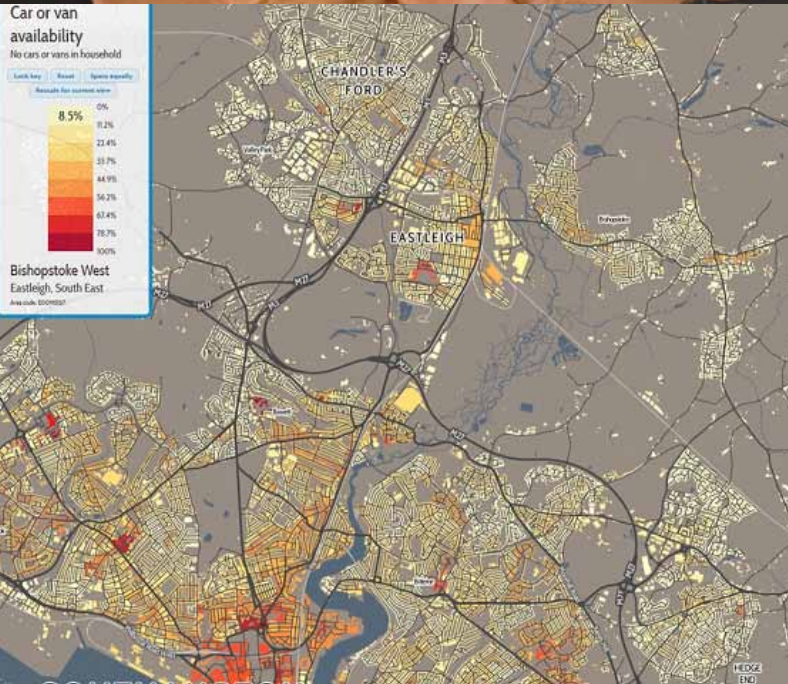


Eastleigh Borough Local Plan 2011-2036 Sustainability Appraisal Scoping Report



Eastleigh Borough Local Plan 2011-2036

Sustainability Appraisal Scoping Report

December 2015



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1 INTRODUCTION

What is the Scoping Report?

- 1.1 This Scoping Report provides a context, and establishes the range and level of detail, for the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) of the Eastleigh Borough Local Plan 2011-2036.
- 1.2 The scoping stage is the first stage of the SA process and involves reviewing other relevant plans, policies and programmes, information on the baseline characteristics of the borough, identifying key issues or problems, and to set out the 'SA Framework' – a series of sustainability objectives against which the likely effects of the Local Plan can be assessed.

Requirements

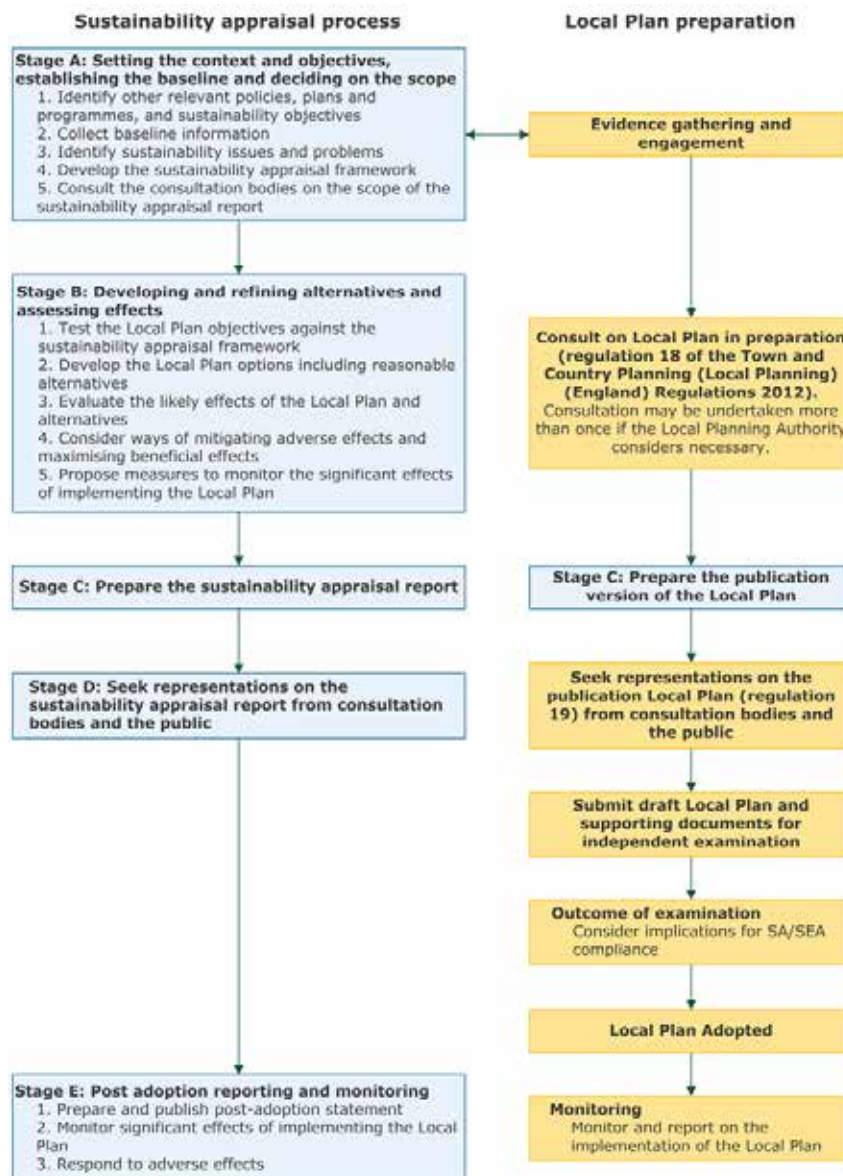
- 1.3 Strategic Environmental Assessment (SEA) was introduced through EU Directive 2001/42/EC, transposed into English law via the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations). It is a process for evaluating the environmental consequences of plans or programmes, and requires the production of an environmental report (Annex 1 of the SEA Directive - see Appendix A).
- 1.4 Sustainability Appraisals were introduced through the Planning and Compulsory Purchase Act 2004. They seek to integrate social and economic as well as environmental considerations into the assessment of plans and programmes. The requirement for SA/SEA remains part of the NPPF (paragraphs 165 and 167). Government guidance on SA requires that SA and SEA are combined to allow for a single appraisal to be carried out. SA therefore has to fulfil the requirements for producing an environmental report. The two assessment types, SA and SEA, have therefore been integrated under the umbrella of SA and will be undertaken simultaneously for the Local Plan.
- 1.5 The SA process, as set out in Government guidance¹, comprises a number of stages. Stage A, the scoping stage of the SA, includes the following tasks which are required by the SEA Directive and SEA Regulations:
 - Identify other relevant policies, plans and programmes and sustainability objectives
 - Collect baseline information
 - Identify sustainability issues and problems
 - Develop SA framework

