

4 URBAN RENAISSANCE AND THE BUILT ENVIRONMENT (BE)

BUILT ENVIRONMENT CONTEXT

It is essential that we meet the reasonable needs of our communities for development and that we meet those needs in ways which:

- Make our towns and villages more rather than less attractive places to live.
- Protect and conserve as much countryside as possible

These objectives will only be met if new development achieves high standards of design with as much of it as possible being accommodated on previously developed land in built-up areas.

There are several links between built environment and other policies of the local plan and these include the following:

- C policies Countryside
- LB policies Listed Buildings, archaeology
- H policies Housing
- E policies Economic Development and Employment
- T policies Transport
- OS policies Public Open Space, Sport & Recreation
- ES policies Noise, pollution, water consumption, trees

4.1 Built Environment Objectives

It is important that the quality of development is of the highest standard and that an attractive environment is provided in which people will want to live, work and play. In particular the Council aims to:

- make our towns and villages more attractive places to live in by bringing about urban renaissance
- make the most effective use of previously developed land within built-up areas
- achieve good design and good quality materials, hard landscape and planting
- prevent conflict between incompatible land uses
- protect elements of the built environment and public realm which are of value, including trees.

- place more emphasis on the needs of pedestrians, cyclists, and public transport users, rather than car drivers.
- promote environmental improvements and introduce more public art into built up areas.

Hampshire County Structure Plan (Review) 1996-2011

- 4.2 Under Structure Plan Policy UB1, priority will be given in Local Plans to policies and proposals which achieve urban regeneration by, amongst other things, the re-use of derelict, outworn or under used land or buildings.

