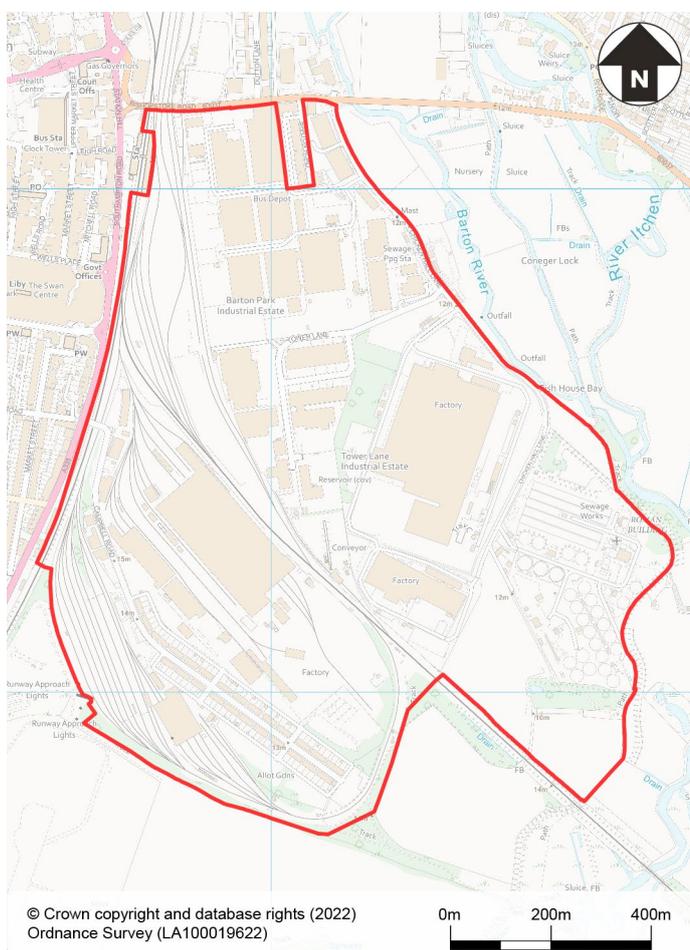
can be demonstrated to the satisfaction of the Borough Council that the land is not required, either now or in the longer term, for rail-related uses. Access to the site could be provided from Southampton Road via an improved Campbell Road bridge and a road link into the site. Improvements to the Campbell Road bridge should include pedestrian facilities.

3. Development Criteria:

- a. Mixed-use schemes should include high quality employment opportunities sufficient to replace and where possible enhance any employment lost through redevelopment;
- b. The aggregates depots (crushed rock and rail ballast) shall be retained on the site in a location where they can continue to be served by rail;
- c. A route shall be reserved clear of development to enable the provision of a new link road (the Chickenhall Lane link road) in the longer term between Bishopstoke Road and Wide Lane, broadly as indicated on the policies map although the precise route will need to be determined as the site is developed. Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full link road proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new access arrangements. In the meantime vehicular access to the various parts of the site shall be provided to the satisfaction of the Highway Authority, and contributions shall be made to the planned improvements to junction 5 of the M27, and improvements to other parts of the local road network including the Twyford Road roundabout in Eastleigh town centre, the junction of Chickenhall Lane and Bishopstoke Road and other junctions on Bishopstoke Road (see policy E8 below);
- d. All new development should be of the highest quality, providing clear environmental benefits including enhancement of the eastern and southern approaches to Eastleigh town centre, and according with the design and sustainability principles set out in this Local Plan;
- e. Development shall take advantage of existing high quality public transport links and the proximity to the airport;
- f. There shall be no adverse impact on the sensitive nature conservation interests of the Itchen valley and development on any part of the site should not cause or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation;
- g. The residential amenities of the occupiers of dwellings in Barton Road, Campbell Road and Southampton Road must not be adversely affected by activities in adjoining industrial areas, including through noise, light, air pollution, traffic generation or hours of working;
- h. The airport building height limits are respected, and development within the airport's Public Safety Zone, as shown on the policies map, is limited in accordance with the provisions of DfT Circular 01/2010 and any proposals for high density development adjacent to the PSZ does not significantly increase the net risks across the overall site;
- i. Any pollution, including contaminated land, shall be mitigated or remediated in accordance with policy DM8, Chapter 5; and
- j. In order to safeguard the continued operation of the Chickenhall Wastewater Treatment Works, no development sensitive to odours shall be located within the odour zone surrounding the

works (to be determined by odour modelling in consultation with Southern Water).

4. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



- 6.4.31 Strategic policy S4, Chapter 4 identifies Eastleigh River Side as an area for regeneration. It is also identified for this purpose by the South Hampshire Strategy (October 2012), and was mentioned in similar terms in the former South East Plan. The area also covers parts of the Southampton Airport Economic Gateway (SAEG).
- 6.4.32 Development of Eastleigh River Side is currently constrained by the proximity of the airport and related limitations on development (including a Public Safety Zone), by limited vehicular access, and by extensive rail infrastructure – also by the waste water treatment works, and the sensitivity of the Itchen valley to the east. However, there are also opportunities – with improved links to the town centre the site has potential to include a wider range of uses, whilst the valley provides an attractive setting for development and opportunities for green links through the site. There is also significant potential for enhancing the use of public transport.
- 6.4.33 The area covers a number of industrial sites and railway sidings east of Eastleigh railway station, and bordering the sensitive Itchen valley to the east and Southampton Airport to the south. It includes the historic former railway works which sits within a rail ‘loop’ that provides an essential turning facility for trains. Network Rail is reviewing its landholdings adjacent to the railway at Eastleigh. While they anticipate that most sites will still be required for operational reasons, the Council will work in partnership with them on a land strategy to consider

any options to release sites for development. Within the eastern boundary of the area there is the Chickenhall Lane Waste Water Treatment Works. It also includes the residential street Campbell Road that was originally occupied by railway workers – the houses in Campbell Road are valued for their local heritage interest. It is bordered to the west by the main London-Weymouth railway line, which divides it from the town centre, and it is bisected by the Eastleigh-Fareham railway line.

- 6.4.34 As it is now defined, the Eastleigh River Side area comprises the existing developed areas between Bishopstoke Road and Southampton Airport (all of which are occupied by business enterprises or local households) and approximately 5.7ha of greenfield land at the southern end of Chickenhall Lane. A further 29ha of currently inaccessible greenfield land lies to the south of the Fareham railway line, to be developed for employment uses over the Local Plan period, if access can be provided. The Eastleigh River Side area and its neighbouring development opportunities can be divided into a number of different parts (to be shown on the policies map), each of which has different characteristics.
- 6.4.35 The new greenfield site allocated for employment development under Policy E6(2)(c) is one of a handful of strategic employment sites of sub-regional importance at Eastleigh River Side which form a key element of the Borough's and sub-region's future employment supply. As such it is considered important to retain this site (and those allocated under Policy E7 and E9(2)) for the employment uses specified in the policy. For this reason, planning permissions on these sites may be conditioned to restrict development to these specified uses in order to ensure these sites can continue to perform this strategically important economic role.
- 6.4.36 Eastleigh River Side currently gains access from:
- Bishopstoke Road via Chickenhall Lane, which extends along the eastern boundary of the site as far as the Fareham railway line. Bishopstoke Road is congested at peak hours, and right-turning traffic entering Chickenhall Lane from the west significantly impedes traffic flows from Bishopstoke and Fair Oak to the east; and
 - Southampton Road via the Campbell Road bridge, which is narrow and of poor alignment.
- 6.4.37 These access arrangements mean that much traffic for the site has to pass through or close to Eastleigh town centre, with associated problems of congestion and poor air quality.
- 6.4.38 Most of the existing buildings on the site are of some age. The Council continues to support the comprehensive regeneration of the site and adjoining sites (E7 and E9) by working with partners to deliver a new link road from Bishopstoke Road to Wide Lane, via Chickenhall Lane and the airport (the Chickenhall Lane link road). This would also help to remove traffic from the town centre. Detailed assessment has suggested that it may not be economically viable to construct the full road in the short term. However the full regeneration potential of Eastleigh River Side will not be realised without the provision of such a link, and its provision can be realised in stages with different phases of development. The Council therefore remains committed to working with partners to deliver the Chickenhall Lane link road in phases with the first phase being those parts of the CLLR necessary to deliver the employment allocations.
- 6.4.39 A balance needs to be struck between resolving local transport issues and enabling economic growth. Development can be brought forward on the site during this Local Plan period while maintaining the ability to provide the full link road in the longer term. There is considered to be scope for enhancing the existing accesses and other parts of the local road network sufficiently to support more intensive or additional development that

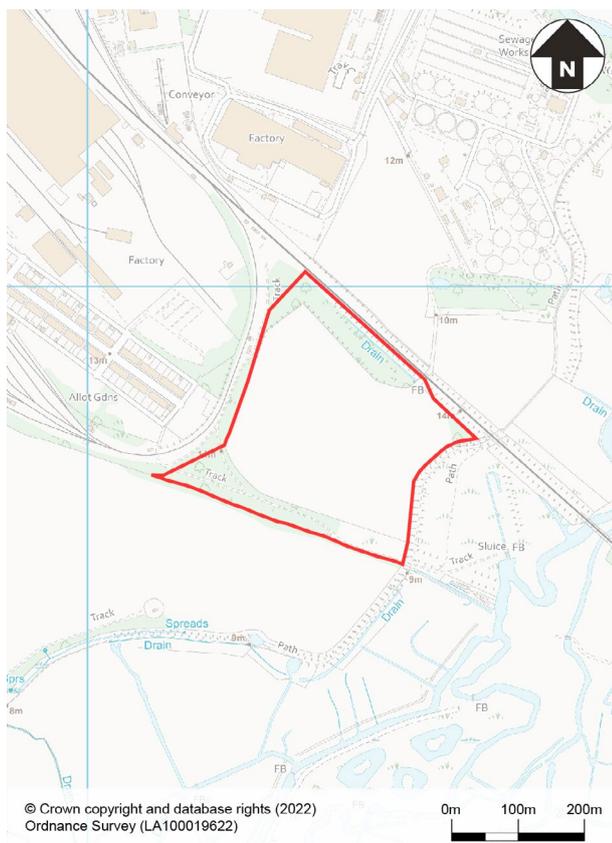
would help to achieve at least some regeneration of the site, and would help to contribute towards local and sub-regional economic growth objectives. It is recognised that this approach will not remove traffic from the town centre, but it could help to bring forward some improvements to local roads and junctions which could help to resolve existing problems of peak-hour congestion, in particular on Bishopstoke Road.

- 6.4.40 The full link road is likely to be funded by a mixture of developer contributions and other sources (e.g. Government funding). An underlying principle is that each applicant should fund their share of the overall developer contributions proportionate to the transport effects of their development. A number of sites currently have no road access. Therefore in some cases an applicant may already have constructed a significant proportion of the link road to access that site. If at a later date they propose further development on a remaining phase of their site, the contribution they have already made to the construction of the link road will be taken into account to ensure this underlying principle is met.

Development opportunities adjoining Eastleigh River Side

Policy E7, Development opportunities adjoining Eastleigh River Side

1. The development of approximately 8.5 hectares of land to the east of the railway works as defined on the policies map will be permitted for approximately 34,000 sq.m of employment uses (in use classes B2, B8 or E(g)(ii)/(iii)) subject to the following criteria:
 - a. Vehicular access to the site shall be provided to the satisfaction of the Highway Authority;
 - b. The design and layout of new development shall not preclude but shall allow for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority;
 - c. Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full road link proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements;
 - d. There shall be no adverse impact on the sensitive nature conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country Park and the Itchen Way. Development on any part of the site should not cause or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation;
 - e. Land owned by Network Rail within the Itchen Valley Site of Special Scientific Interest shall be transferred to the Borough Council; and
 - f. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



- 6.4.41 Although it is currently inaccessible from the public highway, the greenfield land to the south of the railway line (formerly entitled the Northern Business Park) clearly has significant potential to provide additional employment floorspace. The majority of this site adjoins the operational area of the airport and is owned by Southampton Airport Ltd, who have plans to expand the airport's operations. The greenfield land immediately east of the railway works is owned by Network Rail.
- 6.4.42 The new greenfield site allocated for employment development under Policy E7 is one of a handful of strategic employment sites of sub-regional importance at Eastleigh River Side which form a key element of the Borough's and sub-region's future employment supply. As such it is considered important to retain this site (and those allocated under Policy E6(2)c and E9(2)) for the employment uses specified in the policy. For this reason, planning permissions on these sites will be conditioned to restrict development to these specified uses in order to ensure these sites can continue to perform this strategically important economic role.
- 6.4.43 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:
- careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

Junction improvements, Eastleigh

Policy E8, Junction improvements, Eastleigh

1. The Borough Council will support the Highway Authority in developing and delivering capacity improvements as required at:
 - a. Twyford Road/Romsey Road roundabout in order to enhance traffic conditions whilst enabling development and regeneration to take place in the Town Centre and its immediate periphery. Improvements to conditions for pedestrians and cyclists across this junction will be integral to scheme design including a pedestrian/cycle bridge adjacent to the Twyford road crossing of the Chandler's Ford line;
 - b. the Chickenhall Lane/Bishopstoke Road junction, including the installation of traffic signals and widening of the Bishopstoke Road approaches;
 - c. various locations in relation to the South of Chestnut Avenue development site (several schemes committed);
 - d. at other locations if a requirement is identified in the Transport Assessment.

6.4.44 In addition to site-specific transport requirements such as the Chickenhall Lane link road the ongoing work to prepare a Transport Assessment has identified a number of junctions in Eastleigh where traffic modelling has indicated improvements may be required to assist in mitigating existing and anticipated future traffic congestion.

6.4.45 The Council's current traffic modelling work on "do something" and "do more" scenarios is focused on seeking to maximise the benefits of the Chickenhall Lane link road proposal, with the aim of reducing the required scope or removing the need for some of the schemes listed below. The Transport Assessment indicates that whilst the new Local Plan development with a link road and "do more" junction improvements avoids severe delays, there will still be significant delays in the corridor below. In any case this is an existing "pinch point" and delays are likely to increase as a result of development already permitted. The Council will continue to work with the highway authority to deliver improvement schemes in this area to improve this situation and support the economy of central Eastleigh.

Twyford Road/Romsey Road/Bishopstoke Road/Station Hill roundabout

6.4.46 The roundabout in Eastleigh town centre at the junction of Twyford Road, Romsey Road, Bishopstoke Road and Station Hill acts as a point of convergence for traffic accessing or crossing the town centre, and is currently operating over-capacity at peak times. There is a significant issue of peak hour congestion in the area. Contributions have been received for improvements to this roundabout.

6.4.47 As development in the town centre and the wider area progresses it will be important to continue to secure improvements to this roundabout to increase its capacity and improve traffic flows. This issue is recognised in the TfSH Transport Delivery Plan as part of a wider issue involving the Bishopstoke Road corridor. Improvements to this roundabout will be supplemented by a strategy to enhance traffic conditions along the Bishopstoke Road corridor, particularly at key junctions, to ease peak-hour traffic congestion.

6.4.48 The need for, and scope of, a Bishopstoke Road corridor strategy will be identified in the Transport Assessment.

Chickenhall Lane/Bishopstoke Road

- 6.4.49 This scheme could also form part of a Bishopstoke Road corridor scheme. The existing mini-roundabout at the junction of Chickenhall Lane and Bishopstoke Road facilitates right-turning traffic into and out of Chickenhall Lane which causes long queues on Bishopstoke Road during peak hours. There is potential to signalise the junction, and also to widen the Bishopstoke Road approaches to it. This would require widening of the existing bridge to the east of the junction as well as some works to the west of the junction.

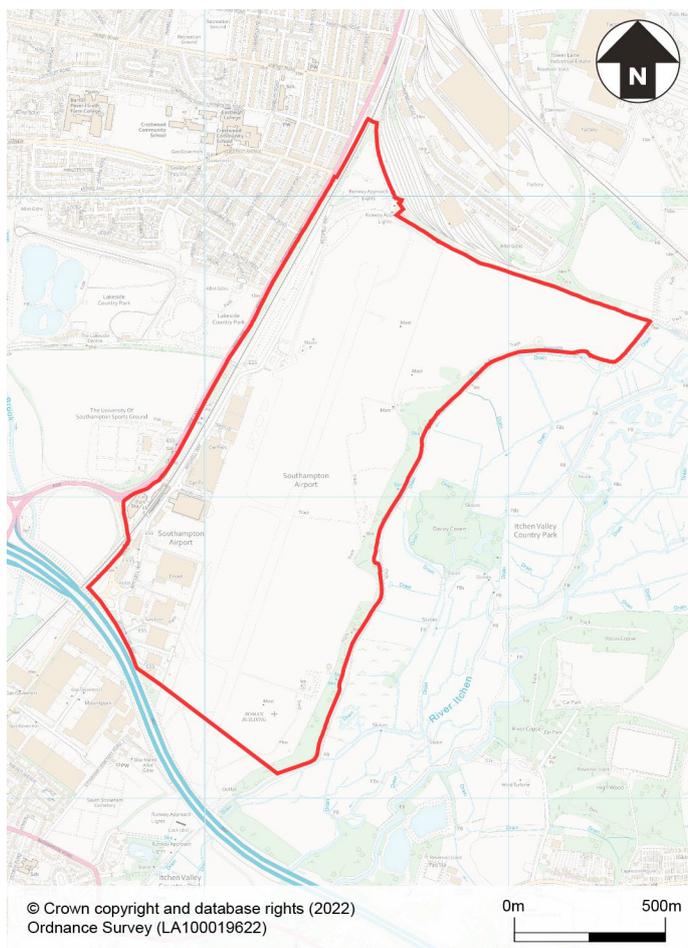
South of Chestnut Avenue development site

- 6.4.50 The committed development at the South of Chestnut Avenue site will deliver a number of junction improvement schemes in the south of Eastleigh town area. These are:
- i. Southampton Road/Chestnut Avenue: Provision of a new right turn lane on Southampton Road
 - ii. Derby Road/Passfield Avenue: Widening and additional lane on Passfield Avenue approach
 - iii. Chestnut Avenue/Passfield Avenue: Widening on all arms and conversion from mini-roundabout to a standard roundabout
 - iv. Chestnut Avenue/Stoneham Lane: Widening and additional lane on Chestnut Avenue (eastbound) and Stoneham Way approaches
 - v. Stoneham Lane/Stoneham Way: Conversion of current restricted moves junction to a four arm roundabout and changes to the road network in this area
 - vi. Chestnut Avenue/Nightingale Avenue: Conversion to a signalised staggered crossroads
- 6.4.51 No significant traffic impacts, above impacts from committed developments, were forecast at this location in the “do minimum” modelling of the Council’s preferred Local Plan Strategy.
- 6.4.52 Other junction improvements may be required as part of development proposals. Details of these highway improvements will be included in the Infrastructure Delivery Plan. The Borough Council will work with the highways authority to secure funding for proposals from developers’ contributions, including s.106 and community infrastructure levy funding, along with other sources of funding if necessary, in accordance with the principles set out in strategic policy S12.

