

THE APPENDICES

The Purpose of the Appendices

The appendices are generally technical or explanatory in nature and provide further guidance, advice or information on a number of issues which are raised in the main body of the Local Plan. They do not form part of the statutory Local Plan but will nevertheless carry considerable weight in the consideration of planning applications. Further advice is published in a number of Guidance Notes which are listed in Appendix III.

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STRATEGIC AND LOCAL GAPS

1. The following paragraphs give a brief description and justification for the strategic and local gaps in the Borough which are listed in paragraphs 1.4 and 1.6. The boundaries of a number of gaps have already been identified in existing local plans but nevertheless all the boundaries were reviewed during the preparation of this local plan. They are listed in alphabetical order.

A. **Botley - Boorley Green Local Gap**

2. This gap is a narrow gap which can best be appreciated from Winchester Road, Crowsnest Lane, the railway and the track to Newhouse Farm. It is primarily agricultural in nature.
3. It was originally identified (albeit on wider boundaries) in the deposit version of the Hedge End, West End and Botley Local Plan (February 1990). The Inspector at the second local plan inquiry recognised its local importance and concluded that its "protection from development is necessary and indeed important".
4. The western boundary lies along Winchester Road and the northern boundary is along Crowsnest Lane. The south-eastern boundary runs along the perimeter of Uplands Nursery and the adjacent farm, thus including the visually important ridge line within the local gap. The track to Boorley Green Farm forms the main boundary feature to the north-east. The area defined is considered to be the minimum required to protect the physical and visual separation of the two settlements and no changes to the boundary as identified in the adopted local plan are proposed.

B. **Botley - Hedge End Local Gap**

5. The boundary of this gap, which was first identified in the adopted Hedge End, West End and Botley Local Plan, and it has been drawn tightly to the western edge of Botley, excluding the school and development in the vicinity of Cobbett Way. Although this does not preclude appropriate extensions to existing buildings or redevelopment it should ensure that an intensification of built form can be resisted in what is a very narrow and potentially vulnerable part of the gap.
5. The significance of the gap can be appreciated from several locations including Broad Oak, Brook Lane, Woodhouse Lane, Winchester Road and a number of public footpaths and bridleways which traverse the area. No changes to the

boundary as identified in the adopted local plan are proposed, although its status has been changed from strategic to local gap.

C. Boyatt Wood - Otterbourne Hill and Allbrook Local Gap

7. The visual gap between Boyatt Wood and Otterbourne Hill is primarily experienced from the public footpath which leads from Boyatt Lane to Knowle Hill; from Boyatt Lane itself and from Allbrook Way. The undeveloped land is well defined between the two settlements, including fields at Broomhill, The Old Brickworks site, Lincolns Copse and farmland on either side of Allbrook Way. No changes to the boundary as identified in the adopted local plan are proposed.

D. Eastleigh - Bishopstoke Local Gap

8. This gap separates Bishopstoke from Eastleigh and includes at the northern end, land between Allbrook/Boyatt Wood and Stoke Common. The impression of a visual gap between the settlements can be appreciated from the Itchen Navigation, Bishopstoke Road, the railway, Pitmore Lane, Church Lane (Bishopstoke) and public footpaths to the south of Bishopstoke Road. The gap comprises the river valley, water meadows, grazing land and woodland and provides a clear contrast with the adjacent urban areas. Where possible the boundary follows field boundaries or the defined urban edge. In visual terms the gap should include further land at its northern end but this lies within the boundary of Winchester City Council. The area defined is considered to be the minimum required to protect the physical and visual separation of the settlements. No changes to the boundary as identified in the adopted local plan are proposed.

E. Eastleigh - Southampton Strategic Gap

9. A detailed appraisal of this gap was carried out by Chris Blandford Associates in 1990 and this formed the basis of the boundary as identified in the adopted local plan.
10. The northern boundary of this gap has been redefined to exclude land north of Lakeside Country Park, which on reflection was considered to make little contribution to the physical and visual separation of Eastleigh and Southampton.

The boundary now follows the northern boundary of Lakeside Country Park. It does, however, exclude the proposed development sites at Southampton International Airport. The significance of the gap can be appreciated from a number of routes, including the M27, the M3, Chestnut Avenue, Wide Lane, the Itchen Navigation and the Southampton to Eastleigh railway.

F. Fair Oak - Horton Heath - Local Gap

12. This local gap separates the southern edge of Fair Oak from the northern edge of Horton Heath. The visual separation may be appreciated chiefly from the Botley Road and footpaths running north/south within the gap. The gap comprises the open land west of Botley Road between the southern edge of Fair Oak and Fir Tree Lane, the boundary to the west being defined by existing hedgerows. Land with consent for housing is excluded from the gap. East of the Botley Road the gap includes the open part of Knowle Hill which contributes to the visual separation of the two settlements. The eastern boundary of the gap is taken to Knowle Hill Copse and the edge of Knowle Lane. This is judged to be the minimum area capable of ensuring physical and visual separation between the two settlements. No changes to the boundary as identified in the adopted local plan are proposed.