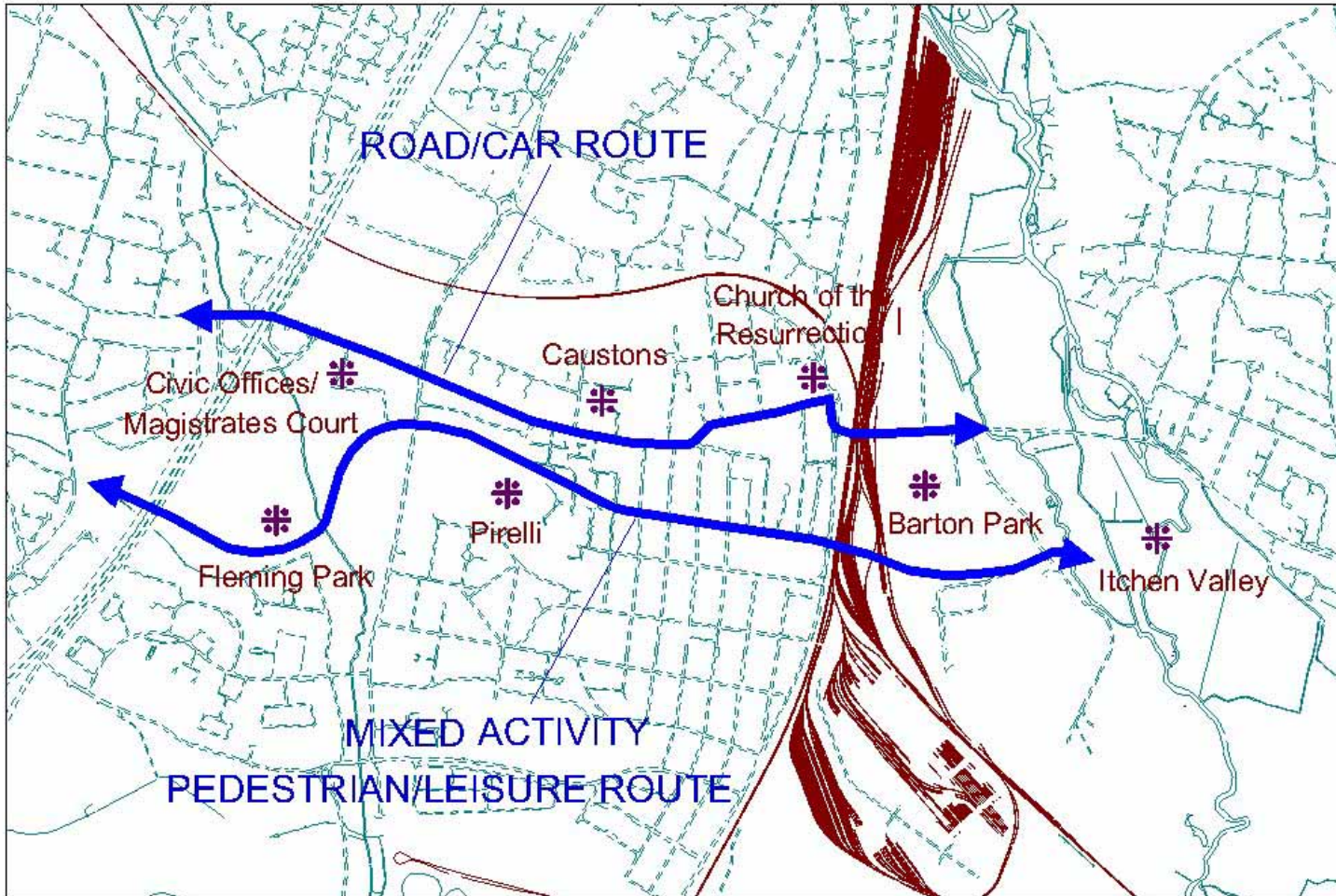
The East/West Corridor, Eastleigh

- 4.3 Within Eastleigh town there are significant potential opportunities for redevelopment within a corridor running west from Barton Park to the point where the M3 crosses Leigh Road. This area is described as 'The East/West Corridor'. Plan 4 illustrates the opportunities which may present themselves in the short, medium and long terms for redevelopment along this corridor, which would help to:

- improve the link between town centre and other redevelopment opportunities shown on the plan
- consolidate these opportunities
- improve links between Fleming Park and the Itchen Valley via the Pirelli Quarter and the town centre
- improve links westwards from the town centre, increasing the attractiveness of the town centre to residents of Chandler's Ford and the Pirelli Quarter
- make the most effective use of urban land.

The Transport Links

- 4.4 Another important element of the Council's strategy for the renaissance of Eastleigh relates to the need to improve and enhance road, bus, cycle and pedestrian links. This will improve accessibility and the attractiveness of routes between the town centre and its residential catchment as well as between residents and open space, recreation and countryside areas. On existing links there is a need for the following:



Plan 4
Eastleigh Town Centre - East/West Corridor

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- Improved connections between parts of the town south of the railway line and parts of the town to the north. (See also policy 92.T, Archer's Road railway crossing).
- Environmental improvements to existing routes and improved connections between new developments proposed south of South Street and the town centre.
- Environmental improvements to Leigh Road between the ambulance station and Passfield Avenue traffic lights.
- Environmental enhancements to the Factory Road area between the Pirelli Quarter and the Swan Centre.
- Environmental enhancements to Leigh Road between the Pirelli Quarter and the town centre.
- Improvements to Blenheim Road and the southern elevation of the Swan Centre and the creation of a bus link through the Pirelli Quarter to the Swan Centre.
- If appropriate redevelopment opportunities occur at Barton Park they will be expected to provide a landmark building at the eastern end of the vista along Factory Road, Wells Place whilst the Pirelli redevelopment will be expected to provide landmarks at the western end of that vista.
- A redevelopment at Barton Park must provide new pedestrian links: extending the station footbridge and creating a new link from the Factory Road/Wells Place axis.

4.5 In the long-term it is planned to provide a further new link from Fleming Park, through the Pirelli Quarter towards the town centre. It is intended that this link will be extended eastwards from the town centre to provide a recreational cycle/pedestrian link to the countryside east of Eastleigh.

North-South Links

4.6 The development site south of South Street and Monks Way (see policy 77.H) is relatively close to Eastleigh Town Centre. However in order to maximise the number of residents of this site who will walk and cycle to the town centre, existing north/south road links need to be environmentally enhanced to make them more attractive. It would also be desirable, in order to better integrate housing south of Chestnut Avenue with the remainder of the town, for a new pedestrian route to cross the Eastleigh College campus.

4.7 Improved cycle and pedestrian links between the development site south of South Street and Monks Way to Southampton Parkway train station and to Southampton City's cycle and pedestrian network will

also be provided.

- 4.8 In addition, in association with development off Toynbee Road, improvements will be sought to the Archers Road railway bridge to improve cycle and pedestrian access to the town centre from existing housing areas north of the railway.

Eastleigh Approach Roads

- 4.9 If more effective use is to be made of Eastleigh Town Centre and its pedestrian catchment area by accommodating more intensive uses and more people, then greater encouragement will need to be provided for people to walk and cycle in this area. The main approach roads into the Town Centre will require environmental enhancement in the form of tree planting; providing attractive street furniture; public art; signing; hard and soft landscape treatment; traffic calming and improvements to access for pedestrian and cyclists. This is intended to reduce the rate of growth in road traffic generated by new housing in this area as well as contributing to its physical renaissance.

52.BE Development on the following approaches to Eastleigh town centre, namely Leigh Road, Twyford Road, Bishopstoke Road and Southampton Road, which would give rise to increased demands for pedestrian and cycle linkages with Eastleigh town centre will be permitted, subject to contributions being sought towards appropriate improvements to facilities for pedestrians and/or cyclists.