Southampton Airport

Policy E9, Southampton Airport

1. The Borough Council will continue to work with the operators of Southampton Airport to promote its viability, and will support the expansion of the airport's operations and related development provided that the proposals:
 - a. are necessary for economic growth within the Borough or the improvement of airport operational efficiency, and passenger safety and convenience;
 - b. would not physically or visually diminish the settlement gap between Eastleigh and Southampton;
 - c. are supported by transport assessments which confirm local network capacity and are consistent with the airport operators' agreed Airport Surface Access Strategy; and
 - d. will not unacceptably increase noise and other environmental impacts on the Borough's residents.
2. Approximately 19.5 hectares of land identified to the northeast of the runway as defined on the policies map may be developed for airport-related activities and/or approximately 78,000 sq.m of employment uses in use classes B2, B8 or E(g), subject to the following criteria:
 - a. any new vehicular access between the site and the public highway shall be provided to the satisfaction of the Highway Authority. The design and layout of new development shall not preclude but shall make allowances for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority;
 - b. where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full link road proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements; and
 - c. there shall be no adverse impact on the sensitive nature of conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country Park and the Itchen Way. Development on any part of the site should not cause, or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation.
3. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European Site.



- 6.4.53 The airport gains access from junction 5 of the M27 and local roads, including local bus routes, and from the main line London-Weymouth railway via the station at Southampton Airport Parkway. The current operators, Southampton Airport Ltd, have plans to expand operations at the airport in the medium to long term as set out in the Southampton Airport Masterplan 2006. They have powers to undertake airport-related development within the operational area of the airport without the need for planning permission.
- 6.4.54 The issues set out in Chapter 2 refer to the airport’s impacts on the local area in terms of the traffic it generates, noise and emissions from aircraft, and restrictions on development arising from the operational needs of the airport. These include height restrictions and a Public Safety Zone to the north of the airport across Eastleigh River Side and extending into parts of the town centre. There are broad consultation zones for the airport and its radar facility relating to the height of structures and developments likely to attract birds.
- 6.4.55 The following policy continues to provide for the future development of Southampton Airport in the light of the above issues and to support the increase in use of regional airports to relieve London airports.
- 6.4.56 The Borough Council will ensure that the airport’s operational constraints are respected, including height limits on development in the vicinity of the airport. Development within the Southampton Airport Public Safety Zone (as shown on the policies map) will be restricted in accordance with DfT Circular 01 /2010.
- 6.4.57 The new greenfield site allocated for employment development under Policy E9(2) is one of a handful of

strategic employment sites of sub-regional importance at Eastleigh River Side which form a key element of the Borough's and sub-region's future employment supply. As such it is considered important to retain this site (and those allocated under Policy E6(2)c and E7) for the employment uses specified in the policy. For this reason, planning permissions on these sites may be conditioned to restrict development to these specified uses in order to ensure these sites can continue to perform this strategically important economic role.

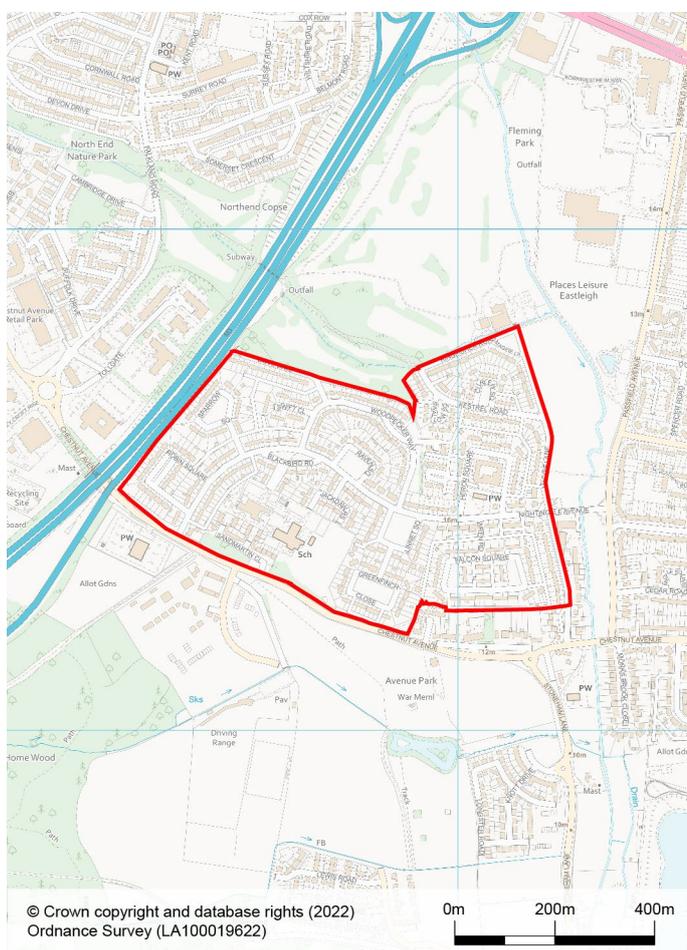
- 6.4.58 Southampton Airport is one of three gateways into south Hampshire (the other two being the ports of Southampton and Portsmouth) and has a wide catchment that covers central southern England. Whilst it is a major employer in its own right, with 1,200 employees based on site across 30 companies, it also acts as a catalyst for growing and rebalancing the economy. It will be important to ensure that the airport's operation is not impeded by development in its vicinity. If and when expansion does occur, it should respect local environmental constraints and have an acceptable impact on the local area, including through road access, aircraft noise and impacts on the adjoining Itchen valley. The Borough Council will continue to work with Southampton Airport Ltd on these issues through the Airport Consultative Committee.

Heritage

Aviary Estate, Eastleigh

Policy E10, Aviary Estate, Eastleigh

1. In order to protect the special character of the Aviary Estate as shown on the policies map, development including extensions will not be permitted unless all the following criteria are met:
 - a. the size, scale, architectural style, materials and detailing of the proposals closely reflects the character of the existing development; and
 - b. the open spaces identified on the policies map are retained and their settings are not adversely affected.



6.4.59 This estate of former public housing has a pleasing and distinctive character. The estate is typified by housing grouped around open spaces of various sizes. The housing has a number of rustic architectural features. While the development is typical of the era in which it was built, the Aviary Estate is a particularly good example which has been largely unspoilt over the years either by the development of inappropriate extensions or by the development of key open spaces.

Allbrook and North Boyatt parish

Context and key issues

- 6.4.60 Allbrook and North Boyatt parish is the smallest in the Borough. It lies north of Eastleigh adjoining the northern edge of the Borough and Winchester district. In 2011 the population was 1,755 and there were 758 dwellings (2011 Census). In 2015 the population had fallen to 1,676⁶⁶.
- 6.4.61 The settlement has its origins in the small village of Allbrook that now forms part of the northern extremity of the built-up area of Eastleigh. It includes an area of countryside centred on the former clay pit (now a lake) that forms a settlement gap between an outlying part of the settlement at Pitmore Road and rest of the parish at North Boyatt.
- 6.4.62 The parish has very little employment, being primarily residential. However, it has good access from the M3 via junction 12 and Allbrook Way. There are also strong road links to Eastleigh town centre via Twyford Road and Woodside Avenue. Public transport comprises bus links to Eastleigh and Winchester. There is no local centre.
- 6.4.63 Despite its close proximity to Eastleigh, Allbrook has quite a strong sense of community and local identity. Existing scout halls in Boyatt Lane and Allbrook Hill provide useful community facilities.
- 6.4.64 There is a former infant school in the parish at Rookwood. Although not currently in use as a school it is still in the ownership of the Education Authority and although the buildings are in need of improvements, it remains suitable for educational uses.
- 6.4.65 There is currently no parish plan.

Development proposals and special policies

- 6.4.66 The following policies apply in the parish of Allbrook:

- AL1 Land east of Allbrook Way
- AL2 Land west of Allbrook Way

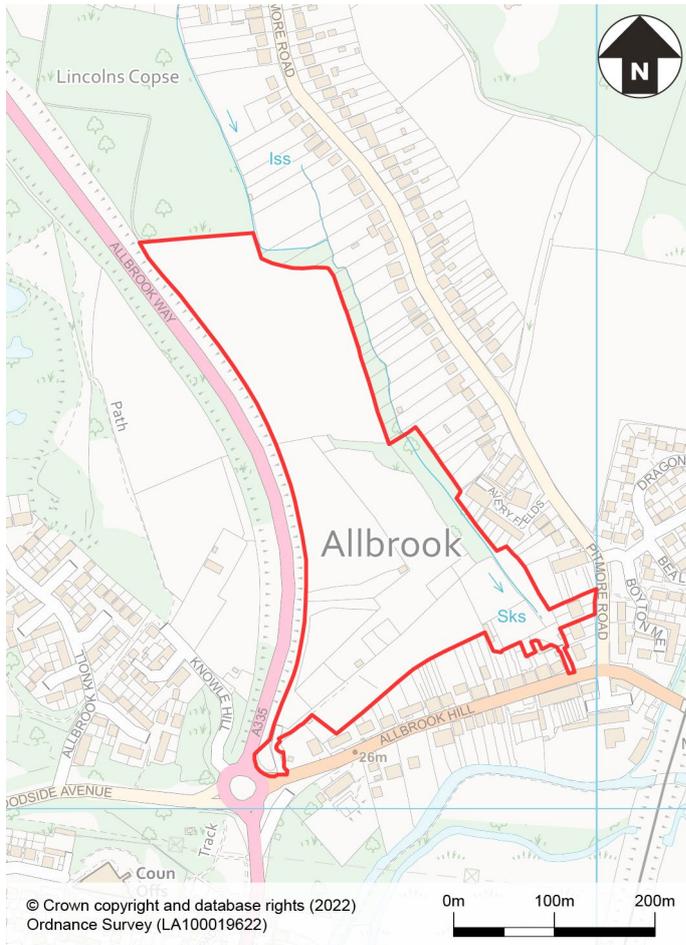
66 Small Area Projections 2015 published by Hampshire County Council

Housing

Land east of Allbrook Way and west of Pitmore Road

Policy AL1, Land east of Allbrook Way

1. Approximately 7.76 hectares of land east of Allbrook Way and west of Pitmore Road, as defined on the policies map is allocated for approximately 95 dwellings, public open space and a relief road to resolve the existing traffic constraints on Allbrook Hill. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:
 - a. vehicular access shall be from Pitmore Road or off the new relief road;
 - b. adequate land across the site is safeguarded for a new relief road to address the existing traffic constraints on Allbrook Hill; and this road is implemented if a transport assessment demonstrates it is necessary for the development;
 - c. the design of the buildings is of a high quality and is sympathetic to the character of the older parts of Allbrook;
 - d. public open space and play space to serve the development shall be provided with connections to Lincolns Copse;
 - e. the development shall retain the biodiversity interests of the site and provide buffers of up to 50m to the existing watercourse and undeveloped buffers to the south of Lincolns Copse and to the protected trees to the east;
 - f. to preserve water quality and flows into the Lower Itchen, details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - g. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
 - h. a site level Habitats Regulations Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site;
 - i. provision of pedestrian and cycle links, both within the site and to connect with the surrounding area;
 - j. contributions will be required for transport infrastructure;
 - k. a highway and parking strategy shall be prepared and implemented in consultation with the Council and the highway authority designed to reduce traffic congestion on Allbrook Hill, enhance the amenities of existing occupiers and maintain highway safety; and
 - l. occupation of the development shall be phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider; and the layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.



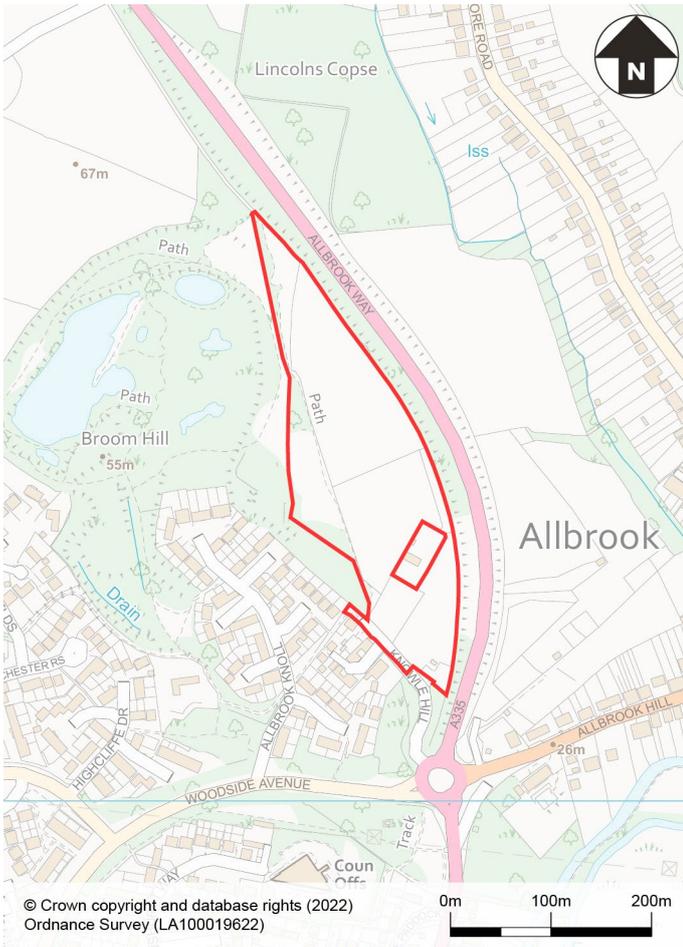
6.4.67

On the eastern side of Allbrook Way and raised well above the level of the road is an area of land currently used for grazing. The land slopes down from north to south and from west to east. Lincolns Copse, an area of ancient woodland and a Site of Importance for Nature Conservation adjoins to the north. There is a belt of mature trees along the eastern boundary which are protected by a Tree Preservation Order. There is also a watercourse in this part of the site which runs north to south along the eastern boundary. Residential properties adjoin to the east in Pitmore Road and to the south in Allbrook Hill. Allbrook Hill is a narrow and congested road with limited capacity for on-street car parking for existing residents. Development of the site should help to improve this situation. Development should safeguard land for, and where necessary provide a new relief road to address the existing traffic situation on Allbrook Hill.

Land west of Allbrook Way

Policy AL2, Land west of Allbrook Way

1. Approximately 4.2 hectares of land west of Allbrook Way and north of Knowle Hill, as defined on the policies map is allocated for approximately 45 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:
 - a. vehicular access shall be from Knowle Hill;
 - b. appropriate land is safeguarded if needed for the construction of a new junction with Allbrook Way for the relief road which will cross land allocated under Policy AL1;
 - c. appropriate provision is made for the retention of existing public access rights across the site and to secure public access to the SINC woodland to the west;
 - d. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - e. the development shall avoid or adequately mitigate any direct or indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and shall deliver a net gain in biodiversity;
 - f. the biodiversity interests of the site shall be retained and appropriate buffers provided to protect the SINC, protected trees and other features of environmental significance (note: size of the buffers will depend on the outcome of the appropriate species and habitat surveys to be carried out and submitted with any planning application for the site);
 - g. to preserve water quality and flows into the Lower Itchen, details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - h. a site level Habitats Regulations Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site;
 - i. the provision of an appropriate landscape scheme;
 - j. provision of pedestrian and cycle links, both within the site and to connect with the surrounding area;
 - k. implementation of appropriate measures to address any land contamination associated with former uses of the site;
 - l. implementation of appropriate measures to mitigate any adverse air quality and/or noise impacts arising from the proximity of the M3 Motorway to the west and/or Allbrook Way to the east;
 - m. thorough exploration of the nature and extent of the underlying mineral resource and of the potential for the extraction of any viable deposits on the part of the site affected by minerals safeguarding; and
 - n. occupation of the development shall be phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider; and the layout is planned to ensure future access to existing wastewater infrastructure for maintenance and upsizing purposes.



- 6.4.68 On the western side of Allbrook Way and raised well above the level of the road is an area of land approximately 4.2ha in area currently used for grazing. It slopes gently from north to south and west to east. The area includes a large residential property south of its centre but this property and its curtilage are excluded from the site though the access to the property is included. This forms one of two accesses to the site from Knowle Hill. A public footpath runs approximately north south across the western part of the site. A woodland protected by a Tree Preservation Order abuts the north-western boundary and mature vegetation extends down the western boundary. A substantial tree belt provides a buffer along much of the eastern boundary to Allbrook Way (the A335) which connects to junction 12 of the M3 Motorway beyond the site to the north. There is no screening along the southern part of the eastern boundary. There are protected trees within the curtilage of the residential property in the centre of the site.
- 6.4.69 The site contains part of the Allbrook Clay Pits Sites of Importance for Nature Conservation (SINC) (west of the public right of way) which will need to be retained and protected within any development by the provision of appropriate buffers. There is the potential for bats to be present within the woodland. There is potential for contamination from former use of the wider area as a brickworks. There is also the potential for noise and air quality issues arising from vehicles using the A335 to the east. The majority of the site is safeguarded in the adopted Hampshire Minerals & Waste Local Plan (2013) for sharp sand and gravel.
- 6.4.70 It is considered that the buffers to be provided to protect the Sites of Importance for Nature Conservation, protected trees and other ecology substantially reduce the net developable area of the site, possibly down to as little as 1.5ha resulting in the site being allocated for approximately 45 dwellings.

6.5 Hedge End, West End and Botley

Hedge End Parish

Context and key issues

- 6.5.1 Hedge End is centrally located within the Borough with the settlements of Horton Heath and Fair Oak to the north and the Hamble peninsula to the south. It adjoins Botley parish to the north and east, Bursledon parish to the south and West End parish to the west.
- 6.5.2 The town has seen significant growth in recent years, including extensive residential development that has expanded the town north to the Eastleigh- Fareham railway, and substantial residential, commercial and industrial development to the south-west including major out-of-town shopping at junction 7 of the M27. It is now the second largest settlement in the Borough, and in 2011 had a population of some 20,790 and 8,488 dwellings (2011 Census). In 2015 the population was 21,791⁶⁷.
- 6.5.3 The boundaries of Hedge End town closely follow the urban edge of the settlement, and it includes very little open countryside. Land to the north of the railway in Botley parish contributes to the separation between Hedge End and Horton Heath to the north, and Boorley Green to the east. To the east, other land in Botley parish provides a narrow settlement gap between the urban area of Hedge End and the village of Botley. [Note – dwellings accessed off King’s Copse Avenue form part of the urban area of Hedge End although they lie in Botley parish.]
- 6.5.4 The parish includes a narrow strip of countryside to the south-west of the M27 which comprises the settlement gap between Hedge End and Southampton. This area is under on-going development pressures, and the extensive development at junction 7 has also diminished this settlement gap significantly.
- 6.5.5 Within the parish there are some areas of open space generally in the form of playing fields, managed open spaces and green links through residential areas. Outside the parish to the south east is the Manor Farm Country Park. There is little heritage interest in the town.
- 6.5.6 Hedge End contains some of the Borough’s more extensive industrial and commercial developments in the area adjoining junction 7 of the M27, with the out-of-town superstores, other major retail stores and industrial estates.
- 6.5.7 The town has a district centre. Here, however, the proximity of the out-of-town stores has impacted on its vitality. It is also bisected by busy roads. The Council is keen to enhance and regenerate the centre and achieve comprehensive redevelopment of sites in line with the principles set out in policy DM1. The Council may prepare a development brief on this regeneration.
- 6.5.8 Hedge End gains vehicular access primarily from the M27 junctions 7 and 8. The main route to Southampton is via the A334 from junction 7. There are problems of peak hour congestion on the M27, at junctions 7 and 8 and on the approach roads to these junctions, including routes through the industrial and commercial area at Hedge End such as Tollbar Way.
- 6.5.9 There is a railway station at Hedge End located on the northernmost boundary of the settlement. Hedge End is also served by a number of bus services to Southampton and Eastleigh.
- 6.5.10 There has been considerable residential development in Hedge End over recent decades, including a variety

of house types and tenures e.g. Dowd's Farm. There is an increasing need for specialised accommodation for elderly people and for affordable housing.