G. Hamble - Bursledon - Netley Local Gap

10. The visual separation of the three settlements can be appreciated from Hamble Lane, Satchell Lane, St Marys Road, the railway line, several public footpaths, Southampton Water and the River Hamble. Because of the multitude of vantage points and routes between settlements it is not possible to break this gap into separate units between the individual settlements. The gap includes predominantly undeveloped land comprising the Royal Victoria Country Park, sportsfields, agricultural land, woodland, the former airfield and salt marshes on the west bank of the Hamble River. Its boundary runs along the edge of urban development, natural features such as hedgerows, the River Hamble and Southampton Water. The gap is the minimum land required to achieve a reasonable physical and visual separation between the three settlements. No changes to the boundary as identified in the adopted local plan are proposed.

H. Hedge End - Bursledon Local Gap

This gap was first defined as a local gap in the deposit version of the Hedge End, West End and Botley Local Plan (February 1990). The eastern boundary is drawn tightly and the southern and northern boundaries follow the urban edge of Bursledon and Hedge End respectively. The eastern boundary starts at the south-eastern corner of Hedge End and follows hedgerows and natural features on the western side of the high ground off Tanhouse Lane. It runs around existing woodland and along stream courses to meet the River Hamble at Hoe Moor Creek.

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15. The visual separation between the southern edge of Hedge End and the northern edge of Bursledon can best be appreciated from Bursledon Road, Dodwell Lane, Blundell Lane and the M27. The gap itself comprises a complex sloping land form, partly wooded and cut by stream valleys. The gap is the minimum land required to protect the physical and visual separation of the settlements. No changes to the boundary as identified in the adopted local plan are proposed.

I. Hedge End/Bursledon/Netley - Southampton Strategic Gap

16. This strategic gap is comparatively narrow and its boundaries are formed by the urban edges of Hedge End, West End, Thornhill, Bursledon and Netley Abbey. The significance of the gap can be appreciated from several locations including the M27, St Johns Road, the A334, Upper Northam Close/Drive, Botley Road, Tollbar Way, Grange Road, Moorgreen Road, Kanes Hill, Portsmouth Road, Woolston Road, Abbey Hill and Grange Road.
17. It is an amalgamation of the former gaps between Hedge End and Southampton, and Netley/Bursledon and Southampton. No changes to the boundary as identified in the adopted local plan are proposed.

J. Hedge End - Horton Heath Local Gap

18. Hedge End and Horton Heath are connected by Bubb Lane and Shamblehurst Lane. Also of significance is Winchester Road, from which glimpses of development at Hedge End can be caught. The boundary of the gap is easily identifiable on the ground. To the south-west the railway line and its associated vegetation forms a firm boundary. To the east the boundary follows the edge of the Botley-Hedge End strategic gap and Winchester Road. To the north it runs along the urban edge of Horton Heath and to the west along Burnett Lane. The area is generally agricultural in nature, with a fairly flat topography. The physical separation of the two settlements is quite clear on the ground and the local gap is the minimum land required to prevent the coalescence of Hedge End and Horton Heath and to ensure the retention of their separate identities. No changes to the boundary as identified in the adopted local plan are proposed.

DRAFT LIST OF BUILDINGS OF SPECIAL LOCAL ARCHITECTURAL AND HISTORIC INTEREST

The Borough Council will prepare and maintain a list of building, groups of buildings, and structures of special local architectural and/or historic importance. Their retention, maintenance, and continued use will be encouraged, and they will receive special consideration in the exercise of the development control process. These buildings do not enjoy the full protection of statutory listing.

To be included in the list a building should satisfy (A) and either (B) or (C) and (D)

- (A) Authenticity - be substantially unaltered and retain the majority of its original features.
- (B) Architectural/vernacular significance - be a good example of a particular local building type, craftsmanship, architectural quality, style or detailing.
- (C) Historical significance - display physical evidence of periods of local economic, technical or social significance, well known local people or historic events.
- (D) Be outside designated conservation areas.

There are buildings within the Borough, which while not eligible for statutory listing using national criteria are of special local architectural and/or historic interest and make a significant visual contribution to their locality. Buildings on the local list do not enjoy the protection afforded to buildings on the statutory list or unlisted buildings in conservation areas; they may be demolished without consent, except those in residential use. However placing buildings on the Local List draws attention to their local importance. The Local List will form Supplementary Planning Guidance and will be treated as a material consideration when determining planning applications relating to buildings on the List. Owners will be encouraged to retain buildings on the local list, because their loss and their setting would be detrimental to the appearance, character and townscape quality of the Borough.