- 4.10 The Government's objectives to reduce the growth of road traffic and emissions may be achieved by reducing distances between peoples' homes, workplaces, shops, schools and entertainment facilities. To reduce these distances we have to consider increasing densities of development and encouraging more of a mix of development types. In particular, it makes good sense to have the highest densities of development closest to the broadest range of facilities and major public transport facilities.

Eastleigh Town Renaissance Quarter

- 4.11 In line with the above concepts the Council has identified a 'Renaissance Quarter' in Eastleigh town (see Plan 5), which is considered to have the potential to accommodate a net addition of about 300 dwellings to the Borough's housing stock during the plan period.
- 4.12 It is accepted that new housing developments should contribute to quantitative improvements to public open space where the development justifies it. This principle has also been extended to include contributions to qualitative improvements. Within Eastleigh it is intended to further extend this principle to include other 'public-realm'

improvements, on the basis that high quality public-realm can fulfil some of the functions traditionally met by formal public open space. This approach is not intended to place additional obligations on developers, but rather, to allow the Council to be more flexible in the use of public open space contributions which the development justifies.

- 4.13 It is important that we make the most efficient use of land in our existing built-up areas, however this will not take place at the expense of the distinctive character of existing residential areas. It is considered that in the interests of maintaining a legible form to our urban areas, it would be inappropriate to allow those neighbourhoods outside the designated area to be randomly “pepper-potted” with high density schemes which may be out of character or incongruous in their context. For these reasons the Council is seeking to concentrate the highest densities of development within the designated area where public transport and other facilities are most accessible.

53.BE The Council will permit appropriate ‘people-intensive’ redevelopment within the Eastleigh Town Renaissance Quarter, identified on the Proposals Map. Within this area the Council will refuse permission for proposals which do not make optimum use of the land. Buildings should be predominantly 3 storey and residential densities at least 50 dwellings per hectare. The quarter should accommodate a mix of residential, office and community uses. Further retail development will not be permitted within the area.

54.BE Within the Eastleigh Town Renaissance Quarter, where appropriate and necessary, the Council will negotiate with developers to make financial contributions to public transport improvements in the locality, to the management of on-street parking, to public open space provision or improvements off-site or to other ‘public realm’, and to improvements to social and community facilities.

Frontages To Eastleigh Recreation Ground

- 4.14 That part of Romsey Road between the Church of the Resurrection and the Police Station has a particular character which should be respected by any new development. The character is defined partly by the scale and style of the large Edwardian properties; partly by their relationships to one another and the spaces between; partly by the distance they are set back; partly by the remaining boundary walls to Romsey Road and by their relationship to the Recreation Ground.



Plan 5

Eastleigh Town Renaissance Quarter

Eastleigh Borough Local Plan Review (2001-2011)

- 4.15 That part of Leigh Road which fronts onto the Recreation Ground, has a particular role in helping to provide a backdrop and a setting for the Recreation Ground, as does Romsey Road. The character of these two frontages differs but they contribute equally to the setting of the Recreation Ground. Particular attention must be given to the relationship between proposed new developments and the Recreation Ground (see also policies 130.TC and 131.TC).

55.BE	Permission will only be granted for development fronting the Recreation Ground which respects the existing context in terms of the scale, height and massing of buildings and their relationship to the Recreation Ground.
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Barton Park

- 4.16 The comprehensive redevelopment of Barton Park has the potential to make a significant contribution to the town centre strategy and emerging area action plan. Parts of Barton Park industrial estate are close to Eastleigh town centre and the railway station. Provided new links are created, the site would be suitable for more people intensive uses which support the town centre and railway station (see Plan 6). There is a need for large scale office and some leisure uses in Eastleigh and there are no available sites of sufficient size closer to the town centre to meet this need. Large scale leisure uses will complement the smaller scale facilities that the strategy envisages around the recreation ground. Uses will not be promoted on the site which would compete with the town centre. In this context, a leisure scheme was permitted in 2005 adjacent to the Swan Centre in the town centre, which included a 9 screen cinema and bowling alley. Barton Park should not adversely affect the viability of this facility. The retail impact of the Barton Park redevelopment proposal as a whole will be assessed. This should include negative impacts and positive impacts. The latter are likely to be greater, the more attractive the links to the town centre are.
- 4.17 Some modern industrial units should be created to retain a diverse employment base in inner Eastleigh. If new links to the town centre cannot be created, the site will not be suitable for people intensive uses.
- 4.18 If a new pedestrian link is provided across the railway station, Barton Park becomes an 'edge-of-centre' site for large scale leisure uses and office uses and primarily an 'out-of-centre' site for retail uses. Without the new pedestrian link, only about half of Barton Park is an 'edge-of-centre' site for large scale leisure uses and office uses (with the remainder being 'out-of-centre') and all of Barton park is "out-of-centre" in terms of retail uses. This is based on the definitions in PPS6 Annex A.