- 6.5.11 The main secondary school in the area is the Wildern School which is operating over capacity. There is understood to be some spare capacity at a few of the primary schools such as Shamblehurst, but others are accommodating more than planned and having to expand where possible. The Wildern School site is a hub site for leisure, arts, dance and theatre including The Berry Theatre which is an innovative concept bringing live entertainment to this part of the Borough.
- 6.5.12 Medical facilities are provided by two GP surgeries.
- 6.5.13 Hedge End does not have a parish plan.

Development proposals and special policies

- 6.5.14 The following policies apply in the parish of Hedge End:

HE1	Land west of Woodhouse Lane, Hedge End
HE2	Land at Sundays Hill and Land north of Peewit Hill Close
HE3	Land at Home Farm, St John's Road
HE4	Land off Peewit Hill Close and Dodwell Lane, Bursledon
HE5	Land at Netley Firs, Kanes Hill, Hedge End
HE6	Hedge End Railway Station, Hedge End

Housing

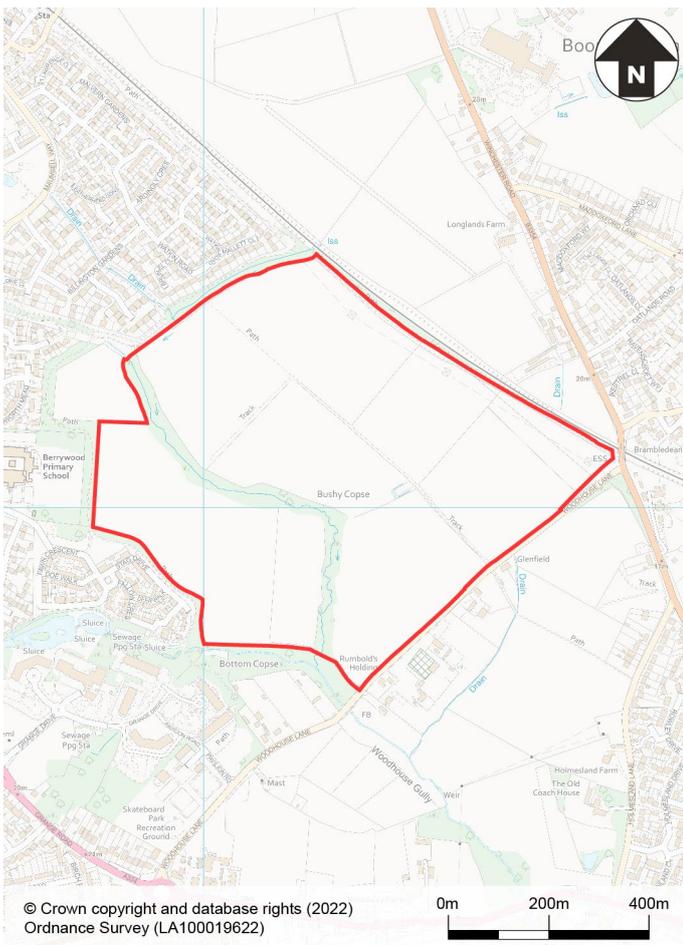
Land west of Woodhouse Lane, Hedge End

Policy HE1, Land west of Woodhouse Lane, Hedge End

1. An area of approximately 51.1 hectares of land west of Woodhouse Lane, Hedge End, as defined on the policies map is allocated for the development of approximately 605 dwellings and community facilities including a new secondary school, a local centre, sports facilities available to the public within a Sports Hub and public open space. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following requirements:
 - a. the provision of a range of housing types, size and tenures;
 - b. the provision of community facilities including a local centre, a seven-form entry secondary school (with space to expand to nine-form entry) and playing fields. The secondary school will be available for the community use of its buildings and open spaces by recognised sporting and community groups outside of school hours;
 - c. the provision of on-site public open space and play areas to serve the development;
 - d. safeguarding of land adjoining the Berrywood Meadows open space for improved sports facilities;
 - e. the retention of a settlement gap to separate Boorley Green, Botley and Hedge End;
 - f. the provision of contributions towards the laying out of playing fields on the adjacent Berrywood Meadows public open space (land south west of the mature tree line across the site) (see policy DM34);
 - g. safeguarding of land required for the Botley bypass (see policy BO5) and the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development as demonstrated by a Transport Assessment;
 - h. the provision of vehicular access to the development from Woodhouse Lane;
 - i. the retention of the existing Public Rights of Way through the site and the provision of pedestrian and cycle links and bridleways both within the site and to connect the site with the surrounding area;
 - j. protection and enhancement of the nature conservation interests of the sites, including the Bushy Copse SINC Conservation woodland and stream corridor including 20m buffers along all boundaries of the woodland and the stream;
 - k. avoiding development on areas of the site at risk of flooding;
 - l. to preserve water quality and flows into Woodhouse Gully details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - m. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 list, that the Railway and Wildern Priority Biodiversity Links that interlace the site are kept open

for wildlife dispersal and that there is a net gain in biodiversity;

- n. the provision of a landscape setting for the development, including buffer planting on Woodhouse Lane frontage, landscape treatment of the corridor adjacent to the railway line and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- o. a thorough examination of the potential for the re-location of the overhead power lines within the site, in order to maximise the site's development potential;
- p. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the adjacent railway line and the proposed school;
- q. a thorough examination of the potential for incidental minerals recovery for that part of the site within the Minerals Safeguarding Area; and
- r. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider, and layout is planned to ensure future access to the existing water infrastructure for future maintenance and upsizing purposes.



6.5.15

A site comprising approximately 51.1 ha of land on the western side of Woodhouse Lane is currently in agricultural use. The site is bounded to the north east by the Fareham to Eastleigh railway line, to the south east by Woodhouse Lane and to the west by the existing built-up area. It comprises gently undulating farmland which is bisected by a stream within a wooded corridor which is a locally-protected site of nature conservation

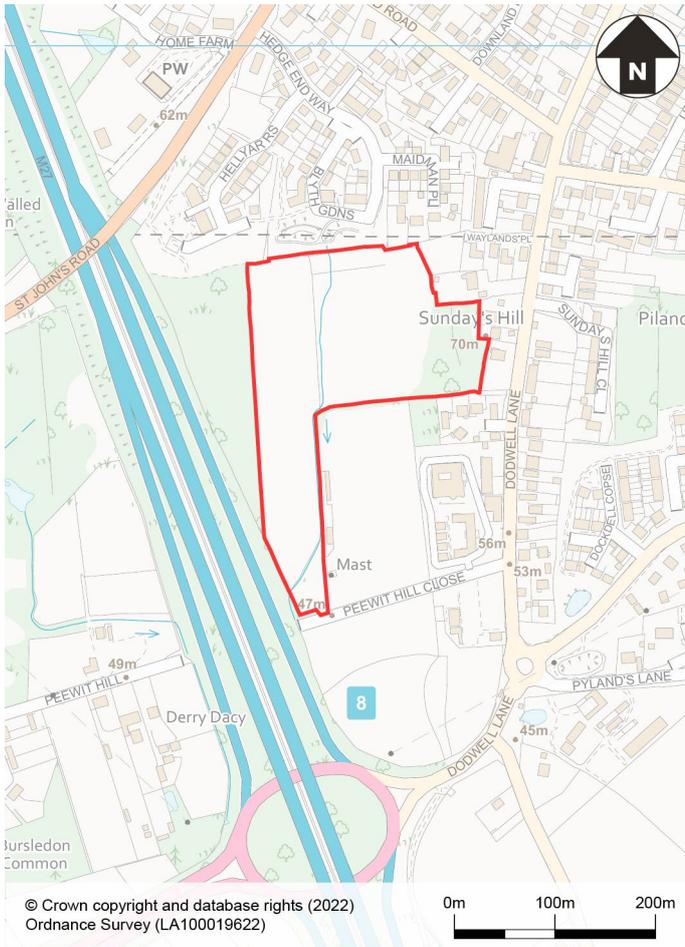
interest (Bottom Copse Bushy Copse Sites of Importance for Nature Conservation SINIC). A small part of the site lies in an area at risk of flooding.

- 6.5.16 A high voltage overhead power line runs parallel to the northern edge of the site adjacent to the railway line which is mostly in a shallow cutting. The site is crossed by underground water and gas pipelines and a public footpath linking Woodhouse Lane with the existing housing area of north Hedge End.
- 6.5.17 In accordance with Environment Agency advice, waste water should be treated via the sewer system and not by an on-site solution. There are understood to be waste water capacity issues in the area, and the connections should be at the nearest point of capacity. Where possible a combined solution with site BO2 Land north east of Winchester Street, Botley should be found.
- 6.5.18 Taking the above into account, the development of this site for residential development and a secondary school together with a local centre is proposed.

Land at Sundays Hill and Land north of Peewit Hill Close

Policy HE2, Land at Sundays Hill and Land north of Peewit Hill Close

1. An area of approximately 4.2ha of land on the southern side of St Johns Road Phase 1 residential development and the northern side of Peewit Hill Close, as defined by the policies map, is allocated for development to include approximately 106 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. the provision of a range of housing types, sizes and tenures;
 - b. the provision of on-site public open space and play areas, to serve the development providing it is kept outside the natural woodland areas, the headwaters and the buffers for Badnum Creek;
 - c. to preserve water quality and flows into the headwaters and Badnum Creek the following studies and information will be required for the HRA:
 - i. a thorough hydrological survey of the water flow across the site
 - ii. a full exploration of the headwater system taking account of impacts from phase 1, chemical and water quality testing, and suggesting any remediation that can be provided and how the remaining headwater habitat can be retained and protected
 - iii. details of Sustainable Urban Drainage shall be provided in accordance with policy DM6.
 - d. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists or habitats that support the adder populations on site, that routes remain open along the M27 Priority Biodiversity Link for species dispersal and ensure that there is a net gain in biodiversity;
 - e. opportunities will be taken to create and enhance habitat connectivity within the M27 Priority Biodiversity Link to the west to ensure this corridor remains open for wildlife dispersal;
 - f. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area;
 - g. the provision of a good quality landscape setting for the development (including retention and buffering of the headwaters and Badnum Creek. The creek should be buffered by at least 20m landscape treatment for the proposed link road) and retaining, maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
 - h. ensuring an acceptable noise and air environment for new homes through appropriate siting of development and the provision of suitable noise and air mitigation measures, in light of the proposed link road (policy HE2), the M27 and the proposed employment uses (policy HE3); and
 - i. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



6.5.19 The site comprises 4.2ha of land on the southern side of St Johns Road Phase 1 residential development, eastern side of the M27 and the northern side of Peewit Hill Close, and is currently covered in grassland with extensive wooded areas (predominantly within the west of the site). Trees to the north of the site are protected by a Tree Preservation Order. The headwaters of the Badnum Creek are present within the north of the site whilst Badnum Creek dissects the centre of the site, flowing north to south. The topography of the site also falls gradually from north to south towards Peewit Hill Close. The site as a whole is likely to be able to accommodate approximately 106 dwellings.

Land at Home Farm, St John's Road, Hedge End

Policy HE3, Land at Home Farm, St John's Road, Hedge End

1. An area of approximately 0.6ha to the west of Hedge End, as defined on the policies map, is allocated for development to include approximately 16 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. a range of housing types, sizes and tenure;
 - b. the provision of vehicular access from St John's Road;
 - c. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - d. the provision of pedestrian and cycle links both within the site and to connect the site with the built-up area of Hedge End, with development permitted on adjacent sites and over the motorway to Southampton in accordance with strategic policy S12 (1)(o);
 - e. to preserve water quality and flows details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - f. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
 - g. the provision of a good quality landscape setting for the development and the adjacent permitted development and maintaining and reinforcing existing boundary planting compatible with planned adjoining uses and minimising impacts on protected trees;
 - h. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the proximity of the M27 Motorway to the west;
 - i. implementation of appropriate measures to mitigate any adverse air quality impacts arising from the proximity of the M27 Motorway to the west;
 - j. thorough exploration of the nature and extent of the underlying mineral resource and of the potential for the extraction of any viable deposits on the part of the site affected by minerals safeguarding;
 - k. implementation of appropriate measures to address any land contamination associated with former uses of the site; and
 - l. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



6.5.20 This site of approximately 0.6ha lies to the west of Hedge End close to the M27 motorway. It is a gently sloping site in agricultural use bounded on its northern, western and south-western boundaries by a block of woodland and tree planting which creates a strong boundary. The woodland to the north is protected by a Tree Preservation Order. Beyond this to the west lies the M27 motorway. The eastern boundary is formed by the curtilage of an industrial building which is accessed from St John’s Road. Full planning permission has been granted for 14 dwellings and a light industrial unit on the land including the industrial unit between this site and St John’s Road through which access may need to be secured. The majority of the site is safeguarded for sharp sand & gravel in the adopted Hampshire Minerals & Waste Local Plan (2013). The site is allocated for a residential development of approximately 16 dwellings.

Housing in adjoining areas

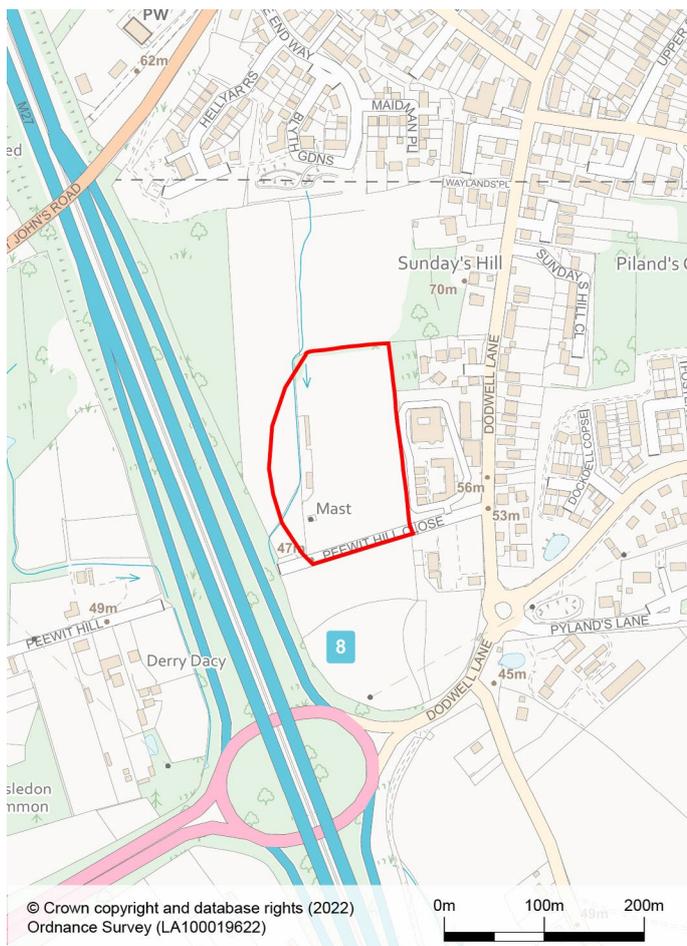
6.5.21 Adjoining Hedge End parish to the south there is a residential development proposal in Bursledon Parish that will affect Hedge End parish. This is the development east of Dodwell Lane and north of Pylands Lane, which includes the Sundays Hill bypass.

Employment

Land off Peewit Hill Close and Dodwell lane

Policy HE4, Land off Peewit Hill Close and Dodwell Lane

1. Approximately 2.3 hectares of land off Peewit Hill Close and Dodwell Lane, as defined on the policies map, is allocated for approximately 9,200 sq.m of employment uses in use classes B8 and E(g)(ii)/(iii) subject to the following requirements:
 - a. in accordance with the sequential approach, major office development (greater than 1,000 sq.m gross) will only be supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport), or in district and local centres;
 - b. the development provides the remainder of the new road link between the southern boundary of the residential allocation to the north (policy HE2) and Dodwell Lane;
 - c. access to the site is from the new road link;
 - d. the use of the site is compatible with neighbouring residential uses and does not affect their residential amenities by adding to noise or light pollution, air pollution, traffic or by hours of working;
 - e. appropriate landscape screening is provided in the interests of maintaining visual amenity;
 - f. the development is built to a high standard of design compatible with its location on the southern side of Hedge End within proximity to the entry point to the settlement; and
 - g. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



- 6.5.22 To the south of the land allocated for residential development by policy HE2, there is an area of countryside lying between the proposed new road and the existing urban area which is significantly affected by noise from the motorway and is therefore not suitable for residential development. However, it offers an opportunity for the development of commercial uses less sensitive to motorway noise.

- 6.5.23 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent Maritime Special Area of Conservation and the Solent and Southampton Water Special Protection Area and Ramsar site and the avoidance and mitigation measures identified. These include:
 - a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

- 6.5.24 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM 12.

- 6.5.25 A further small site has been identified in Hedge End parish with the potential for the development small-scale employment premises to help meet the needs of local employers and those seeking to work locally. There is a small site at Netley Firs, Kanes Hill, where there is some existing employment and this site is also suitable for a Travelling Showpeople's yard.
- 6.5.26 There is some potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM 12.

Employment in adjoining areas

- 6.5.27 Adjoining the boundary of Hedge End off Tollbar Way there is a proposal for a small extension to the Berrywood Business Park (see policy WE3 section 6.5).

Transport

- 6.5.28 Traffic flows generated by the strategic development at Boorley Green are forecast to generate significant additional demand on routes towards M27 Junction 8 via Woodhouse Lane and Maypole Roundabout. A capacity improvement scheme at Maypole Roundabout is committed in relation to this development.
- 6.5.29 The traffic modelling of the new Local Plan development indicates the need for a further improvement at the Maypole Roundabout as set out in the Transport Assessment.
- 6.5.30 The Council also has a long-standing policy seeking to deliver a new road to the south of Hedge End linking the western end of the Sundays Hill bypass with St John's Road. An initial part of this route will be delivered by committed housing development at St Johns Road and the Council will continue to seek completion of this additional route.

Other transport improvements

Policy HE6, Hedge End Railway Station, Hedge End

1. The Borough Council will work with the train operators, Network Rail and the Highway Authority to achieve improvements to Hedge End railway station including a new accessible footbridge.

- 6.5.31 Strategic policy S11 also indicates the Borough Council's intention to work with the Highway Authority to achieve improvements to junction 7 of the M27. There is now a commitment in place from central government to fund upgrades to the traffic signals at this junction to provide better coordination and improve throughput.
- 6.5.32 The centre of Hedge End is dominated by busy roads, and needs transport improvements. Proposed transport improvements to local roads, cycleways and footpaths are set out in the Eastleigh Borough Local Transport Statement and the Council's emerging Infrastructure Delivery Plan.
- 6.5.33 A need has been identified for improvements to Hedge End station to cater for increasing use. While there is a footbridge connecting both platforms, it is not fully accessible (e.g. to those with disabilities) - those with mobility difficulties must use the narrow, unlit Shamblehurst Lane North road bridge and indirect connecting paths instead.
- 6.5.34 Use of Hedge End railway station is increasing and is likely to increase further with new development in the area. Improvements are likely to be needed to increase its capacity and the level of amenity it provides for rail users. Funding for such improvements will be sought from a variety of sources including the train operating companies, Network Rail and developer contributions.