Chandler's Ford and Hiltingbury

K6 Telephone Box, Bournemouth Road
Church of St Boniface, Hursley Road
Monks Brook Public House, Hursley Road

Eastleigh

1-35 Barton Road
All houses in Campbell Road
Lincolns Farm House, Boyatt Lane
Bungalows, Cherbourg Road
Cricketers Arms, Public House, Chestnut Avenue
All Saints Church, Derby Road
Two terraces, 1-51 Dutton Lane
4-108 Dutton Lane
Parish Hall, Grantham Road
Grantham Arms, Chamberlayne Road
The Leigh Public House, Leigh Road
The Police Station, Leigh Road
Former Town Hall, Leigh Road
Park Bandstand, Leigh Road
K6 Telephone Box, Twyford Road

Bishopstoke, Fair Oak and Horton Heath

The Mount, Church Road
Lodge to Stoke Lodge, Church Road
K6 Telephone Box, Longmead
Fair Oak Lodge, Allington Lane
Church of St Thomas, Botley Road
The Lodge, Botley Road
Tudor Cottage, Winchester Road
K6 Telephone Box, Scotland Close
K6 Telephone Box, Sandy Lane

Hedge End, West End and Botley

Botleigh Grange Hotel

Heathhouse Farmhouse, Heathhouse Lane

Keepers Cottage, Allington Lane

Lamp and Mantle Public House, 1 High Street, West End

Maddoxford Farm House, Maddoxford Lane

Peartree Inn, Winchester Road, Boorley Green

Bursledon, Hound and Hamble

Crofton House, Dodwell Lane

Brook Cottage, School Road, Bursledon

1 and 2 Hamble Lane, Hound

K6 Telephone Box, Station Road, Netley

Bursledon Hall

OTHER STRATEGIES AND POLICY DOCUMENTS APPROVED BY THE BOROUGH COUNCIL

The following documents and statements have been approved by the Borough Council or are in the course of preparation and will form part of the overall policy framework within which the Council operates:

Head of Planning Policy & Design

Supplementary Planning Documents

Chandler's Ford and Hiltingbury Character Areas (2005)

Storage and Collection of Domestic Waste and Recyclable Materials (2005)

Fair Oak Village Centre (2005)

Manor Bakeries, Eastleigh (2005)

Supplementary Planning Guidance

Residential Amenity in the Borough of Eastleigh (2004)

Urban Renaissance Strategy

Housing Mix (May 2003)

Biodiversity (May 2003)

Eastleigh Town Centre Strategy (2003)

Major Retail Development and the Sequential Approach (Dec. 1998)

Design Guide: Shopfronts and Signs (1993)

Borough of Eastleigh Transport Strategy (2000)

Planning Briefs

Pirelli Development Brief (2001)

Dowds Farm, Hedge End (2002)

The Mount, Bishopstoke (1999) – under review

Wildern Mill, Hedge End (2004)

Fire & Rescue Service HQ, Eastleigh (2003)

Caustons Site, Eastleigh (2002)

Ensign Way, Hamble-le-Rice (2002)

Whitetree Farm, Fair Oak (2003)

Woodside Avenue (2003)

Background Papers

Planning Obligations and the Use of Developers' Contributions (2003)
Public Open Space and Sport (2002)
Reserve Housing Provision, Analysis of Potential Sites (2005)
Urban Capacity Study (2002)
Bournemouth Road SPA (2003)
Hiltingbury SPA (2003)
Old Bursledon SPA (2003)
Campbell Road, Eastleigh (2003)
Aviary Estate, Eastleigh (2003)
Crowsport, Hamble-le-Rice (2003)
North Stoneham Management Plan (1994)
Housing Needs Survey (2002)
Housing Provision (2003)
Housing Sites Progress (2004)
Affordable Housing – (in course of preparation)
Employment Land Location Strategy (2003)
Employment Land Provision (2003)
Sustainability Appraisal (2003)
Recreation, Tourism and the Arts (2002)
Policies for the Control of Non A1 Retail Uses in Existing Shopping Areas (2002)

Other Documents

Ecological studies in parts of Eastleigh Borough (Sept 1995)
Landscape Assessment of Eastleigh Borough (March 1997)
Borough Wide Retail Study (April 1997)

Chief Executive's Team

Eastleigh Community Plan (2004)
Joint Economic Development Strategy (Eastleigh and Southampton)
Information and Communications Strategy
Eastleigh Prosperity Strategy (2005-2010)
Social Inclusion Strategy 2005-2007

Head of Engineering

Hampshire Local Transport Plan (2006-2011)
Cycling Strategy (October 1998)

Head of Housing

Eastleigh Housing Strategy 2003-2006
Empty Property Strategy (2004)
Housing Needs Survey (2002)

Head of Environmental Health

Contaminated Land Inspection Strategy (2002)
Updating and Screening Assessment of Air Quality (2003)

Head of Leisure

Sport and Recreation Strategy 2002-2007
Biodiversity Action Plan (2002)
Itchen Valley Country Park Management Plan (1996)
Itchen Valley Country Park Draft Marketing Strategy (2002)
Supply and Demand Analysis of Sports Pitches (2002)

County Documents

Also of significance are the following documents which have been approved by Hampshire County Council:

Hampshire County Structure Plan Review (approved 2000)
Hampshire, Portsmouth and Southampton Waste and Minerals Local Plan
Local Transport Plan (2001-2008)
A Strategy for Hampshire's Coast (1991)
Hampshire Rural Development Strategy (1991)
Hampshire Parking Strategy and Standards (2002)
Movement, Access, Streets and Spaces (2001)