- 4.19 The redevelopment of all or part of the railway sidings and the eastern railway platform, if feasible, is considered desirable for Barton Park to be fully integrated to the town centre.
- 4.20 Barton Park and the railway sidings are bisected by one of the Southampton Airport public safety zones. The use of land within the zone should be restricted in accordance with the advice in Department for Transport Circular 1/2002: "Control of Development in Airport Safety Zones", to warehousing, open storage, long stay and employee car parking (over 6 hours) landscaped public space or similar activities involving very small numbers of people.
- 4.21 A transport assessment will be required. It must identify measures to maximise the accessibility of the site by public transport, by cycle and on foot and to accommodate all travel movements. Car parking should conform to Hampshire County Council's latest maximum standards for highly accessible locations. The transport assessment may demonstrate that certain uses on the site will not be acceptable until the completion of the Chickenhall Lane link road as a through route. Other junction improvements are also likely to be necessary.
- 4.22 Until the Barton Park Special Policy Area is comprehensively redeveloped, it will be regarded as an existing employment site to which policies 117.E and 118.E apply.

56.BE A redevelopment of Barton Park must provide a mix of uses which include: (i) offices; (ii) if feasible, a visitor attracting facility which will not compete with existing or proposed facilities in Eastleigh town centre and (iii) employment uses falling within Classes B1 and B2, including premises suitable for 'start-up' firms. Retail units selling non-bulky goods will not be permitted.

Retail units for the sale of bulky goods will only be permitted on the site if there is a demonstrable retail need, a more suitable site cannot be identified and the retail impact is acceptable.

57.BE A redevelopment of Barton Park must meet all the following criteria:

- i. conform to an appropriate development brief and master plan for the site;
- ii. integrate directly, both physically and in perception, with the railway station and Eastleigh town centre, by:
 - a. creating a new distinctive landmark bridge providing a direct, safe and attractive pedestrian

- and cycle route from Barton Park to the railway station and the town centre shopping area; and
- b. If feasible, including all or part of the adjacent railway sidings within the redevelopment.
 - iii. locate the office, other people intensive and visitor orientated uses closest to the railway station and town centre;
 - iv. comply with the requirements of the airport public safety zone, not increase and if possible decrease the overall associated risks across the site, in relation to the number of people on the site;
 - v. provide a transport assessment demonstrating that measures provided will maximise travel by public transport, cycle and on foot and satisfactorily accommodate all travel movements; and
 - vi. not adversely affect the River Itchen SAC, SSSI or SINC.