Open space and recreation

- 6.5.35 The Sports Facility Needs Assessment and Playing Pitch Strategy Update has identified a need for community access junior pitches within Hedge End. It is anticipated that the new housing allocations will provide some of this land, in particular the land west of Woodhouse Lane (policy HE1). In Hedge End there is also a requirement to continue to invest and enhance existing sports facilities and playing pitches. The Open Space Needs Assessment did not identify any outstanding needs across the Plan period.

West End parish

Context and key issues

- 6.5.36 The parish of West End lies on the south-western boundary of the Borough adjoining Southampton. In terms of its built form, the settlement has effectively merged with Southampton and there is no settlement gap between the two.
- 6.5.37 The parish is divided by the M27 and extends some way to the north of the motorway, bordering Bishopstoke and Fair Oak parishes to the north, and Hedge End to the east. To the west it includes the Itchen valley and borders Eastleigh. A small area of the parish extends around Thornhill (in Southampton) and adjoins Hound parish to the south.
- 6.5.38 The settlement of West End has grown in recent decades and in 2011 had a population of 11,470 and 5,168 dwellings (2011 Census). By 2015 the population had increased to 11,836⁶⁸.
- 6.5.39 There is a narrow settlement gap between the built-up areas of West End and Hedge End, alongside the M27 motorway, but this is under threat from development pressures. There are some open spaces within the settlement and its wooded hills and views across the Itchen have drawn many people to West End. However the main area of countryside in the parish lies north of the motorway. This area includes the Itchen Valley Country Park, a valued amenity which serves a wide area.
- 6.5.40 The area can claim to be a centre of sporting excellence as it contains the Ageas Bowl, home to Hampshire County Cricket Club, and the Hampshire Tennis and Health Club, with associated golf course and hotel facilities. This is a substantial venue of regional significance. As well as major sporting fixtures it hosts other events such as large concerts. It has implications for the area because of the amount of traffic that it attracts for such events. Access is from the already busy roads leading from junction 7 of the M27. On-site parking is limited, necessitating the use of overflow and park and ride car parks in the surrounding area, including at Bursledon. This facility is a major asset for the Borough and has developed further sporting activities and outreach into schools including the Poseidon Boxing Club, Choi Kwang Do, Orbit Learning Centre and Hedge End Running Club. There remains a shortage of junior pitches in the parish.
- 6.5.41 Parts of the parish are of heritage value and it contains conservation areas at Gaters Mill and Romill Close. There are remains of an ancient hill fort in Telegraph Woods.
- 6.5.42 West End parish includes some of the large industrial units adjoining Hedge End, and a scatter of employment uses created through re-use of buildings in its rural areas, including Berrywood Farm off Tollbar Way, and along Allington Lane. At Allington Lane such uses have degraded the character of the countryside. The parish also includes the Chalcroft Business Park, a former rail-based naval victualling depot that has poor road access but is now in a variety of commercial uses, mainly in uses class B8 storage and distribution, resulting in considerable disturbance to local residents from related traffic.
- 6.5.43 The parish does not have access to a railway station. However parts of the parish are served by regular buses to Southampton and Eastleigh.

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6.5.44 a busy local centre which is in need of some regeneration and improvement.

6.5.45 There is a primary school and some parts of the parish are also served by schools in Southampton and Hedge End. The parish includes Moorgreen Hospital, parts of which have been recently redeveloped. It nevertheless provides specialised health services including palliative care and some mental health facilities.

6.5.46 The West End Parish Plan was produced in 2010.

Development proposals and special policies

6.5.47 The following policies apply in the parish of West End:

WE1 Chalcroft Business Park, Burnetts Lane, West End

WE2 Land adjoining the Chalcroft Business Park

WE3 Land west of Tollbar Way and south of Berrywood Business Park, Hedge End

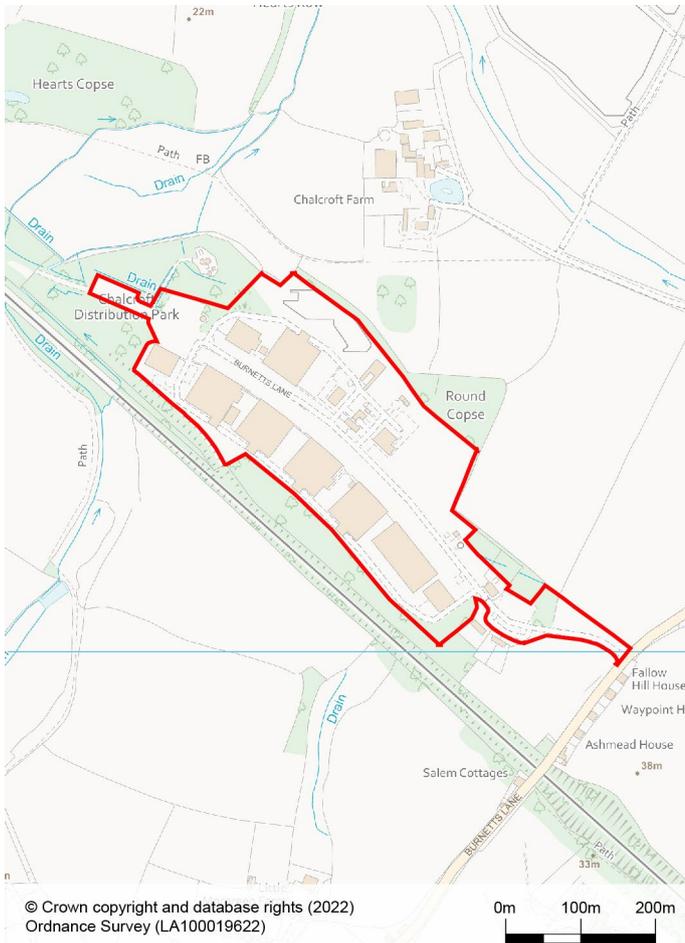
WE4 Land at Ageas Bowl and Tennis Centre, Botley Road, West End

Employment

Chalcroft Business Park, Burnetts Lane, West End

Policy WE1, Chalcroft Business Park, Burnetts Lane, West End

1. Proposals for the alteration, extension, change of use or redevelopment of existing land and buildings within the Chalcroft Business Park (as defined on the policies map) for class B2, B8 and E(g)(ii)/(iii) uses will be permitted if all of the following criteria are met:
 - a. in accordance with the sequential approach, major office development (use class E(g)(i)) (greater than 1,000 sq.m gross) will only be supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) or in district and local centres;
 - b. a new road is built as shown on the policies map to serve the Chalcroft Business Park and the new development west of Horton Heath; and
 - c. development would not adversely affect the adjoining Round Copse or Chalcroft Business Park sites of importance for nature conservation.
2. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



- 6.5.48 At present, the Chalcroft Business Park occupies a rural location with poor road connections, and the site is largely surrounded by a woodland belt that is designated as a site of importance for nature conservation. However, the proposed development of land to the west of Horton Heath and Chalcroft Farm presents an opportunity both to improve vehicular access (see policy WE1) and extend the site (see policy WE2). Furthermore, a new landscape framework accompanying that development may present an opportunity to change the relationship between the distribution park and its immediate environs. Together these opportunities could enable a more intensive redevelopment of the site.

Land adjoining the Chalcroft Business Park

Policy WE2, Land adjoining the Chalcroft Business Park

1. A site of approximately 1.6 hectares between the Chalcroft Business Park and Burnetts Lane is allocated for approximately 6,400 sq.m of employment development in use classes B8 and E(g)(ii)/(iii) provided that:
 - a. a new road is built as shown on the policies map to serve the Chalcroft Business Park and the new development west of Horton Heath;
 - b. the site is served by a shared access with the rest of the Chalcroft Business Park;
 - c. the use of the site does not adversely affect the residential amenities of adjoining dwellings within the Chalcroft Business Park, or opposite the site on Burnetts Lane;
 - d. the development would have no unacceptable adverse impact on the adjoining Chalcroft Business Park Site of Importance for Nature Conservation or existing mature trees within and bordering the site; and
 - e. a substantial landscape screen is provided fronting Burnetts Lane to help screen the development from the dwellings on the opposite side of the lane.
2. In accordance with the sequential approach, major office development (use class E(g)(i)) (greater than 1,000 sq.m gross) will only be supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) or in district and local centres.
3. A site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.



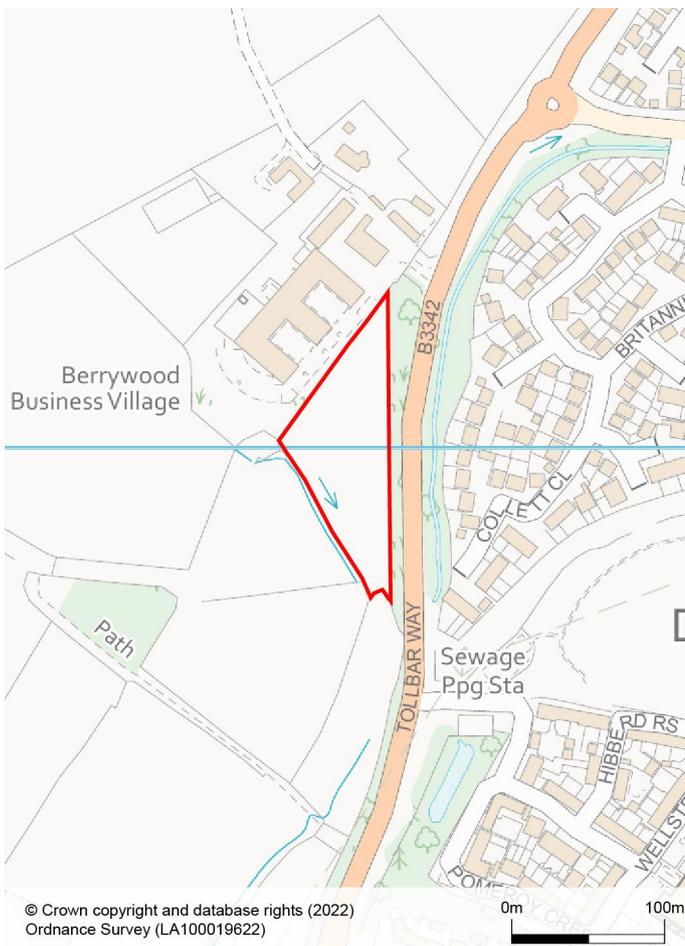
- 6.5.49 The site covered by policy WE2 is a small area bounded by the Chalcroft Business Park, its access road, Burnetts Lane and the railway. It would provide a useful extension to the business park, but its development for this purpose needs to take account of the proximity of dwellings within the business park and opposite the site on Burnetts Lane, and the presence of mature trees within and bordering the site.
- 6.5.50 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent and Southampton Water SPA and Ramsar site and the River Itchen SAC and the avoidance and mitigation measures identified. These include:
- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network to preserve the otter movement network.

Land west of Toolbar Way and south of Berrywood Farm, Hedge End

Policy WE3, Land west of Tollbar Way and south of Berrywood Business Park, Hedge End

1. An area of approximately 0.8 hectares of land west of Tollbar Way and south of Berrywood Business Park, Hedge End, as defined on the policies map is allocated for approximately 3,200 sq.m of employment development subject to the following conditions:
 - a. the site is developed for employment in use classes B2 and E(g)(ii)/(iii) compatible with the existing employment uses on the adjoining Berrywood Business Park;
 - b. access shall be via the existing access serving the larger site on Tollbar Way;
 - c. the development is of a high quality compatible with the adjoining buildings on the Berrywood Business Park; and
 - d. the existing hedgerow fronting Tollbar Way is retained and reinforced with additional landscape planting.

2. In accordance with the sequential approach, major office development (use class E(g)(i)) (greater than 1,000 sq.m gross) will only be supported if there are no suitable, available or viable alternative sites available in either Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, (Southampton Airport) or in district and local centres.



- 6.5.51 A number of sites have been identified in the Borough that have the potential for small-scale employment development to help meet the needs of local employers and those seeking to work locally. These include an extension to an existing employment site at Berrywood Farm, west of Tollbar Way, Hedge End, which lies in West End parish. This employment use came about originally from the conversion of farm buildings, and the policy allocates a small adjoining site for new employment development.
- 6.5.52 Part of the site may be at risk from flooding from an adjoining watercourse and a flood risk assessment may be required in accordance with policy DM5. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Transport

Bubb Lane-Burnetts Lane link road

- 6.5.53 As part of the West Horton Heath development, there is a commitment by developers to deliver a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see policies HH1, Chapter 6, section 6.1 and WE1, Chapter 6, section 6.5). This road is intended to help reduce local difficulties caused by large vehicles accessing Chalcroft Business Park via narrow and unsuitable rural roads.
- 6.5.54 The Transport Assessment indicates the new Local Plan development will not generate severe delays at the A27 Mansbridge Rd/Swaythling Road/Allington Lane/Townhill Way junction under either “do something” or “do more” scenarios. Significant delays in the “do something” scenario disappear in the “do more” scenario, although this may be more due to the strategic improvements modelled at that time diverting more traffic, rather than the modest improvements added to this junction.
- 6.5.55 The Transport Assessment will provide further detail on any requirement for improvements at this junction.

Sport and recreation

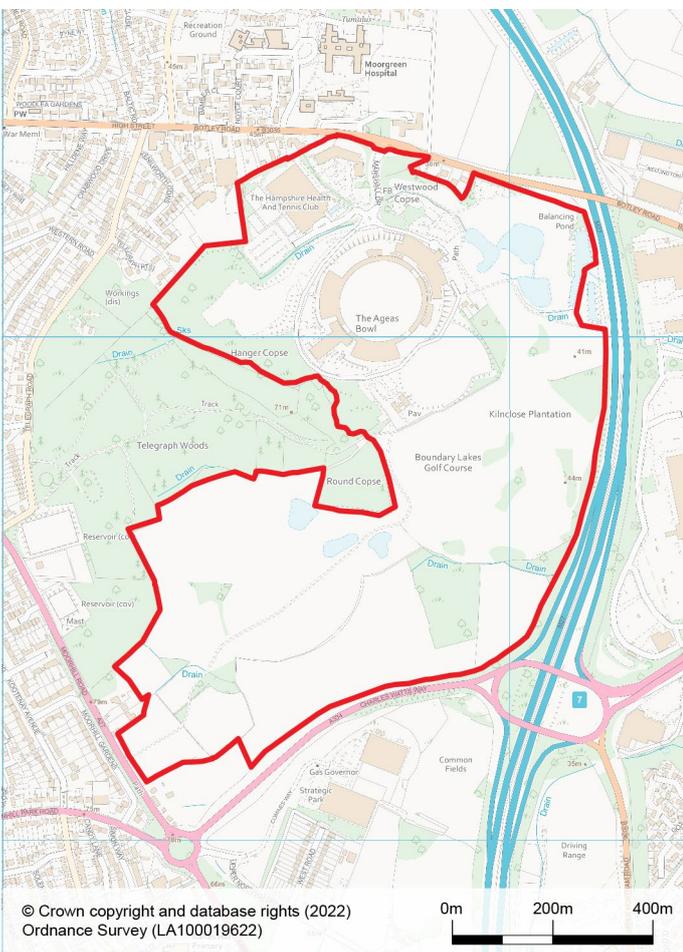
The Ageas Bowl and Tennis Centre, Botley Road (recreation)

Policy WE4, Land at Ageas Bowl and Tennis Centre, Botley Road, West End

1. Development will be supported where it facilitates the site's important role in meeting sporting needs in the Borough and wider area; complements the high quality design and open setting of the site; and protects the settlement gap. Taking these aims into account, development will be permitted if it meets all of the following criteria:
 - a. buildings or structures must be appropriate in scale, form and location to the predominantly green and open character of the area, taking account of the different characteristics of the site; and should only be visible from the surrounding area in the context of the wider landscape setting;
 - b. development achieves a high quality design by paying careful attention to detailing, hard landscaping and planting;
 - c. outside the urban edge (as defined by the policies map) development is for outdoor sports/recreational purposes only (including ancillary facilities of appropriate location, scale and design to protect the settlement gap, such as a golf clubhouse);
 - d. inside the urban edge (as defined by the policies map) development is for outdoor or indoor sports/recreation; leisure; hotel or office/research use provided that:
 - i. any development creates a high quality of design and takes the form of distinctive individual buildings each set within an open and high quality landscape setting; the extent of development and the boundary treatment of that development (built design and landscape) creates a high quality, distinctive, green and open setting to the Ageas Bowl;
 - ii. in addition to meeting criterion d i., any residential development is located solely in the north west corner of the site (as defined on the policies map); the development provides an appropriately designed access directly to/from the settlement of West End rather than via Marshall Drive for pedestrians/cyclists and also, unless demonstrated otherwise, for vehicles; and the layout and design of the development ensures an appropriate level of residential amenity in respect of the cricket ground and events venue;
 - iii. enables the enhancement of sporting facilities on the site;
 - iv. does not compromise the function of the Ageas Bowl as an international cricket ground and events location;
 - e. any leisure, hotel or office/research use meets the sequential test by demonstrating there are no suitable, available and viable sites in city, town or district centres;
 - f. proposals for floodlighting on any part of the site must be of a scale, form, location and luminosity that would not affect the predominantly open character of the area or the biodiversity interests of the adjacent SINC or protected/priority species. The hours of use of any floodlighting may be limited in order to minimise its impact on nearby residential property;
 - g. the number of non-sporting events such as concerts, and their operation (including hours of operation) will be strictly controlled and any intensification of sporting events managed where

practicable in order to minimise the impact on nearby residential properties;

- h. proposals must be accompanied by satisfactory arrangements for vehicular access and must include provision for improved facilities for pedestrians, cyclists and public transport;
- i. any areas of the site to be used for temporary or occasional car parking must be provided with an appropriate soft surface treatment;
- j. surface water drainage will not increase flood risks downstream and within the river corridor; and
- k. there will be no adverse impact on the adjacent Telegraph Woods SINC with appropriate environmental buffers from development.



6.5.56

The Ageas Bowl (formerly the Rose Bowl), the tennis centre and golf course at West End have seen significant development in recent years. The Council is keen to ensure the success of these facilities whilst maintaining the generally green, open, landscaped character of the area. Outside of the urban edge uses will be restricted to outdoor leisure/recreational uses or ancillary facilities to protect the settlement gap and wider landscape setting of the site. Within the urban edge a greater range of development will be supported provided it is of a use and form which contributes to the overall concept of a leisure and sporting led venue with high quality buildings set within an open and green context. The use of the present facilities causes traffic congestion on occasions, and enhanced provision for pedestrians, cyclists and public transport will be required in conjunction

with any additional development. Residential development will present a range of additional issues which will require careful consideration in accordance with the policy. Residential development could only be supported on the part of the site identified by the policies map to the south of the Pitters development, so that it does not affect the setting of the wider site and connects directly to the existing settlement. (Other uses supported by the policy within the urban edge can also be located within this residential area as part of a mixed use scheme). The green open space required with any residential development can be considered adjacent to and outside of the designated residential area, if it relates to the boundary treatment to create the high quality and distinctive setting to the Ageas Bowl. All other open space required in accordance with criterion d.(i). will fall within the designated residential area. The existing access via Marshall Drive does not provide a direct route to West End and forms a separate access to the Ageas Bowl site which has a very different character to existing residential areas. A new appropriately designed pedestrian/cycle route providing a more direct connection to West End centre and to integrate new with existing residential communities will therefore be required. If the Pitters site were to be redeveloped in the future, this is likely to create the most direct and appropriate route. For the same reasons, and also because Marshall Drive is heavily used on match and events days, it may also be necessary for an alternative vehicular route to be created via any future redevelopment of the Pitters site. The necessity for and deliverability of an alternative vehicular route will be considered at the planning application stage.