Urban Greenspace

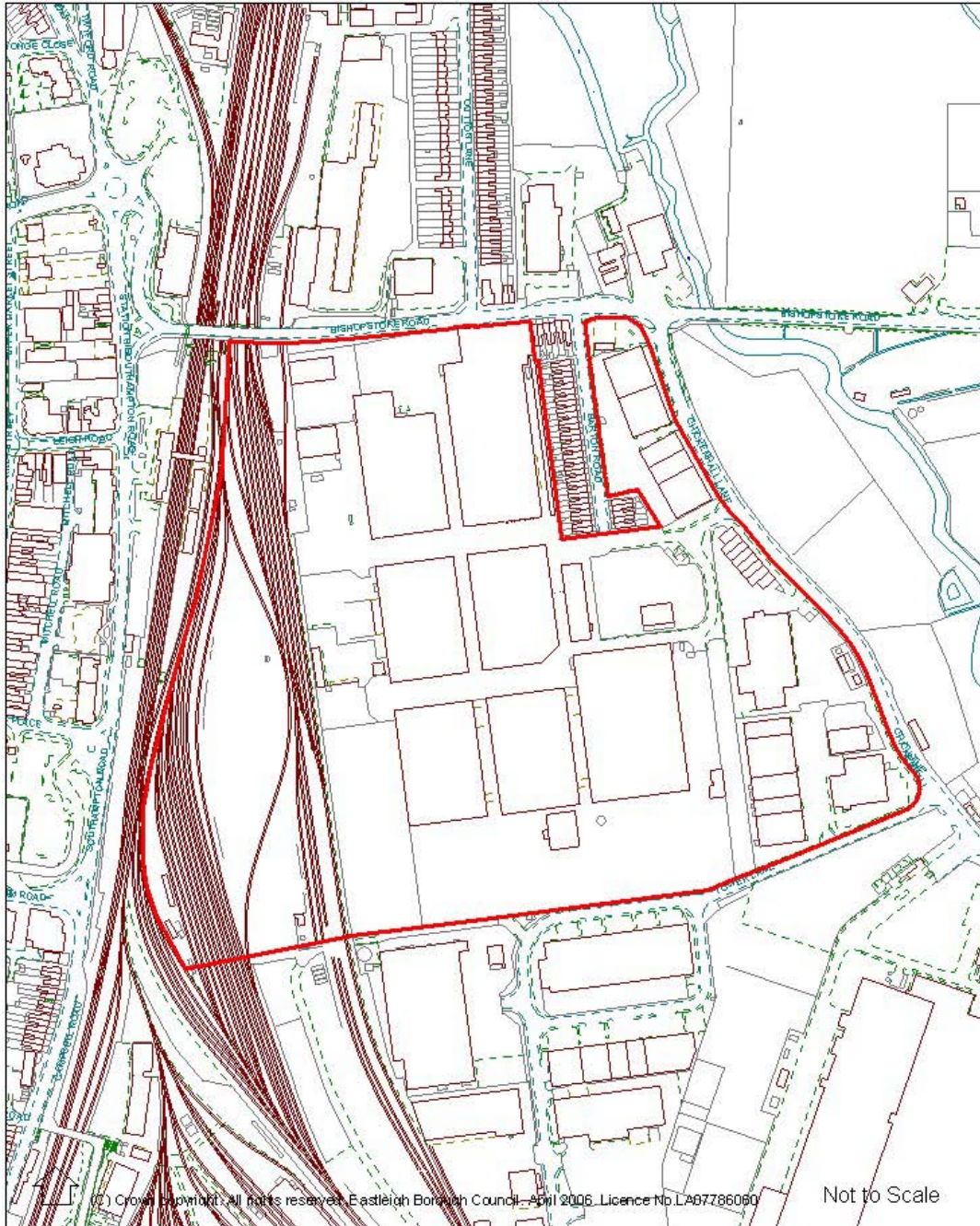
- 4.23 As part of its commitment to making the Borough a more attractive place in which to live those green spaces within its built-up areas which contribute to the attractiveness of these areas will be retained, protected from development pressures and where appropriate enhanced. To allow biodiversity to thrive in the urban environment, enhancements might include creating wildlife habitats less intensively managed than public open spaces, with ponds, wet grassland and nettle patches, rough grassland and scrub, managed to enhance biodiversity.

58.BE The Council will not permit development of a greenspace which is identified on the Proposals Map, unless as part of a comprehensive redevelopment it is replaced by greenspace of equal or improved amount, quality and accessibility.

Making More Effective use of Land

- 4.24 It is important to recognise that Government policies aimed at making more effective use of urban land and increasing housing densities are likely to give rise to increase pressures to permit development at higher densities than are characteristic in an area. Whilst the Council will continue to expect development proposals to acknowledge and respond to their context, this does not imply slavishly copying existing development. It does, however require the application of sound design

principles.



Plan 6

Barton Park

Eastleigh Borough Local Plan Review (2001-2011)

Use of Compulsory Purchase Orders

- 4.25 There will be instances when the Council will wish to be proactive in bringing forward land for development or redevelopment. In those cases the Council may seek a development partner or consortium with the necessary skills and resources to effect the development and make use of its powers of compulsory purchase to assemble the necessary land.

Promoting Good Design

- 4.26 The Council is strongly committed to the promotion of good design in all developments which require planning permission as well as in those public spaces between buildings over which the Council itself has some direct responsibility. Applicants for planning permission will be expected to demonstrate how they have taken account of the need for good design in their development proposals and that they have had regard to the relevant development plan policies and supplementary design guidance, in accordance with the Government's Planning Policy Statement 1: Delivering Sustainable Development. All applications for development which involve construction should be accompanied by a Planning Statement in accordance with the Council's Supplementary Planning Guidance.
- 4.27 The Council will produce supplementary planning documents from time to time, in consultation with its communities and other relevant interests. Detailed development briefs may be prepared in relation to the development of specific sites; area action plans may be prepared to guide development in such areas as Eastleigh Town Centre and the main transport corridors radiating from it and other local centres.
- 4.28 The plan should be read as a whole and alongside policy 59.BE, policies 19.CO, 20.CO, 28.ES, 89.T, 100.T, 101.T, and 102.T are likely to be particularly applicable in assessing proposals. The Council's Supplementary Planning Guidance on Residential Amenity in the Borough of Eastleigh, is also a material consideration.

59.BE Development proposals which are in accordance with the other policies in this plan will be permitted provided they meet all the following criteria:

- i. they take full and proper account of the context of the site including the character and appearance of the locality or neighbourhood and are appropriate in mass, scale, materials, layout, density, design and siting, both in themselves and in relation to adjoining buildings, spaces and views, natural features and trees worthy of retention;
- ii. they make the most efficient use of the land;

- iii. they incorporate an appropriate mix of dwelling type and land-use where appropriate;
- iv. they provide a high standard of landscape design and appropriate planting where required. Development should use native plants in landscape schemes to benefit biodiversity. Development adjacent to or within the urban edge must not have an adverse impact on the setting of the settlement in the surrounding countryside;
- v. they have a satisfactory means of access and layout for vehicles, cyclists and pedestrians including appropriate links to surrounding footpaths, cycleways and public transport services;
- vi. include, where appropriate, provision for the secure storage of bicycles;
- vii. they are an appropriate use for the locality and avoid unduly interfering, disturbing or conflicting with adjoining or nearby uses, especially in terms of noise, fumes, dust, overlooking, loss of daylight, loss of outlook, vibration, or from floodlighting or security lighting;
- viii. they make adequate provision for the storage and collection of refuse and where appropriate include facilities for the collection of recyclable materials;
- ix. they include, where appropriate, measures which provide shade and protection from the sun; and
- x. new development should reduce the potential for criminal activity and anti-social behaviour by the use of appropriate design.

Road and Rail Corridors

60.BE Permission will not be granted for development along major road or rail corridors, which adversely affects the quality of the environment. Permission will be granted for appropriate development which incorporates a high standard of design, materials and planting and mitigates the impact of the development when viewed from the corridor(s).

Homezones

- 4.29 The Government is currently promoting the concept of making urban areas more attractive places to live in by discouraging the dominance of traffic in mainly residential areas. It is seeking to encourage the creation of home-zones where the design of streets forces vehicles to travel at little over walking pace and where pedestrians can safely use these streets.
- 4.30 While this approach is not always appropriate, it is nevertheless a concept which the Council wishes to promote.

61.BE The Council will permit appropriate development which incorporates the home-zone concept.

Crime Reduction

- 4.31 Section 17 of the Crime and Disorder Act 1998 effectively requires all local authorities to do all that they reasonably can to prevent crime and disorder in their areas.
- 4.32 In February 1994 the DoE published Circular 5/94, 'Planning Out Crime'. This circular gives advice to local authorities about planning considerations relating to crime prevention and states that crime prevention is capable of being a material consideration in determining planning applications. It also states that local plans should establish principles for the design, layout and landscaping of new residential and commercial development. Consideration should be given by developers to incorporating measures to reduce crime through designing an appropriate layout and including desirable security measures (see policy 59.BE).

Access for People with Disabilities

- 4.33 The needs of people with disabilities in public buildings are now recognised and are controlled under the provisions of the Chronically Sick and Disabled Persons legislation and the Building Regulations (1991) and not under the provisions of Town and Country Planning legislation. Any new building which is for public use must be designed to provide for the needs of disabled people. Nevertheless access for people with disabilities from the public domain into buildings intended to be publicly accessible is a material planning consideration and will be taken into account in determining proposals for the construction of new buildings to which the public can be reasonably expected to have access, or for alterations to existing buildings in that category.

62.BE The Borough Council will expect the needs of people with impaired mobility and/or vision to be taken into account in the design and layout of public access to buildings, car parks, open spaces and other routes such as footpaths.

Car Park Design

- 4.34 Several types of development such as offices, factories, leisure facilities, institutional uses and out of town shops require extensive areas of car parking. The impact of such areas needs to be contained and all car parks and the pedestrian links from the car parks to the destination(s) (eg. shopping area, leisure facility, employment area) should be designed to be as attractive as possible, and incorporate permeable surfaces where appropriate while bearing in mind the need for appropriate security measures.

63.BE Proposals for car parking associated with new development will only be permitted where they meet all the following criteria:

- i. they secure a high quality of planting to screen or soften the view of car parks from adjoining development;
- ii. they provide planting within car parks to avoid large areas of unrelieved paving or surfacing;
- iii. they minimise the impact of lighting, especially on adjoining areas at night;
- iv. they segregate vehicles and pedestrians as far as possible in the interests of safety and pedestrian comfort, creating clearly defined pedestrian routes across the car park;
- v. they create secure environments which discourage crime,
- vi. they are surfaced in a material which is appropriate to the locality; and
- vii. pedestrian links from the car park to main destinations are safe and attractive.

Overhead Electricity Lines

- 4.35 Where possible electricity lines should be placed underground at the developer's expense as part of the infrastructure works associated with new development. Where development is proposed beneath or in close proximity to an existing high voltage electricity line, care should be taken in the layout, orientation and design of the development to limit the visual impact of any overhead power lines and pylons by careful siting of buildings and the arrangement of the spaces between those buildings.