- 6.5.57 The provision of any residential development on the site will increase the potential for impacts on residential amenity. Any residential development should not compromise the existing function of the Ageas Bowl.
- 6.5.58 Policy WE4 allows for reasonable additional development, adaptation and change, whilst maintaining outdoor recreational activities as the primary uses of the area, and seeking to ensure that any development is of the highest quality. Areas used for temporary or occasional car parking should not include any hardstanding or gravelled areas. Any surface treatment should blend into the landscape. Development should achieve a net gain in biodiversity as set out in policy DM11 and with reference to the site's Natural Environment Delivery Plan.

Botley Parish

Context and key issues

- 6.5.59 Botley parish is located on the eastern boundary of the Borough adjoining Winchester district. The parish extends around the northern part of Hedge End, bordering Fair Oak and Horton Heath parish, and includes housing on the eastern edge of Hedge End and in Boorley Green to the north of Botley.
- 6.5.60 Botley is one of the oldest settlements in the Borough and has significant heritage interest. A major new development including 1,400 dwellings, a new primary school and public open space is currently under construction to the north and east of Boorley Green. Other developments with planning permission in the parish include 600 dwellings at Land at Hedge End north of Winchester Road. This will significantly increase the population in the parish which was recorded at 5,083 and there were 2,199 dwellings in the 2011 Census. In 2015 the population was 5,061⁶⁹.
- 6.5.61 There are dwellings in Botley parish that sit on the eastern edge of Hedge End. The settlement gap between these and other parts of Botley is important for the identity of Botley village, but its open and rural character is being eroded.

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- 6.5.62 Botley lies on the upper reaches of the River Hamble, which is tidal up to Botley Mill. It has an attractive village centre which is included in a conservation area, and a large number of listed buildings, including Botley Mill which is an historic flour mill on the river. The conservation area extends south of the village to include areas of countryside linked to it historically.
- 6.5.63 There is also historic interest at the Manor Farm Country Park which lies within the parish. This provides an important recreational resource for the Borough and the rest of south Hampshire, although local pedestrian, cycle and bridleway links to it are in need of improvement.
- 6.5.64 Other recreational resources in the parish currently include areas of public open space with related pitches, greens and courts.
- 6.5.65 There is little employment in Botley apart from within local shops and small workshops – most residents of working age commute to workplaces at Hedge End, Winchester and Southampton.
- 6.5.66 The retail centre of Botley is attractive, but its prosperity is compromised by the presence of significant flows of through traffic and the proximity of the out-of-town stores at Hedge End. The new development at Boorley Green includes a new local centre.
- 6.5.67 Botley is served by the A334 extending through the village centre from Hedge End and linking through to Wickham and Bishop's Waltham to the east. To the north, Winchester Street and Woodhouse Lane link the village to Boorley Green and Fair Oak. There is a limited bus service to Eastleigh and Southampton.
- 6.5.68 Traffic flows through the village include HGVs and are sufficient to have caused an Air Quality Management Area to be defined because of the related emissions. The traffic also affects the viability of the village centre and its heritage qualities, reducing its attractiveness as a place to visit and affecting quality of life for local residents. Means of addressing poor air quality in the village are set out in the Council's Botley Air Quality Management Area Action Plan. These include increasing the use of public transport and other modes, travel planning, working with local businesses to reduce vehicle movements, detailed analysis of traffic movements, vehicle emission testing and air pollution monitoring. However, the most effective measure to resolve air quality and other issues would be to divert traffic away from the village centre, and there is a long-standing proposal for a Botley bypass that is included in the Local Plan (see policy BO5).
- 6.5.69 Outside the village to the east, in Winchester district, there is a railway station serving the village. It lies on the line linking Fareham and Eastleigh. At the station there is a rail-served aggregates depot. The station has little car parking.
- 6.5.70 The parish is currently served by a range of community facilities including meeting halls and a local primary school and other facilities will be provided as part of new development. The school is supported by pupils from beyond the immediate parish. GP services are provided by two surgeries, including one in Botley and there is a need to ensure that there is adequate health provision for new development. There will also be a need for additional cemetery facilities to serve the area in the near future.
- 6.5.71 Work is currently progressing on the preparation of a Neighbourhood Plan.

Development proposals and special policies

6.5.72 The following policies apply in the parish of Botley:

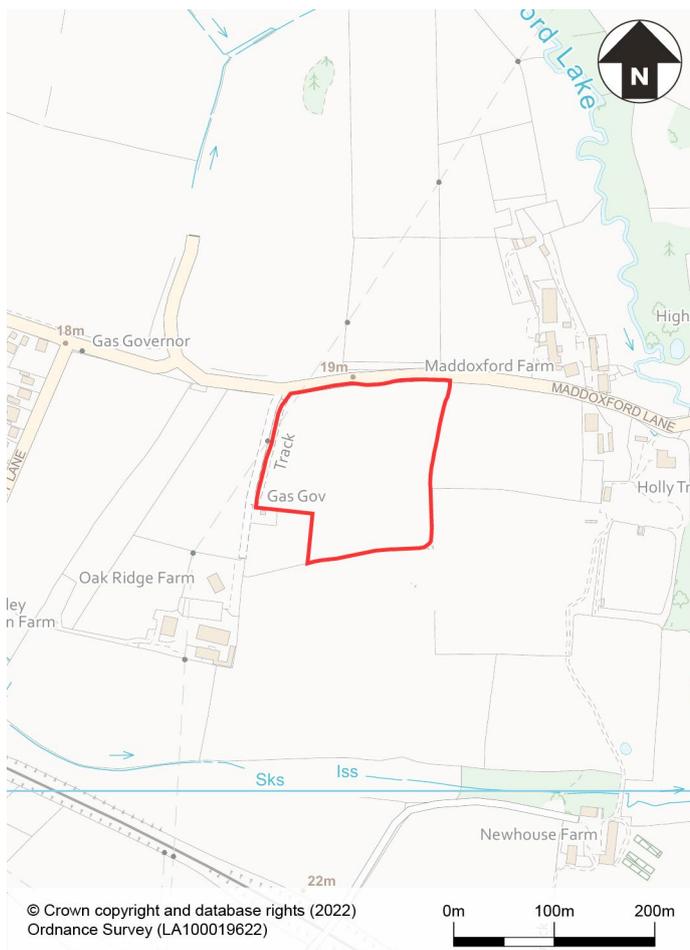
- BO1 Land south of Maddoxford Lane and east of Crows Nest Lane
- BO2 Land north east of Winchester Street, Botley
- BO3 Land east of Kings Copse Avenue and east of Tanhouse Lane
- BO4 Land north of Myrtle Cottage, Winchester Road
- BO5 Botley bypass
- BO6 Junction Improvement, Botley Road/Bubb Lane roundabout (Denham's Corner)
- BO7 Botley Mill

Housing

Land south of Maddoxford Lane and east of Crows Nest Lane

Policy BO1, Land south of Maddoxford Lane and east of Crows Nest Lane

1. An area of land to the south of Maddoxford Lane and the east of Crows Nest Lane, as defined on the policies map, is allocated for the development of at least 30 dwellings.
2. Planning permission will be granted provided that the detailed proposals comply with the Development Plan and address the following specific requirements:
 - a. the provision of housing of a range of type, size and tenure;
 - b. access shall be made from Maddoxford Lane;
 - c. the provision of pedestrian and cycle links within the site and to connect the site with nearby development along Maddoxford Lane;
 - d. Marshy Grassland, Botley Site of Importance for Nature Conservation (SINC) runs to the south and east of the development. Buffers of 20m will need to be kept free from development adjacent to the SINC and designed to maintain the hydrological flows and extend the habitat into the SINC;
 - e. to preserve water quality and flows into Ford Lake details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - f. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists, ensure routes remain open within the Railway Priority Biodiversity Link for Wildlife dispersal and that there is a net gain in biodiversity;
 - g. examination of the potential for the relocation of the overhead power line crossing the site in order to optimise the site's development potential;
 - h. the development should be designed and landscaped to provide an appropriate settlement edge and should retain and reinforce existing boundary hedgerows and tree belts; and
 - i. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.



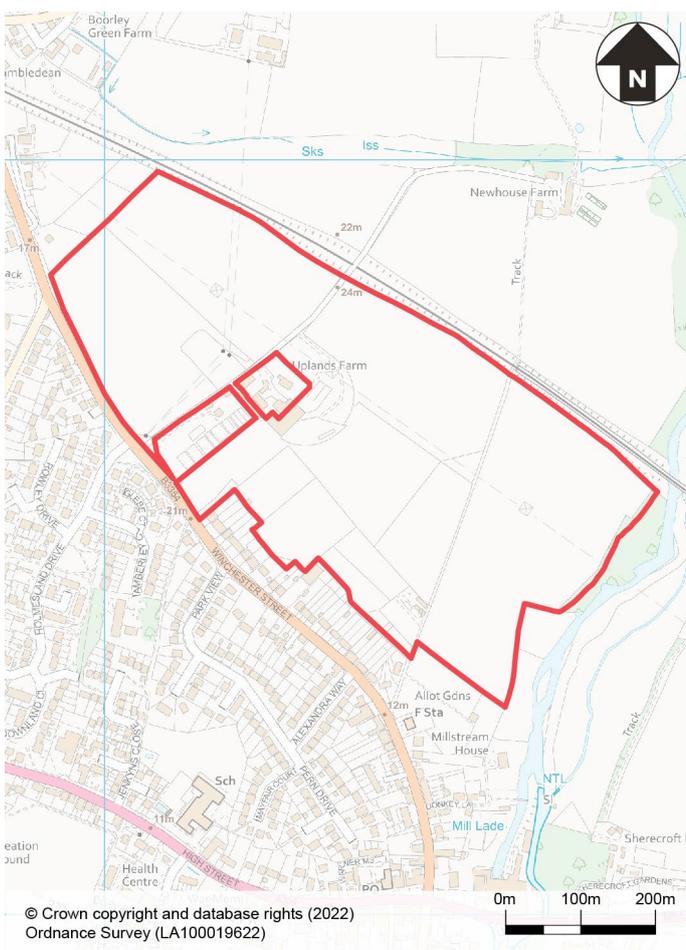
6.5.73 This site comprises land on the southern side of Maddoxford Lane and to the east of Crows Nest Lane, currently in agricultural use. The site is defined by mature tree and hedge planting and an overhead power line crosses the north western corner of the site. Two adjacent field parcels have been the subject of recent outline planning applications. The site is likely to be able to accommodate at least 30 dwellings. A lower density than the adjacent consented sites is envisaged to allow a softer rounding off of the settlement.

Land north east of Winchester Street, Botley

Policy BO2, Land north east of Winchester Street, Botley

1. An area of approximately 26 hectares of land to the north-east of Winchester Street, as defined on the policies map, is allocated for the development of up to 375 dwellings, land for the Botley bypass and public open space.
2. Planning permission will be granted provided that the detailed proposals comply with the Development Plan and with an approved masterplan for the whole site which addresses the following specific requirements:
 - a. land is safeguarded for the route of the Botley bypass in accordance with policy BO5 and details of this route shall be agreed with the highway authority, and the Borough Council (see strategic policy S11); contributions shall be made towards the bypass unless a transport assessment demonstrates that this is not necessary;
 - b. contributions to other relevant off-site transport proposals as set out in the Eastleigh Borough Transport Statement;
 - c. the provision of vehicular accesses from Winchester Street;
 - d. the provision of housing of a range of type, size and tenure;
 - e. the provision of on-site public open space and play areas;
 - f. the retention of the existing allotments on the site or their re-provision in an equivalent or better location elsewhere on the site and to an equivalent or better standard;
 - g. the provision and layout of land in an acceptable location for additional allotments (approximately 1.2 hectares) for the village;
 - h. a thorough examination of the potential for the relocation of the overhead power line on the northern edge of the site, adjacent to the railway line, in order to maximise the site's development potential;
 - i. 20m buffers will be required to the River Hamble and Botley Mill Sites of Importance for Nature Conservation the designated River Hamble and the Wet Woodland respectively;
 - j. to preserve water quality and flows into the River Hamble details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - k. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists, ensure that the routes remain open within the Railway Priority Biodiversity Link for wildlife dispersal and that there is a net gain in biodiversity;
 - l. the retention, improvement, and maintenance of the existing Public Rights of Way through the site and the provision of good quality pedestrian and cycle links both within the site and to connect the site to the surrounding area also the delivery of a section of a new and strategic footpath/cycleway/bridleway route between Winchester Road and Wangfield Lane to link with the proposed Botley to Bishop's Waltham rail trail;

- m. the protection of heritage assets within the site (including the listed buildings at Uplands Farm and potential archaeological remains) and the provision of an enhanced setting for these buildings and for the designated conservation area to the east of the site;
- n. the provision of a good quality landscape setting for the development (including landscape treatment of the corridor adjacent to the railway line for the proposed bypass) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- o. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the adjacent railway line, the existing fire station, the proposed Botley bypass and the proposed employment uses;
- p. a thorough examination of the potential for localised small scale minerals extraction or incidental minerals recovery for that part of the site within the Minerals Safeguarding Area; and
- q. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider, and layout is planned to ensure future access to the existing wastewater infrastructure for future maintenance and upsizing purposes.



6.5.74 A site comprising approximately 26 hectares on the north eastern side of Winchester Street and to the south of the railway line is primarily in agricultural use. The site includes the listed farmhouse and buildings of Uplands Farm. The eastern part of the site lies adjacent to the River Hamble which is within an area at risk of flooding and is also adjacent to the Botley Mill Site of Importance for Nature Conservation (SINC), designated for its wet woodland habitat and adjacent to the designated Botley Conservation Area. The site is crossed from north-

west to south-east by a high voltage overhead power line and by a public footpath which runs north to south, linking the village with the open countryside to the north. A resolution to grant outline planning permission has been achieved for this site.

- 6.5.75 In accordance with Environment Agency advice, waste water should be treated via the sewer system and not by an on-site solution. There are understood to be waste water capacity issues in the area, and the connections should be at the nearest point of capacity. Where possible a combined solution with site HE1 Land west of Woodhouse Lane, Hedge End should be found.

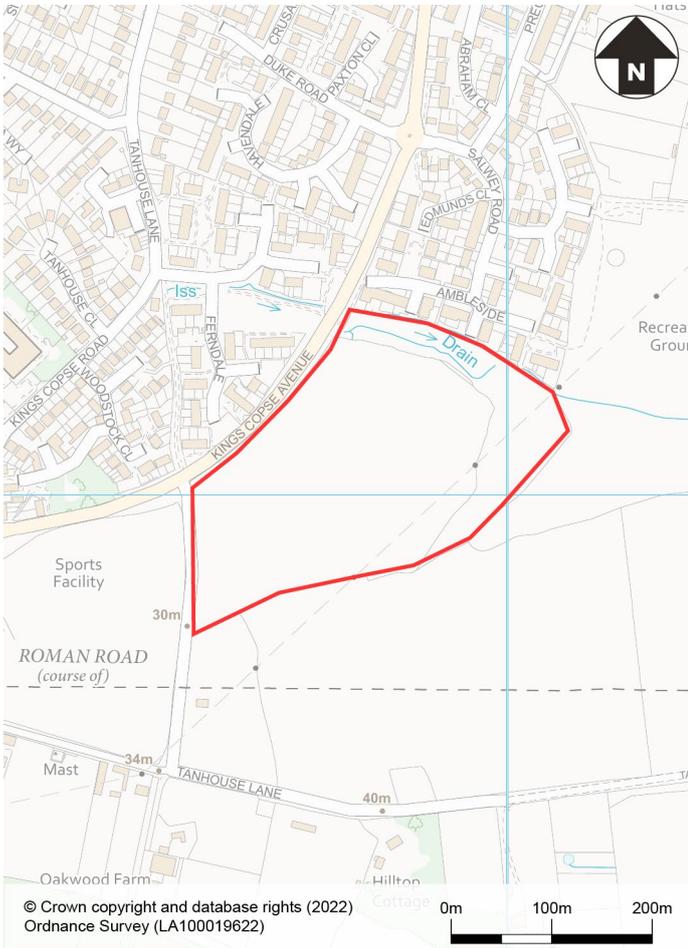
Land east of Kings Copse Avenue and east of Tanhouse Lane

Policy BO3, Land east of Kings Copse Avenue and east of Tanhouse Lane

1. An area of approximately 6.96 ha of land on the eastern side of Kings Copse Avenue and Tanhouse Lane, as defined by the policies map, is allocated for development to include approximately 120 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and with an approved masterplan for the whole site which addresses the following specific requirements:
 - a. a range of housing types, sizes and tenure;
 - b. the provision of on-site public open space and play areas, to serve the development;
 - c. the provision of vehicular access from Kings Copse Avenue;
 - d. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - e. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including the adjacent Rodaway Pavilion and Football Ground;
 - f. the maintenance and improvement of the Public Rights of Way to the west of the site;
 - g. 20m buffers off Tanhouse Meadow Sites of Importance for Nature Conservation/ Manor Farm Local Nature Reserve to protect the designated sites and the Hedge End stream to the north. All mature hedgerows should be retained and buffered by 5m either side;
 - h. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
 - i. avoiding development on areas of the site at risk of flooding;
 - j. to preserve water quality and flows into the Hedge End Stream details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - k. the provision of a landscape setting for the development, including buffer planting on Kings Copse Avenue frontage, and maintaining, reinforcing and buffering existing boundary hedgerows, tree belts and woodland;
 - l. the provision of good quality landscape setting for the development (including buffer planting on Kings Copse Avenue frontage), and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
 - m. a thorough examination of the potential for the relocation of the overhead power line which crosses the site, in order to maximise the site's development potential;
 - n. preservation of the pipeline infrastructure which cross the site;
 - o. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise and air mitigation measures, in light of the increased road traffic noise impact from Kings Copse Avenue, due to the opening of Pylands

bypass/Link Road and Botley bypass; and

- p. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider.