64.BE Planning applications for development close to overhead electricity transmission lines will be expected to demonstrate that the design, orientation and siting of buildings and the landscaping of the site has regard to the amenity of potential occupiers and the need to avoid the creation of unattractive environments.

Telecommunications

- 4.36 Planning Policy Guidance Note 8 'Telecommunications', issued by the Government in August 2001 states that local plans should "normally include criteria-based policies to guide telecommunications developments". In certain circumstances particular sites for major telecom development may be allocated in the local plan and the Council is undertaking further work to assess whether or not such an approach is appropriate in the Borough.

65.BE Proposals for telecommunications equipment will only be permitted where:

- (i) there are no satisfactory alternative sites in the locality available for the equipment;
- (ii) there is no reasonable possibility of sharing existing facilities;
- (iii) in the case of radio masts there is no reasonable possibility of erecting antenna on an existing building, mast or other structure;
- (iv) it is sited, designed and where appropriate, landscaped so as to minimise its visual impact;
- (v) there will be no unacceptable affect on the setting of a Conservation Area or Listed Building;and
- (vi) applicants have supplied evidence that the base station meets the ICNIRP guidelines for public exposure.

Information and Communications Technology

- 4.37 The Council wishes to ensure that as many new developments as is practicable are equipped with the necessary ducting and cabling to facilitate business-standard information and communications technology installation and use in domestic and commercial property throughout the area from the outset. This will also do away with the need for external television aerials. Efforts will also be made to secure efficient and unobtrusive siting for transmitters for the mobile telephone networks.

66.BE Where practicable the Council will require new development to be equipped with the necessary ducting and cabling to facilitate business standard information and communications technology installation and use from the outset.

Advertisements

- 4.38 The attractiveness of streets in the centre of towns and villages can be enhanced or marred by the quality of signs which advertise the activities within buildings. It is therefore important that criteria exist relating to amenity and public safety, against which applications under the Town and Country Planning (Control of Advertisements) Regulations can be assessed. Stricter policies apply within Conservation Areas (see policy 172.LB) and in the countryside, where advertisements (particularly illuminated ones) will rarely be appropriate, although discreet signs may be justified.

67.BE Consent will be granted for the display of a hoarding, sign or advertisement provided it meets all the following criteria:

- i. it does not detract from the character of the locality and it is appropriate to its surroundings in terms of design, size, materials, colour, positioning and the extent of existing signage;
- ii. if illuminated, the amount of illumination does not detract from the character of the locality,
- iii. it does not create a risk to public safety; and
- iv. the site is not in a Conservation Area, where policy 172.LB applies.

Village Design Statements

- 4.39 The Council will support the preparation of village design statements by those local communities which express a wish to have them. Where design statements have been prepared and adopted by the Borough Council they will be a material consideration for the purposes of development control.

Notifiable Installations

- 4.40 Certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substance present. The siting of such installations will be subject to planning controls, for example under the Planning (Hazardous Substances) Regulations 1992, which aim to keep these installations separated from housing and other land uses with which they might be incompatible from the safety viewpoint. The Borough Council will consult the Health and Safety Executive, as appropriate, about the siting of any proposed notifiable installations.
- 4.41 The area covered by the Local Plan currently includes two installations handling notifiable substances, the B.P. Oil premises at Hamble-Le-Rice and the Lordswood to Purbrook gas pipeline (see Plan 7). Whilst such installations are subject to stringent controls under existing health and safety legislation, it is considered prudent to exercise particular care over the kinds of development permitted in their vicinity. For this reason the Health and Safety Executive has suggested consultation distances of 250 metres for the B.P. Oil premises and 6 metres for the pipeline. In determining whether or not to grant planning permission for a proposed development within these consultation distances the Borough Council will consult the Health & Safety Executive about risks to the proposed development from the notifiable installation.

68.BE	Permission will be refused for developments which unacceptably increase the level of risk to the public by reason of their proximity to any notifiable installation.
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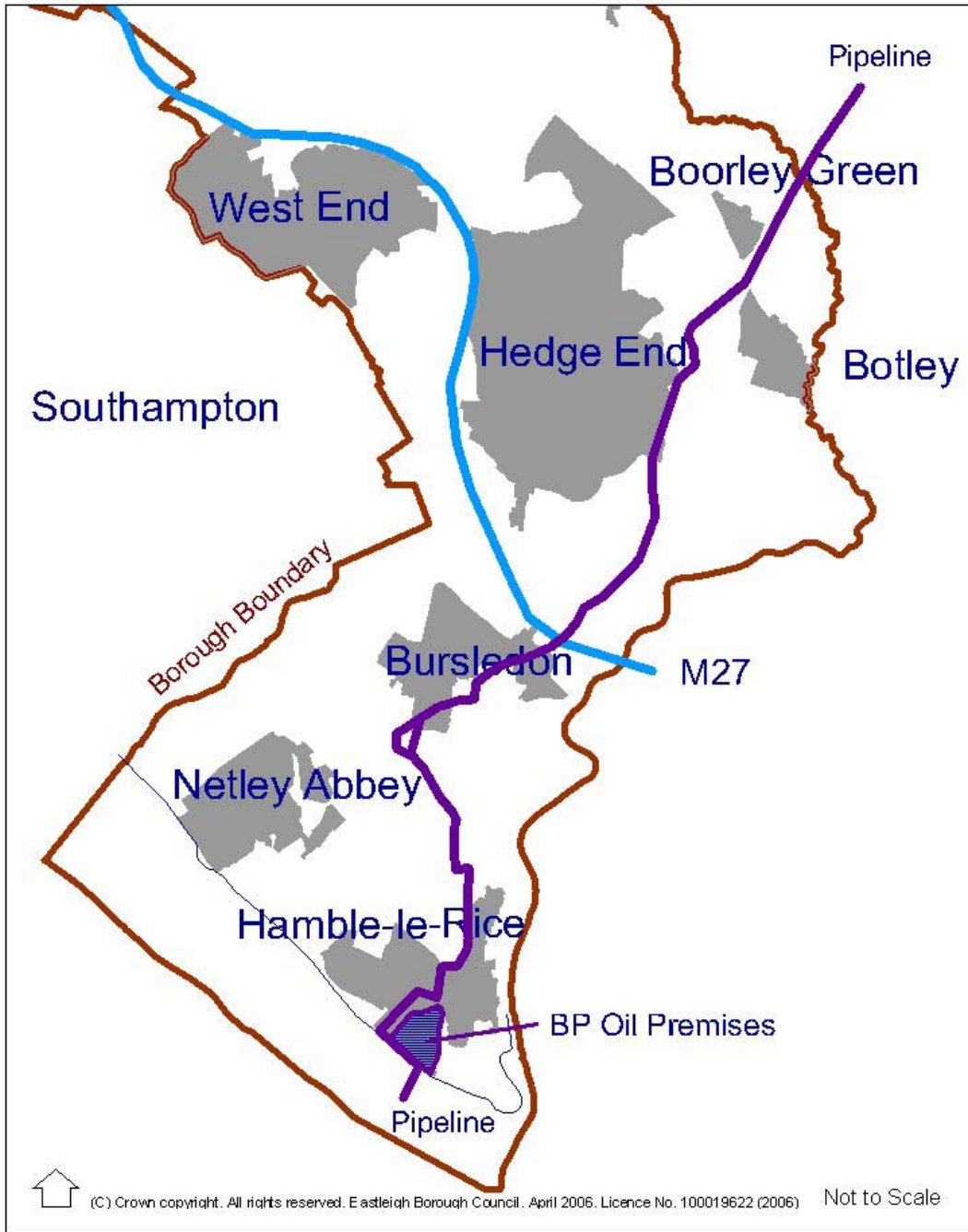
Southampton International Airport Safeguarding

- 4.42 The Civil Aviation Authority has published safeguarding maps for Southampton International Airport. This is to ensure that development proposals in the area do not adversely affect the safe use of the Airport or the functioning of the direction-finding beacon on the site. The Council undertakes necessary consultations with the airport operator or with the National Air Traffic Service (in the case of the beacon) on all relevant planning applications and advises applicants of the implications of any infringement of the safeguarded area.

Southampton International Airport Public Safety Zone

- 4.43 Separately from the safeguarded areas, the Department for Transport in July 2002 established new Public Safety Zones (PSZs) at the northern and southern ends of the runway. The southern PSZ lies entirely within Southampton City. The individual risk contours represent the risk of death to a person on the ground from an aircraft accident. Public Safety Zones are established to restrict development and to control the number of people on the ground at the risk of death or injury in the event of an aircraft accident on take-off or landing (see para 4.20). The Public Safety Zone at the northern end of the runway is shown on the proposals map and is based on the landing threshold at that end of the runway. Decisions taken on planning applications which include development within the PSZ must demonstrate that they have taken into account the advice given in Circular 1/2002 'Control of Development in Airport Public Safety Zones.'

69.BE Development proposals which increase the population living or working in the Southampton International Airport Public Safety Zone will not be permitted.



Plan 7

BP Oil Premises and Pipeline

Eastleigh Borough Local Plan Review (2001-2011)