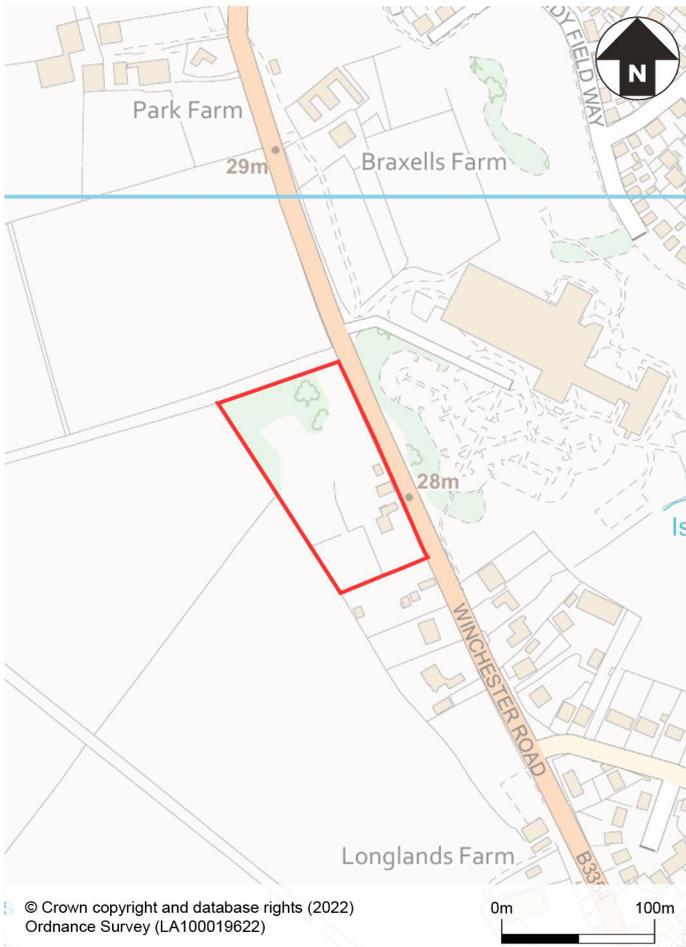


6.5.76 The site comprises 6.96ha of land on the eastern side of Kings Copse Avenue and Tanhouse Lane and falls within the River Hamble County Park estate. The site is split into two parcels with the larger open parcel to the south, currently used for agriculture and the smaller northern parcel consisting of mature woodland which is part of the Tanhouse Meadow Site of Importance for Nature Conservation (SINC) and Manor Farm Local Nature Reserve (LNR). The Hedge End Stream is located within this area of woodland. Overhead powerlines cross diagonally through the eastern part of the site. The site boundaries are well defined by mature vegetation apart from the north western boundary which abuts Kings Copse Avenue, where clear views of the site are achieved. The topography of the site falls gently towards the north east. The site as a whole is likely to be able to accommodate approximately 120 dwellings.

Land north of Myrtle Cottage, Winchester Road

Policy BO4, Land north of Myrtle Cottage, Winchester Road

1. An area of approximately 1.1ha to the north-west of Boorley Green, as defined on the policies map, is allocated for development to include approximately 22 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-
 - a. a range of housing types, sizes and tenure;
 - b. the provision of vehicular access from Winchester Road (B3354);
 - c. the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
 - d. the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including enhancement of connections with Boorley Green, with the permitted development to the west and to Hedge End Railway Station in accordance with strategic policy S11(1)(b);
 - e. to preserve water quality and flows details of Sustainable Urban Drainage shall be provided in accordance with policy DM6 as part of any application for outline or full planning permission;
 - f. the potential for relocating the existing low voltage electric pole is thoroughly examined in order to maximise the development potential of the site and to create satisfactory residential amenity;
 - g. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
 - h. the provision of a good quality landscape setting for the development (including buffer planting on the Winchester Road frontage) and maintaining and reinforcing existing boundary hedgerows, compatible with adjoining uses;
 - i. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures; and
 - j. occupation of the development is phased to align with the delivery of any necessary wastewater network reinforcement, in liaison with the service provider, and layout is planned to ensure future access to the existing wastewater infrastructure for future maintenance and upsizing purposes.



6.5.77 An area of approximately 1.1ha to the north-west of Boorley Green is in mixed use comprising two residential properties and agricultural storage uses. To the east is the Macdonald Botley Park Hotel & Spa beyond which land has been granted planning permission for approximately 1,400 dwellings. Land to the west is currently in agricultural use but forms part of an area granted planning permission for 680 dwellings (Land to the north west of Boorley Green). The site is allocated for residential development of approximately 22 dwellings.

Transport

Botley bypass

Policy BO5, Botley bypass

1. An indicative route is reserved for a new road bypassing Botley to the north, as shown on the policies map. This shall comprise:
 - a. improvements to the Maypole roundabout, and to Woodhouse Lane from the Maypole roundabout in Hedge End to a new roundabout with a new road link across to Winchester Street, to be secured in connection with development proposals at Hedge End, Botley, Boorley Green, and Horton Heath;
 - b. a new road link between Woodhouse Lane and Winchester Street;
 - c. a new road link from Winchester Street to the River Hamble built to distributor road standard through the site allocated for development by policy BO2 above, to form part of the road network serving this development site;
 - d. a bridge over the River Hamble, and a road south-eastward to the junction of the A334 with the Curdridge Road in Winchester district, for future implementation (as set out in Winchester City Council's Local Plan Part 2). The design of the bridge over the upper reaches of the Hamble River should minimise damage to the river and to the adjoining Botley Mill Woodland Site of Importance for Nature Conservation; and
 - e. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.
2. The new road should include safe and convenient provision for pedestrians, equestrians and cyclists including the ability to access Botley station to the east. An environmental impact assessment will need to be prepared to accompany the planning application for the road and the bridge over the River Hamble. In due course the Borough Council will promote traffic management measures within Botley village in association with the bypass.

6.5.78 The village of Botley has suffered from increasing vehicular traffic and congestion in recent years. The A334 runs west to east through the village centre and provides access to Winchester district and Fareham Borough over the River Hamble. Traffic flows through the village are likely to increase as a result of the development proposals of this plan, and the major development approved at North Whiteley in Winchester district.

6.5.79 For some years there have been concerns about the level of traffic in Botley village, which includes a higher than normal proportion of HGVs and has implications for health (an air quality management area has been designated in the village centre), amenity, community and the local economy. Traffic noise, poor air quality and difficulties in crossing the road affect the attractiveness of the centre as a shopping destination. These concerns led some time ago to the identification of an alternative route for the A334 running north of the village, which is the long-standing Botley bypass proposal. In summer 2016 Hampshire County Council held a consultation about the route of the bypass and a preferred route was identified which included some revisions to the historic bypass proposal. Planning permission has now been granted for the creation of a bypass along this route. The Highways Authority and the Borough Council are working to secure sufficient funding for the road. The policy above seeks to secure elements of the bypass related to development proposals in this Local Plan, whilst reserving the whole route for future implementation.

- 6.5.80 This proposal links to an equivalent proposal in Winchester district that continues the bypass past Botley Station to link with the A334. In preparing a scheme for the bridge over the River Hamble and the eastern-most part of the bypass, a Construction Environmental Management Plan is likely to be required. The environmental impact assessment should include specific consideration of water quality impacts on the Solent Maritime Special Area of Conservation (which includes the River Hamble estuary) and how adverse effects on the SAC will be avoided.
- 6.5.81 A site level Habitats Regulations Assessment will be required to demonstrate the detail of how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen Special Area of Conservation and the avoidance and mitigation measures identified. These include:
- careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
 - adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
 - avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.
- 6.5.82 There is also potential for previously unidentified archaeology of prehistoric and Roman date along the route of the bypass. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Other transport improvements

- 6.5.83 Further improvements to the road system in Botley Parish are likely to be needed in association with the new development under construction at Boorley Green and the committed development between Boorley Green and Hedge End station. Details of the estimated cost and timing of these highway improvements will be included in an updated Infrastructure Delivery Plan. These improvements include:

Botley Road/Bubb Lane roundabout (Denham's Corner)

Policy BO6, Junction Improvement, Botley Road/Bubb Lane roundabout (Denham's Corner)

1. **The Borough Council will support the County Council as highway authority in delivering capacity improvements as required at Botley Road/Bubb Lane roundabout (Denham's Corner).**

6.5.84 This junction is located north west of the Boorley Green strategic development site and the development site north of Hedge End station, lying between these sites and the Horton Heath development area. It is a key node for traffic from both these areas and beyond.

6.5.85 There is a commitment from the developers of the site between Hedge End station and Boorley Green to make improvements to this roundabout. These improvements will consist of enlarging the roundabout itself and widening to two lanes on the Winchester Road and Bubb Lane approach arms.

Footpaths and cycleways

6.5.86 In addition, improvements to footpaths and cycleways will be needed to serve the new developments and to link to strategic recreational green routes. These are set out in the Eastleigh Borough Transport Statement 2012 and will be included in the Council's Infrastructure Delivery Plan.

Open space provision

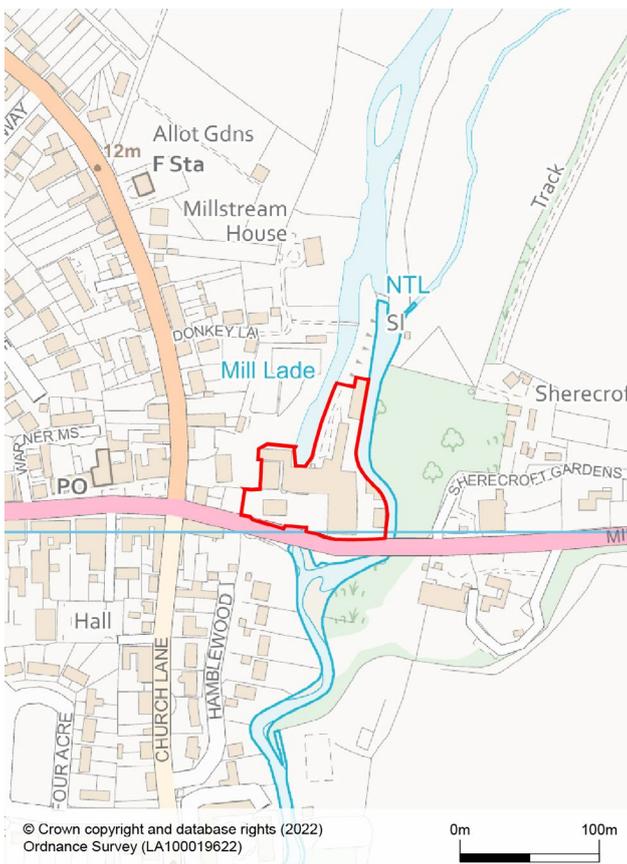
6.5.87 The community's need for new open space can be met through the new housing allocations as set out above. Any new open space should meet the quantity, quality and accessibility standards as recommended by the Open Space Needs Assessment and detailed in Chapter 5.

Heritage

Botley Mill

Policy BO7, Botley Mill

1. Planning permission will be granted for development at Botley Mill subject to the other policies of this Local Plan and the following conditions:
 - a. it enables the preservation, restoration and future maintenance of the buildings and their setting;
 - b. it is sympathetic in terms of use, layout and design to the location of the site, the character of the listed buildings and their setting;
 - c. it provides improved pedestrian links to the centre of Botley;
 - d. measures are taken to improve the safety of the vehicular access to the site; and
 - e. development would not harm the nature conservation value of the River Hamble.



6.5.88 The existing mill at Botley, which is a Grade II listed building, dates from about 1770 and is of considerable architectural and historic interest. It is a major feature of the village and the conservation area and it is considered essential to retain the historic buildings and their setting and encourage the continuation of its use. The Borough Council will therefore support sympathetic development which ensures the retention and enhancement of the character and setting of the Mill, its restoration, future maintenance and continued use. Proposals should pay due regard to protecting the nature conservation value of the River Hamble.

Chapter 7: Monitoring and Review

Monitoring

- 7.1 Under the provisions of the Localism Act, local authorities are no longer required to produce an annual monitoring report. However, they are expected to undertake regular monitoring, and to make the results of this available at the earliest opportunity.
- 7.2 The Borough Council will continue to work with Hampshire County Council and other partners to monitor key aspects of the policies and strategy set out in the Plan to ensure that the objectives of the Local Plan are delivered. Appendix C sets out the framework of performance indicators, and targets to monitor the objectives set out in this Local Plan.
- 7.3 The results of this monitoring will be published on the Council's website when data becomes available along with a monitoring report annually. The Council will also periodically review the Sustainability Appraisal Scoping Report which contains basic information about the Borough.

Review

- 7.4 In accordance with Government guidance, the Council will regularly review the Local Plan to ensure it is up to date and make changes as required. This will help maintain a supply of development land; consider up to date data and trends; and take into account new strategies from the Partnership for South Hampshire, Solent Local Enterprise Partnership and other organisations and legislative changes.

Appendix A: Policies to be replaced by this plan

Eastleigh Borough Local Plan Review (2001 – 2011) – saved policies to be replaced by the Eastleigh Borough Local Plan 2016 - 2036

Policy	Summary
1.0 The Countryside	
1.CO	Criteria for development in the countryside
2.CO	Presumption against development in strategic gaps
3.CO	Criteria for development in local gaps
5.CO	Farm diversification
6.CO	Criteria for agricultural workers dwellings
7.CO	Agricultural occupancy condition
8.CO	Replacement dwellings in the countryside
9.CO	Residential extensions in the countryside
10.CO	Replacement of non-residential buildings in the countryside
11.CO	Extensions to non-residential buildings in the countryside
12.CO	Hamble Community Sports College SPA
13.CO	Hampshire Police Headquarters SPA
14.CO	Mobile Home Parks
15.CO	Conversion of rural buildings for employment purposes
16.CO	Conversion of rural buildings to residential
17.CO	Extension of authorised commercial uses in the countryside
18.CO	Protection of the landscape
19.CO	Protection of landscape features
20.CO	Landscape Improvements
2.0 Nature Conservation	
22.NC	Protection of SSSIs
23.NC	Protection of Sites of Importance for Nature Conservation
25.NC	Promotion of biodiversity
26.NC	Protection of wildlife network
27.NC	Designation of Local Nature Reserves

Policy	Summary
3.0 Environmental Sustainability	
28.ES	Waste collection and storage
29.ES	Development next to noise sensitive premises
30.ES	Noise sensitive development
31.ES	Residential development and noise
32.ES	Pollution control
33.ES	Air Quality
34.ES	Reduction of greenhouse gases
35.ES	Contaminated land
36.ES	Lighting
37.ES	Sustainable construction
38.ES	Renewable energy
39.ES	River corridors
40.ES	Southampton Water and Hamble estuary
41.ES	Development affecting water courses
42.ES	Development in a catchment of a water course
43.ES	Areas at risk of flooding
44.ES	Development in areas at risk of flooding
45.ES	Sustainable drainage
4.0 Urban Renaissance and the Built Environment	
52.BE	Improving Eastleigh approach roads
53.BE	Eastleigh Renaissance Quarter
54.BE	Financial contributions in Renaissance Quarter
55.BE	Recreation Ground
56.BE	Barton Park
57.BE	Barton Park
58.BE	Protection of greenspaces
59.BE	Design Criteria
60.BE	Road and Rail corridors
61.BE	Homezones
62.BE	People with disabilities
63.BE	Car park design
64.BE	Overhead electricity lines

Policy	Summary
65.BE	Criteria for telecommunications proposals
66.BE	Information and communications technology
67.BE	Criteria for advertisement proposals
68.BE	Notifiable installations
69.BE	Airport Public Safety Zone
5.0 Housing	
71.H	Mixed use development
72.H	Density
73.H	Housing mix
74.H	Affordable housing
75.H	Affordable housing on smaller sites
76.H	Dowd's Farm, Hedge End
77.H	South Street, Eastleigh
79.H	Development off Woodside Avenue, Eastleigh
80.H	Pirelli Phase 2
81.H	Reserve Housing Sites
82.H	Hardings Lane Fair Oak
83.H	Fair Oak Lodge
84.H	Romill Close, West End
85.H	Conversion to flats
86.H	HMOs
87.H	Gypsy sites
88.H	Scotland Close, Fair Oak
6.0 Transport & Accessibility	
89.T	Investment criteria
91.T	Transport Schemes
92.T	Local transport proposals
93.T	Park and Ride at Stoneham
94.T	Park and Ride at Windhover, Bursledon
95.T	Parking at Southampton Parkway
96.T	Interchange facilities
97.T	Parking at Airport
98.T	Small Park and Ride schemes

Policy	Summary
99.T	Freight
100.T	Transport and New Development
101.T	RTRA targets
102.T	New accesses
103.T	Green travel plans
104.T	Off-highway parking
105.T	Parking in town centres
7.0 The Economy	
108.E	Start-up businesses
109.E	Leigh Road Offices
111.E	Railway Works
112.E	Prysmian Land
113.E	Wide Lane/Mitchell Way
114.E	Northern Business Park
115.E	Airport SPA
117.E	Existing employment sites
118.E	Redevelopment of existing employment sites
119.E	Town centre employment sites
120.E	Employment development on non-identified sites
121.E	Dutton Lane
122.E	Toynbee Road
123.E	Chalcroft Distribution Park, West End
124.E	Boatyards
8.0 Town & Local Centres	
125.TC	Eastleigh Town Centre
126.TC	Eastleigh Town Centre
127.TC	Eastleigh Town Centre
128.TC	Core retail area
129.TC	North of Wells Place
130.TC	Leigh Road
131.TC	Romsey Road
132.TC	Market Street
133.TC	District and local centres

Policy	Summary
134.TC	Major retail development
135.TC	Warehouse clubs
136.TC	Core Zone
137.TC	Primary shopping zones
138.TC	Secondary shopping zones
139.TC	Change of use in local centres
140.TC	Changes of use which don't attract customers
141.TC	Upper floors
142.TC	Change of use to A3 in shopping areas
143.TC	Amusement centres
144.TC	Car Boot Sales
9.0 Public Open Space, Sport & Recreation	
145.OS	Loss of open space
146.OS	Green Network
147.OS	Open space requirements
148.OS	Shortfall of open space
149.OS	Improvement of playing fields
150.OS	Berrywood open space
151.OS	Allotments
152.OS	New footpaths
153.OS	Bridleways
154.OS	Stables and Riding Schools
155.OS	River Hamble Moorings
156.OS	Jetties, pontoons, landing stages, etc
157.OS	Noisy sports
158.OS	Rose Bowl SPA, West End
10.0 Tourism & The Arts	
159.TA	Sustainable tourism
160.TA	Leisure and tourism facilities in the countryside
161.TA	Leisure and tourism facilities in urban areas
162.TA	The Strawberry Trail
163.TA	Hotel on Hamble peninsula
164.TA	Conference Centre at Barton Park

Policy	Summary
165.TA	Percent for Art
11.0 Conservation & Listed Buildings	
166.LB	Protection of scheduled archaeological sites
167.LB	Protection of non-scheduled sites
168.LB	Archaeological evaluation
169.LB	Criteria for development in a Conservation Area
170.LB	Demolition in a Conservation Area
171.LB	The setting of buildings in a Conservation Area
172.LB	Advertisements in Conservation Areas
173.LB	Listed building demolition
174.LB	Listed building alterations
175.LB	Buildings of Local Importance
176.LB	Enabling development
177.LB	Protection of historic parks and gardens
178.LB	Botley Mill restoration
179.LB	Old Bursledon – protection
180.LB	Old Bursledon – roads
181.LB	Hiltingbury – protection
182.LB	Bournemouth Road
183.LB	The Aviary Estate
184.LB	Campbell Road, Eastleigh & CrowSPORT
12.0 Community Facilities	
185.IN	Protection of existing community facilities
186.IN	Criteria for new facilities
187.IN	Moorgreen and Nuffield SPAs
188.IN	Tankerville SPA
190.IN	Infrastructure Provision
191.IN	Developers' Contributions

Appendix B: Legislation and other plans and strategies

- A.1 There is a full list of the legislation, strategies, plans and policies that we must take into account in the Sustainability Appraisal Scoping Report Appendix 1.

Legislation

- A.2 Statutory requirements are set out in the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (the 2004 Act), the Planning Act 2008, the Localism Act 2011, the National Planning Policy Framework 2012 and the Town and Country Planning (Local Planning) (England) Regulations 2012. The Localism Act removed the former regional plans, has introduced powers for local communities to prepare neighbourhood development plans, and made a number of further amendments to the 1990 and 2004 Acts and regulations.
- A.3 The 2004 Act established a different way of preparing Local Plans, introducing the concept of 'Local Development Frameworks' (LDFs) - portfolios of documents that included a core strategy and other development plan documents (DPDs) and Supplementary Planning Documents (SPDs). The government's National Planning Policy Framework published in March 2012 has changed this, suggesting that all policies and proposals should now be included in a single DPD called a Local Plan.
- A.4 The National Planning Policy Framework has replaced the Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs) which formerly set out national planning policies and guidance on how to prepare local development frameworks.
- A.5 The Government also publishes circulars and other guidance on planning matters. There are also many other pieces of legislation that are relevant to planning, for example relating to housing, public health, transport, biodiversity etc. All this legislation and guidance can be viewed in full at www.communities.gov.uk/.

Planning and other strategies

- A.6 As well as legislation, we must also take into account the plans and strategies that cover the wider area including and beyond the Borough's boundaries. The Borough Council also has a lot of its own strategies, for example for housing, older people, young people, climate change etc. that need to be supported by the LDF. These are explained below.

National plans and strategies

National Planning Policy Framework

- A.7 In March 2012 the Government published the National Planning Policy Framework:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The NPPF 2012 has since been replaced by the NPPF 2018, which has itself been replaced by the NPPF 2019

(<https://www.gov.uk/government/publications/national-planning-policy-framework--2>). In accordance with the transitional provisions in paragraph 214 of the NPPFs 2018 and 2019, the NPPF 2012 has been applied in the examination of the Local Plan. The current NPPF is, however, a material consideration in planning decisions.

County and sub-regional plans and strategies

Hampshire County Council

- A.8 The County Council has responsibility for:
- minerals and waste planning, along with the unitary city authorities of Southampton and Portsmouth and the New Forest and South Downs national park authorities;
 - transport planning, including the Local Transport Plan;
 - flooding – the County Council is now a Lead Local Flooding Authority under the Flood and Water Management Act 2010;
 - Management of the River Hamble – the County Council is responsible for the Harbour Authority;
 - education;
 - social care and health;
 - libraries.
- A.9 It also has roles in encouraging business and the economy, leisure and tourism, landscape planning and heritage, promoting biodiversity etc. ([see www.hants.gov.uk](http://www.hants.gov.uk)).

Hampshire Minerals and Waste Plan

- A.10 Hampshire County Council, Southampton City Council, Portsmouth City Council, the New Forest National Park Authority and the South Downs National Park authority are the minerals planning authorities for Hampshire. The Hampshire Minerals and Waste Plan (HMWP) was adopted in October 2013 – see <https://www.hants.gov.uk/landplanningandenvironment/strategic-planning/hampshire-minerals-waste-plan>. The HMWP has identified a mineral extraction site at Hamble Airfield in Eastleigh Borough, along with a number of minerals and waste safeguarding sites. Local Plans must reflect minerals and waste plans once these are adopted.

Local Transport Plan

- A.11 Highway authorities have a duty under the Local Transport Act 2008 to produce a local transport plan. The Local Transport Plan for Hampshire (LTP3) has been prepared by Hampshire County Council and Portsmouth and Southampton City Councils setting out the long-term strategy for travel and transport within Hampshire for the period 2011 to 2031 - <https://www.hants.gov.uk/transport/localtransportplan>. In the light of the recession and reductions in public spending, it identifies as an overall priority the need to make the most of existing infrastructure. Within this, there are a number of themes including maintenance and safety of roads, management of traffic, public transport, quality of life and place, and transport and growth areas. The LTP contains sections relating to strategies for the various parts of Hampshire including a Strategy for South Hampshire. This identifies the characteristics and challenges relating to transport in south Hampshire, and outcomes required to deliver the vision. It contains 14 policies for the county and the two cities, a number of which are of particular relevance to

Eastleigh Borough, as follows:

- i. Support sustainable economic growth; this is of relevance to Eastleigh River Side and other economic development in the Borough;
- ii. Ensure reliable access to and from the three main 'gateways' in this area (the two ports and the airport); this includes improving rail access to the airport from the east, which has implications for the rail network through Eastleigh Borough and within Eastleigh River Side. It also includes measures to optimise use of the motorways;
- iii. Maximise the capacity of existing roads; this could include works to traffic lights and other more localised improvements and traffic management measures within the Borough;
- iv. Achieve a high quality and well-maintained transport network;
- v. Deliver improvements in air quality – this is a particular concern within the Borough where there are four Air Quality Management Areas relating to roads and road junctions;
- vi. Develop sub-regional approaches to managing parking;
- vii. Improve road safety;
- viii. Promote walking and cycling; this will link to the Borough Council's existing walking and cycling strategies;
- ix. Encourage private investment in public transport (buses, taxis etc.);
- x. Develop the role of water-borne transport;
- xi. Work with rail operators to improve stations and facilities for people and freight – this is likely to have implications for Eastleigh River Side;
- xii. Work with local planning authorities to integrate planning and transport;
- xiii. Develop and deliver public realm improvements (e.g. environmental improvements to streets); work has already progressed with Hampshire County Council to identify street scene improvements.
- xiv. Safeguard and enable the delivery of a limited range of transport improvements within the area – those relating to Eastleigh Borough include:
 - Safeguarding a route for the Botley Bypass;
 - Enabling developer-led solutions to access Eastleigh River Side; and
 - Enabling developer-led improvements to facilitate access to planned major development areas.

Transport Delivery Plan

- A.12 Transport for South Hampshire working with Hampshire County Council (since replaced by Solent Transport) produced the Transport Delivery Plan in 2013 as a statement of the major transport schemes priorities to be progressed by TfSH. It is a strategic plan and therefore does not include full details of all transport schemes to be progressed, which for each local authority area are set out in local transport statements.

Eastleigh Borough Local Transport Statement

- A.13 Hampshire County Council has worked with Eastleigh Borough Council to produce a statement which consists of

the Transport Strategy and the proposed package of sustainable transport measures to improve accessibility and modal choice within the Eastleigh Borough Council (EBC) area. The Transport Statement provides the following:

- a comprehensive local transport policy framework for the Borough;
- a framework to assist with the prioritisation of transport investment;
- a sound basis for land use and development planning;
- assistance to the local planning authority with infrastructure planning in support of the Eastleigh Borough Council Proposed Submission Local Plan 2016-2036.

Flood Risk

A.14 Hampshire County Council is now a Lead Local Flood Authority (LLFA). Under the requirements of the Flood and Water Management Act 2010 and the 2009 Flood Risk Regulations, the County Council has prepared a Preliminary Flood Risk Assessment – see <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/strategies/preliminary-flood-risk-assessment>. The County Council has prepared a Local Flood Risk Management Strategy and a Groundwater Management Plan for Hampshire and is preparing surface water management plans for districts and Boroughs in the county.

Hampshire Strategic Infrastructure Statement 2019

A.15 Since 2009 Hampshire County Council has produced studies of the community infrastructure likely to be needed to support development proposals across the county. The latest published in 2019 includes details on the needs and requirements for transport and highways, education, countryside services, waste management, flood and water management, libraries, broadband, extra care, public health and blue light emergency services infrastructure – see <https://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning>.

Older People's Well Being Strategy

A.16 The County Council has produced an Older People's Well Being Strategy - see <https://www.hants.gov.uk/socialcareandhealth/publichealth/jsna/ageingwellsummary> - that seeks to address issues they face in remaining independent. The County Council also seeks to ensure the provision of housing for older people across the county, and produced their Older People's Housing Study in 2009.

Hampshire School Places Planning Framework 2017-2021

A.17 The School Places Plan sets out the identified need for extra mainstream school places for the primary sector (4 to 11 year olds) and the secondary sector (11 to 16 year olds). The latest Hampshire School Places Plan can be viewed at: <https://www.hants.gov.uk/educationandlearning/schoolplacesplan>. The Borough Council continues to discuss the Borough's existing and future school needs with the County Council and the proposed provisions made in this Local Plan reflect the currently identified needs.

River Hamble Harbour Authority Strategic Vision, Strategic Plan and Business Plan

- A.18 The River Hamble Harbour Authority's Strategic Vision, Strategic Plan and Business Plan - <https://www.hants.gov.uk/thingstodo/riverhamble/harbourauthority> seek to bring together the various interest groups for the River Hamble and formulate common aims as well as agree policies and actions for a wide range of topics.

Countryside Access Plan for Hampshire

- A.19 The Countryside Access Plan (CAP) for Hampshire comprises seven local area plans which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire - see <https://www.hants.gov.uk/landplanningandenvironment/countryside/accessplan>. These plans meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.
- A.20 The plans relevant to Eastleigh Borough are the County Overview and the CAPs for the Forest of Bere, Solent and Test and Itchen areas. These plans set out a framework by which the County Council and its partners can coordinate work to improve the network of rights of way and other forms of access to the countryside to facilitate and promote outdoor recreation and enjoyment of Hampshire's countryside.
- A.21 Rights of Way Improvement Plans are closely linked with Local Transport Plans, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The CAP identifies the main issues and suggests what should be done to improve access to the countryside and contribute to walking and cycling access to services, amenities and transport hubs.

Hampshire Biodiversity Action Plan

- A.22 The County Council has prepared a biodiversity action plan which reviews the status of wildlife in Hampshire and sets out a framework for action – see <https://www.hants.gov.uk/landplanningandenvironment/environment/biodiversity>.

Faster broadband

- A.23 Hampshire County Council is also promoting a faster broadband initiative in order to achieve improvements in broadband access for businesses and residents – see [https://www.hampshiresuperfastbroadband.com/.](https://www.hampshiresuperfastbroadband.com/)

Partnership for South Hampshire (PfSH)

- A.24 Eastleigh Borough sits within the south Hampshire area, which includes the cities of Southampton and Portsmouth along with neighbouring areas related to them through transport links, their local economy or community interests. In south Hampshire, a voluntary association of city, district and Borough Councils – the Partnership for South Hampshire (PfSH)⁷⁰ has arrived at an overall economic strategy which informs all the plans and strategies of its member authorities.

⁷⁰ PfSH is a partnership of the unitary authorities of Portsmouth and Southampton, Hampshire County Council (HCC) and district/Borough authorities of Eastleigh, East Hampshire, Fareham, Gosport, Havant, New Forest district, New Forest National Park Authority, Test Valley and Winchester.

PfSH South Hampshire Spatial Position Statement

A.25 PfSH has produced a statement that apportions the identified development requirements between its constituent authorities, informed by the Economic Development Strategy and Strategic Housing Market Assessment. It is a non-statutory document which provides evidence of meeting the statutory duty to co-operate across the sub-region. The PfSH South Hampshire Spatial Position Statement can be viewed at: <https://www.push.gov.uk/wp-content/uploads/2022/03/PUSH-Spatial-Position-Statement-2016.pdf>

- For Eastleigh Borough, the South Hampshire Spatial Position Statement;
- Identifies the northern part of Eastleigh Borough as a strategic development locations for mixed use development, subject to significant infrastructure investment (SDL1);
- Identifies Eastleigh River Side as a major regeneration opportunity;
- Identifies Eastleigh town centre as a large Town Centre where there is to be modest expansion of retail, office and other town centre uses;
- Restricts out-of-centre retailing;
- Requires the development of a net additional 40,000sq.m. of offices and 74,000sq.m. of manufacturing and distribution floorspace in the period 2011 – 2034;
- Requires the provision of 14,950 dwellings in the Borough between 2011 and 2034;
- Identifies the importance of strategic countryside gaps between settlements (to be identified in Local Plans).

PfSH Green Infrastructure Strategy and Implementation Plan

A.26 The PfSH Green Infrastructure Strategy (2017 – 2034) identifies the key green Infrastructure (GI) features and future requirements for South Hampshire, which will be critical in enabling growth and development to take place, informing the location of new development, and providing a high quality GI network for South Hampshire's communities. It was adopted by PfSH in March 2017 and updated in July 2018. It can be viewed at: <https://www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/>. This strategy builds on earlier work undertaken by PfSH and has been developed by reviewing and building on the existing evidence base with greater focus on GI at a strategic level.

A.27 The PfSH Green Infrastructure Implementation Plan (2019) is the delivery plan for South Hampshire Green Infrastructure Strategy 2017-2034. It will support the enhancement of the area's GI network, enabling growth and development across the sub-region and enhancement of the area's natural environment through the delivery of a number of key strategic GI projects/initiatives. The Plan also sets the framework for more locally based GI planned and delivered at the district and community levels. It also builds on earlier work undertaken by PfSH and will be used as a bid for resources and potential sources of project funding. The Plan can be viewed at: <https://www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/>

Other PfSH policies

A.28 PfSH has also drawn up guidance (including policy) frameworks on a variety of issues including:

- affordable housing;
- sustainable development;
- the Integrated Water Management Strategy;
- climate change and quality places;
- the use of developers contributions to provide workforce training.

A.29 This guidance also informs the policies of this Local Plan. All PfSH policies and guidance can be viewed on their web site which is at <http://www.push.gov.uk/>.

Solent Transport (formerly Transport for South Hampshire and Isle of Wight)

A.30 Solent Transport is PfSH's partner in achieving its economic strategy and leads on addressing existing and future transport requirements for south Hampshire. It comprises representatives of the area's highway authorities (Hampshire County Council and Portsmouth and Southampton City Councils). Solent Transport (and TfSHIoW before July 2014) has produced a number of strategies relevant to the management of transport in the Borough including:

- A 'Reduce' Strategy (2009) designed to:
 - reduce the need to travel;
 - maximise the number and proportion of journeys made by alternative modes to the private car; and
 - contribute to wider environmental and health benefits, such as reducing carbon emissions and improving air quality.

See <https://www.solent-transport.com/research-and-resources/>

- A Freight Strategy (2009), which aims to, "facilitate the safe and efficient transportation of freight into, out of and within the TfSH sub-region, supporting a competitive local and regional economy, whilst taking into account the existing and future needs of our society and the environment."

See <https://www.solent-transport.com/research-and-resources/>. It examines issues relating to road, rail, maritime and air freight in south Hampshire, and includes a freight action plan which contains a number of general measures to address the issues identified.

Solent Local Enterprise Partnership

A.31 The Solent Local Enterprise Partnership (Solent LEP) helps to determine local economic priorities and drive local economic growth and the creation of new jobs. The Solent LEP is a business led collaboration between public, private and education sectors across the Solent. This includes 9 local authority members, including Eastleigh Borough Council. As a partnership organisation, all members are actively working together to secure a more prosperous and sustainable future for the Solent area. Solent LEP has produced a delivery plan for the sub-region – see <https://solentlep.org.uk/media/2999/solent-lep-delivery-plan-rev-april-2020-final.pdf>.

Solent Local Economic Partnership Transforming Growth Strategy

- A.32 The Solent LEP has published a Transforming Growth Strategy (2015) which summarises its Strategic Economic Plan for the period between 2014 – 2020 – see <https://solentlep.org.uk/what-we-do/transforming-solent-growth-strategy/>. This ambitious plan builds on the areas' strengths, harnesses the drivers for growth and addresses the barriers, which if not addressed, could hinder growth in the Solent region.
- A.33 Its vision is "to create an environment that will bring about sustainable economic growth and private sector investment in the Solent. It will assist this globally-competitive area reach its full potential, enabling existing businesses to grow, become more profitable and to be greener; enabling the creation of new businesses and attracting new businesses to the region."
- A.34 The revised PfSH Economic Development Strategy proposes economic development to help boost south Hampshire's economic performance, which is lagging slightly behind that of other areas in the south-east of England. It suggests 1.36 - 1.72 million sq. m. of new employment development over the period 2006 to 2026. It also proposes around 74,000 dwellings for south Hampshire over the same time period.

Local plans and strategies

Eastleigh Borough Council

Eastleigh Borough Council strategies

- A.35 Eastleigh Borough Council has three strategic priorities, which are:
- **A Green Borough:** Making a difference to our environment
 - **A Prosperous Place:** Where everyone is able to share in prosperity
 - **A Healthy Community:** Active and lively with a spirit of togetherness. These closely parallel the three elements of the former Community Plan Vision, and have been used as the basis for the vision, objectives and policies included in this Local Plan.
- A.36 The Borough Council has a particularly wide range of strategies that assist to achieve its strategic priorities, as follows:
- Air Quality Action Plans
 - Biodiversity Action Plan
 - Children & Young People Strategy
 - Climate Change Strategy and Action Plan
 - Community Safety Partnership Plan
 - Cultural Strategy
 - Cycling Strategy
 - Equality and Diversity Strategy and Accessible Homes Strategy 2008-2011

- Health and Wellbeing Strategy
- Home Energy Conservation and Fuel Poverty Strategy
- Homelessness Strategies
- Housing Strategy for Eastleigh
- Play Strategy and Action Plan
- Prosperity Strategy and Delivery Plan
- Public Art Strategy
- Public Transport Strategy for Eastleigh
- Sport & Recreation Strategy
- Walking Strategy

These are referred to in related topics within the Local Plan.

Neighbouring authorities

- A.37 In arriving at its strategy for the Local Plan, the Borough Council has also taken into account the plans of neighbouring authorities:
- A.38 **Southampton City Council:** The Borough's close relationship with Southampton has involved joint transport assessment, joint work on affordable housing, a joint retail study (with the City Council and Test Valley Borough Council) and close working over site-specific cross-boundary issues, including green infrastructure and the settlement gaps between the city and the settlements in the Borough. There has also been discussion of the City Council's current aspirations for Park and Ride sites in Eastleigh Borough, and whether these will ever be needed. The activities of the Port of Southampton, including its links to Southampton Airport, and its on-going requirements for warehousing have implications for this Borough. Movement of people and goods generated by development proposals in Southampton will have implications for the strategic transport networks that pass through this Borough.
- A.39 **Test Valley Borough Council:** There is close working with Test Valley Borough Council on green infrastructure, in particular the proposed Central Forest Park in southern Test Valley which borders the Borough. There is also liaison on other issues, for example relating to the shared boundary at Valley Park and Chandler's Ford, transport links and a joint retail study (see Southampton City Council above).
- A.40 **Winchester City Council:** Winchester's proposals for development at Whiteley have implications for road proposals in Eastleigh Borough, including the proposed Botley Bypass. There is also co-ordination with them over housing and rural gap issues.
- A.41 **Fareham Borough Council:** We need to take into account the implications of Fareham Borough Council's Strategic Development Area north of Fareham town (a new community to be known as Wellborne), e.g. in terms of traffic generation. We also need to coordinate our policies for the River Hamble.
- A.42 **New Forest District Council (NFDC):** NFDC has led the production of the North Solent Shoreline

Management Plan - see www.northsolentsmp.co.uk. Eastleigh Borough Council has been part of the project management group that has helped to produce the document. It covers the whole of the Borough's coastline, and identifies which areas are to be protected from coastal erosion, and for how long.

Other agencies and bodies

- A.43 Southern Water and Portsmouth Water: These authorities' Water Resources Management Plans (WRMPs) are important because they set out how water is to be supplied and waste water dealt with in the Borough.
- Southern Water's WRMP is at: <https://www.southernwater.co.uk/our-story/water-resources-planning>.
- Portsmouth Water's WRMP is at: <https://www.portsmouthwater.co.uk/news/publications/water-resources-planning/>
- A.44 Environment Agency (EA): The EA is responsible for identifying the areas at risk from flooding, and it also has responsibilities for controlling how much water is taken from the rivers, and what is discharged into them. These all have implications for how much development can be accommodated and where. The EA has produced:
- A River Basin Management Plan for the South East, which includes Eastleigh Borough – see <https://www.gov.uk/government/publications/south-east-river-basin-district-river-basin-management-plan>.
 - Two Catchment Flood Management Plans covering the Borough, the Test and Itchen, and South East Hampshire CFMPs, which develop policies for managing fluvial flood risks in these catchments – see <https://www.gov.uk/government/collections/catchment-flood-management-plans>
- A.45 Historic England (HE): Historic England is the Government's statutory advisor on the historic environment. It provides advice on development proposals affecting Grade I and Grade II* listed buildings, historic parks and gardens and larger developments in conservation areas. It also administers the Scheduled Monument Consent regime on behalf of the Secretary of State for Digital, Culture, Media and Sport.
- A.46 Natural England (NE): NE is responsible for areas of nature conservation value, and for soil quality and agricultural land value. These factors also influence where development can go.
- A.47 Marine Management Organisation (MMO): the MMO has been set up to undertake marine planning of the seas around the coast of the UK. The aim is to ensure a sustainable future for coastal and offshore waters through managing and balancing the many activities, resources and assets in the marine environment. Marine planning is following a similar approach to terrestrial planning – setting the direction for decision making at a local level to lead to the efficient and sustainable use of marine resources. Marine planning will:
- guide marine users to the most suitable locations for different activities;
 - manage the use of marine resources to ensure sustainable levels;
 - work with all marine users to ensure everyone has an opportunity to contribute to marine plans;
 - take a holistic approach to decision making and consider all the benefits and impacts of all the current and future activities that occur in the marine environment.
- A.48 Southampton Airport's Masterplan 2037 sets out the growth path for the airport over the next 20 years – see <https://www.southamptonairport.com/masterplan>. It is currently under review.

Appendix C: Monitoring Framework

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
A GREEN BOROUGH							
Objective i – Tackling congestion							
1	Delivery of identified road schemes	S11, E6, HH1, AL1, AL2, HE4, WE1, WE2, BO5	Start and completion dates	As set out in the site allocation policies (no annual target)	EBC/HCC/Highways England	HCC website or documentation/ Authority Monitoring Report	Annually
2	Status of AQMAs (number, area, pollution levels)	S1, DM8	Number of and area covered by AQMAs, pollution levels	Annual	EBC	Authority Monitoring Report/ Air Quality Monitoring Report	Annually
3	Provision of new strategic footpath, cycleway and bridle routes	S11, S12, FO1, FO2, FO3, HH1, BU2, E5, E8, AL1, AL2, HE1, HE2, HE3, BO1, BO2, BO3, BO4	Start and completion dates	By 2036	HCC/EBC	Authority Monitoring Report	Annually
A GREEN BOROUGH							
Objective ii – Developing green infrastructure							

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
4	Creation of new public open space and GI including in association with new development / public open space including school playing fields (or part of) lost to development	S1, S2, S5, S6, S10, DM32, DM33, DM34 (plus open space and site allocation policies)	Net gain in GI and open space	By 2036	EBC/HCC	Authority Monitoring Report	Annually
A GREEN BOROUGH Objective iii – Encouraging a sustainable community							
5	Achieve BREEAM ‘excellent’ (or equivalent) or BREEAM ‘very good’ plus ‘passivhaus’ certification	S1, DM2	To apply to all other development (i.e. non C3 residential use) above 500sq.m of floorspace measured externally (including extensions and conversions to existing buildings)	Annual	BREEAM Assessor/EBC	Authority Monitoring Report	Annually
6	Percentage of dwellings achieving passivhaus standard on development allocations	S1, DM2	Minimum of 1%	Annual	Passivhaus Certifier/EBC	Authority Monitoring Report	Annually
A GREEN BOROUGH Objective iv – Maintaining the identity of towns and villages							
7	Developments consisting of 50 plus dwellings permitted outside of existing urban edge	S5	To prevent unacceptable development in the countryside	Annual	HCC/EBC	Authority Monitoring Report	Annually
8	Development consisting of 50 plus dwellings developed / material changes of use in the settlement gaps	S6	Retain open and undeveloped nature of settlement gaps identified in the policy	Annual	HCC/EBC	Authority Monitoring Report	Annually

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
9	Provision of new community facilities and infrastructure including by type	S10, DM36, DM38, HE1	Net gain in community facilities and infrastructure	No annual target	HCC/EBC	Authority Monitoring Report	Annually
10	Planning applications granted allowing the loss of a community facility	S10, DM36	No loss of community facilities and infrastructure without a sufficient replacement or justification	No annual target	HCC/EBC	Authority Monitoring Report	Annually
A GREEN BOROUGH							
Objective v – Excellent environment for all							
11	Planning applications granted contrary to Environment Agency advice on flooding and water quality grounds	DM5	No unresolved EA objection to development	Annual	EA/EBC	Authority Monitoring Report	Annually
12	Watercourses classified as good or very good biological or chemical quality; compliance with EC bathing waters directive	DM6	Increase water quality in the River Itchen and Hamble	Annual	EA/EBC	Environment Agency/ Annual Monitoring Report	Annually
13	Support given to Policy DM1 at appeal	DM1	All appeals challenging refusals on design grounds (DM1) dismissed	Annual	EBC	Authority Monitoring Report	Annually
14	Applications refused due to impact on the historic environment	S8, DM12	To ensure protection of historic environment	Annual	Historic England/EBC	Authority Monitoring Report	Annually
15	Heritage Classified as 'At Risk' by Historic England	S8, DM12	Reduce	Annual	Historic England/EBC	Historic England Heritage at Risk Register/Authority Monitoring Report	Annually

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
A GREEN BOROUGH							
Objective vi – Minimising waste and managing resources							
16	Percentage of waste recycled	S1, DM1	Increase	Annual	HCC	Authority Monitoring Report	Annually
A GREEN BOROUGH							
Objective vii – Protecting and enhancing biodiversity							
17	Extent of areas of biodiversity importance (including SACs, SPA and Ramsar sites, SSSIs, SINC)s)	S1, S7, S9, DM11	No loss in areas of biodiversity importance	Annual	HBIC/Natural England	Authority Monitoring Report	Annually
18	Conditions of SSSIs. Management status of SINCs	S1, S7, S9, DM11	Improved local biodiversity	Annual	HBIC/Natural England	Authority Monitoring Report	Annually
19	Extent of BAP priority habitats	S1, S7, S9, DM11	Delivering BAP targets and enhancing biodiversity opportunity areas and links	Annual	HBIC/Natural England	Authority Monitoring Report	Annually
A HEALTHY COMMUNITY							
Objective viii – Enabling healthier lifestyles/wellbeing							
20	Development of new indoor and outdoor sport and recreation facilities	S7, S9, S10, S11, S12, DM32, DM33, DM34, DM35	Amount of new sport and recreation facilities available for general public	No annual target	Sport England/HCC/EBC	Authority Monitoring Report	Annually
21	Provision of new health facilities	S10, DM36, Bi1	Complete	No Annual Target	CCG/EBC	Authority Monitoring Report	Annually
A HEALTHY COMMUNITY							
Objective ix – Tackling deprivation							

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
22	Indices of Multiple Deprivation statistics (all domains)	S1, DM16	Reduce across all domains	Every 4 years (dependent on when IMD data or equivalent dataset is published)	ONS	ONS (NOMIS) website/Authority Monitoring Report	Every 4 years (dependent on when IMD data or equivalent dataset is published)
23	Total Jobs/Percentage in employment	S1, DM16	Maintain above national and regional average/uptake of apprenticeships/ proportion of school leavers taking NVQs	Annual (year on year trend)	ONS (NOMIS)	ONS (NOMIS) website/Authority Monitoring Report	Monthly
24	Claimant Count	S1, DM16	Maintain below regional and national average	Annual (year on year trend)	ONS/ Department for Work and Pensions	ONS/DWP website/Authority Monitoring Report	Monthly
A PROSPEROUS PLACE Objective x – Increased provision and more diverse mix of housing							
25	Net additional dwelling completions (including on strategic sites and allocations)	S2	729 per annum	Annual	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
26	Number of dwellings in pipeline as identified in Housing Trajectory	S2	Maintain 5-year land supply	Annual	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report/ EBC 5 Year Housing Supply Quarterly Reports	Annually

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
27	Number and proportion of affordable housing completions	S2, DM28	200 per annum/35% affordable housing where the proposal comprises sites of 0.5 ha or more and on sites with, or capable of accommodating 10 or more dwellings or a maximum combined floorspace of more than 1,000sq.m unless it can be demonstrated this is not viable	Annual	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
28	Proportion of dwellings completed by type, size and tenure (including specialist housing for the elderly)	DM24, DM25	To ensure an appropriate mix of housing to reflect identified housing needs	Annual	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
29	Proportion of new dwelling completions meeting Part M4 of the Building Regulations	DM29	To meet the requirements set out in Policy DM31 for various access standards specified	Annual	EBC (Building Control / Development Management)	Authority Monitoring Report	Annually
30	Dwellings meeting the Nationally Described Space Standards (or future equivalent)	DM30	All new dwellings	Annual	EBC (Development Management)	Authority Monitoring Report	Annually
31	Net additional gypsy and traveller pitches	S5, DM31, BU4, BU5	To meet identified needs for Gypsy and Traveller pitches and Travelling Showpeople plots	By 2036 (no annual target)	HCC/EBC	Authority Monitoring Report	Annually

A PROSPEROUS PLACE

Objective xi – Ensuring appropriate infrastructure including employment land

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
32	Net additional floorspace completed for Use Class E, B2 and B8 uses on existing and allocated employment sites (including office development)	S3, S4, DM15, DM21, CF4, E1, E6, E7, E9, HE4, HE5, WE1, WE2, WE3	103,500sq.m (net) employment floorspace/* 56,800sq.m (net) office floorspace (* forms part of the wider 103,500sq.m (net) target)	By 2036	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
33	Net additional floorspace completed for Use Class E, B2 and B8 uses at Eastleigh River Side and SAEG/including office development	S4, DM15, E6, E7, E9	Up to 131,900sq.m (net) employment floorspace/ up to 41,353sq.m (net) office floorspace	By 2036	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
34	Amount of employment floorspace on existing and allocated employment sites lost to other uses	DM15	No loss of employment land or floorspace to other uses	Annual	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
A PROSPEROUS PLACE							
Objective xii – Enabling the right skills and employment mix							
35	The provision of facilities for skills training	S1, DM16	Increase	No annual target	HCC/EBC	Authority Monitoring Report	Annually
36	Skills related planning obligations secured as part of planning permission	S1, DM16	To secure skills related obligations for all appropriate developments	Annual	HCC/EBC	Authority Monitoring Report	Annually

Indicator number	Indicator	Relevant Policies	Target/Direction	Target/direction date	Source	Where Published	When Published
37	Provision of new primary and secondary schools	S3, HE1	One new secondary school and four new primary schools on proposed strategic site allocations across the Borough	By 2036	HCC/EBC	Authority Monitoring Report	Annually
<p>A PROSPEROUS PLACE</p> <p>Objective xiii – Reinvigorating town and local centres</p>							
38	Net additional floorspace completed for Use Class E uses and Sui Generis uses (i.e. Public House and Hot Food Takeaway) within defined and proposed centres	E3, S3, DM21, HH1, HE1	6,000sq.m of retail comparison floorspace (gross)	By 2027	HCC/EBC	HCC Land Supply Schedules/ Authority Monitoring Report	Annually
39	Vacancies in town, district, local and neighbourhood centres	DM22	Lower than latest national average figure (c. 10% at the present time)	Annual	EBC	Details of Occupancy Study/Authority Monitoring Report	Annually

Glossary

Active travel: 'Active travel' (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc) for the purpose of making everyday journeys.

Adoption: The final confirmation of a development plan or Local Development Document (LDD) as having statutory status by a Local Planning Authority (LPA).

Affordable housing: Defined in the March 2012 NPPF as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.

Air Quality Management Area: The monitoring locations for Air Quality Management Areas (AQMAs) are chosen to target areas where air pollution is expected to be high, areas where members of the public spend an hour or more near busy roads, and areas that represent a background level that is not impacted by road traffic or industrial sources. These monitoring locations give us a picture of the air pollution levels across the Borough.

Allocations: These identify sites and allocate land for different types of uses required to deliver the scale of growth and development set out in the Eastleigh Borough Local Plan (2016-2036). This includes sites for housing, employment, transport infrastructure, retail, community and leisure related uses and site designations primarily for environmental protection including open space.

Appropriate Assessment: Evaluates the significance of the impacts of a proposed plan or project (either individually or in combination with other proposals) on sites of EU importance (Natura 2000 sites), in order to inform the decision-making process.

Archaeological Interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Article 4 Direction: These are a means by which a local planning authority (LPA) can bring within planning control certain types of development, or changes of use, which would normally be permitted development (i.e. not require an application for planning permission).

Authority Monitoring Report: Local planning authorities must publish information at least annually that shows progress with local plan preparation, reports any activity relating to the duty to cooperate, any information which relates to indicators in the plan, and any policies which are not being implemented. Local planning authorities can also use the Authority Monitoring Report to provide up-to-date information on the implementation of any neighbourhood plans that have been brought into force, and monitor the provision of housing for older and disabled people. It can help inform if there is a need to undertake a partial or full update of the local plan, when carrying out a review at least every five years from the adoption date.

Biodiversity: Defined as ‘the range of life forms which constitute the living world, from microscopic organisms to the largest tree or animal and the habitat and ecosystem in which they live’.

Biodiversity Action Plan: Provides a framework for the maintenance and enhancement of the biodiversity in Eastleigh Borough.

BREEAM: This is the world’s leading sustainability assessment method for masterplanning projects, infrastructure and buildings. It recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment.

Building Regulations: Building regulations are minimum standards for design, construction and alterations to virtually every building. The regulations are developed by the UK government and approved by Parliament.

Carbon sequestration: Often referred to as carbon dioxide removal, this is the long-term removal, capture or sequestration of greenhouse gasses, particularly carbon dioxide from the atmosphere to slow or reverse atmospheric CO₂ pollution and to mitigate or reverse global warming. In practice this could be through the storage of carbon in plants, soils, geologic formations, and the ocean. The most effective way for achieving this in Eastleigh Borough is through the absorption of CO₂ by trees and other vegetation.

Countryside: All areas outside the urban edge as defined on the policies map, including river valleys, ancient woodland and the undeveloped coast.

Density: This is calculated by dividing net developable area by the number of proposed dwelling units. Net developable area includes only those areas which will be developed for housing and directly associated uses. This will include: access roads from within the site; private garden space; car parking areas to serve the development; incidental green space; and children’s play areas, where they are to be provided. It excludes: major distributor roads; schools and sites of other community buildings; open spaces serving a wider area; significant landscape buffer strips and noise attenuation mounds; the canopy spread, or potential canopy spread of trees worthy of retention; and other landscape or water features worthy of retention.

Development: The carrying out of any building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.

Green infrastructure: Defined in the March 2012 NPPF as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gypsy and Travellers: Defined in Annex 1, Planning Policy for Traveller Sites (2015) as ‘Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.’

Habitat Regulations Assessment (HRA): The Conservation of Habitats and Species Regulations (2017). The purpose of the HRA is to identify any aspects of the emerging Local Plan that would have the potential to cause a likely significant effect on Natura 2000 or European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and

Ramsar sites), (either in isolation or in combination with other plans and projects), and to identify appropriate avoidance and mitigation strategies where such effects were identified.

Heritage assets: Defined in the March 2012 NPPF as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Large sites: Defined as 10 or more dwellings (net gain) and at least 1,000 sq.m of floorspace (or net gain).

National Planning Policy Framework: Introduced in March 2012, this sets out the Government's planning policies for England and how these are expected to be applied. This was revised in July 2018 with additional changes resulting in a further update in February 2019. It provides the framework within which local councils can produce local plans, which reflect the needs and priorities of their communities. This document which constitutes the Eastleigh Borough Local Plan (2016-2036) was examined under the provisions of the March 2012 NPPF due to it being submitted to the Secretary of State before the 24 January 2019 transition period deadline.

Neighbourhood Plan: A plan prepared by a Parish Council or Neighbourhood Forum for a neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). There are currently no made Neighbourhood Plans in Eastleigh Borough.

Noise sensitive use/development: Noise sensitive uses are those uses sensitive to noise which require protection for reasons of either health or quality of life. They include residential development, hotels and hostels, schools and other education institutions, hospitals, clinics, law courts, religious and other institutions or activities where a peaceful and quiet environment is a feature necessary for their successful operation and/or effectiveness.

Open space: This includes all open space of public value, and can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure (see 2012 NPPF paragraph 171), as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development (see 2012 NPPF paragraphs 7-9).

Partnership for South Hampshire (PFSH): The Partnership for South Hampshire – consisting of 12 local authorities in the area. (The Partnership is referred to as PFSH throughout the Plan, although was previously known as PUSH, the Partnership for Urban South Hampshire).

Policies Map: An important part of the development plan, showing the location of proposals identified in the adopted Eastleigh Borough Local Plan (2016-2036), on an Ordnance Survey base map.

Post Occupancy Evaluation (POE): This is the process of obtaining feedback on a building's performance in use. It provides feedback throughout a building's lifecycle from initial concept through to occupation. The value of POE is being increasingly recognised, and it is becoming mandatory on many public projects. POE is valuable in all construction sectors, especially healthcare, education, offices, commercial and housing, where poor building performance will impact on running costs, occupant well-being and business efficiency. The information from feedback can be used to inform future projects, whether it is on the process of delivery or technical performance of the building.

PFSH Spatial Position Statement (2016): This sets out the overall need for and distribution of development in South Hampshire up to 2034. It is the result of collaborative working to ensure that key strategic priorities across local boundaries are properly co-ordinated. As the statement is a non-statutory document, it will enable each Council to review its statutory Local Plan, and consider how development could be delivered. A key component of the statement is setting out the housing and employment needed to promote economic growth, jobs and homes for all. As such, it forms a key component of this Council's wider statutory Duty to Cooperate obligations with other key statutory bodies and organisations.

Settlement Gaps: Areas of predominantly undeveloped land between settlements that have been defined to protect the individual identity of those settlements and prevent their coalescence (the merging together of separate settlements to form one single settlement)

Settlement Hierarchy: This categorises the Borough's settlements to recognise their different roles. A hierarchy groups together the settlements that have similar characteristics and roles.

Supplementary Planning Document (SPD): These provide additional guidance and detail to development plan policies for a specific area or a specific topic but do not form part of the development plan.

Sustainability Appraisal (SA): This is a tool used to appraise planning policy documents in order to promote sustainable development. Social, economic and environmental objectives are taken into consideration. It incorporates Strategic Environmental Assessment (SEA). A SA is required under the Planning and Compulsory Purchase Act 2004, to be carried out on all Development Plan Documents.

Sustainable Drainage Systems (SuDS): A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.

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