¹ National Planning Practice Guidance website
http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/#paragraph_013

- Consult on the scope of the SA report

1.6 Consultation on the scope and level of detail proposed for the SA report should be undertaken with the statutory environmental consultation bodies: Natural England, Heritage England, and the Environment Agency. As set out in the SEA Regulations, responses should be made within five weeks². The SA process of broader than just SEA in its scope, and therefore a wider range of organisations are consulted³ and this document has been placed on the Eastleigh Borough Council website for general comment.

Figure 1.1: The Sustainability Appraisal Process



(Source: NPPF <http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>)

² SEA Regulations 12(6) <http://www.legislation.gov.uk/ukxi/2004/1633/regulation/12/made>

³ For a list of organisations invited to consult see Appendix B

Other assessments

- 1.7 The Local Plan requires a number of other forms of assessment including Habitats Regulations Assessment and Transport Assessment. These assessments will be independent of the SA process and will have their own report outputs, but will input to the findings of the SA. The SA will also draw on other studies carried out including the PUSH Strategic Flood Risk Assessment.

What has plan-making and SA involved so far?

- 1.8 The Council's submitted Eastleigh Borough Local Plan 2011 – 2029 has been found unsound following its submission to the Secretary of State in July 2014 and its consideration at examination hearings in November 2014. In summary, the inspector concluded that insufficient housing was being provided to meet the borough's needs and that the Council could not demonstrate a five year housing land supply⁴
- 1.9 At the 18 December meeting of the Council, members resolved to begin work on a new Local Plan to cover the period 2011-2036, covering a period of an additional seven years. This work has now started and a new Local Development Scheme to provide the timetable for this work has been agreed (see paragraph 1.12 below).
- 1.10 The SA Scoping Report as part of the SA of the Local Plan 2011-2029 was first published in 2008, followed by a number reviews. The most recent completed version was published in 2013. As part of the SA process for the new Local Plan the Scoping Report has been reviewed and updated.
- 1.11 While the new local plan is in preparation the 'saved' policies of the Eastleigh Borough Local Plan Review adopted in 2006 will remain in operation⁵. The new Local Plan will be subject to independent examination by a Planning Inspector appointed by the Secretary of State. After it is adopted the saved policies of the Eastleigh Borough Local Plan Review 2006 will cease to exist.
- 1.12 Two key documents which support the development of the new Local Plan are:
- The Local Development Scheme (LDS): provides a timetable for the production of the Local Plan. A recently updated version of the LDS came into effect in April 2015.
 - The Statement of Community Involvement (SCI): sets out how the Council intends to involve partners, interested parties and the community (including hard-to-reach groups) in the production of the Local Plan. The SCI has been

⁴ Planning Inspectorate

⁵ The Planning and Compulsory Purchase Act 2004 allowed local plans to remain in existence for 3 years from the date of adoption. After that a request had to be made to the Secretary of State to 'save' policies that remained relevant. Eastleigh Borough Council's request to save the majority of the policies in the adopted local plan was granted by the Secretary of State in a Direction dated 19 May 2009.

reviewed on a number of occasions since it was first adopted in 2006. The latest review is underway and will be published for consultation in May 2015⁶.

1.13 For further information about the Eastleigh Borough Local Plan 2011-2036 please contact:

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Eastleigh Borough Council.

Telephone: 023 8068 8231

Email: tim.guymer@eastleigh.gov.uk

Structure of the Scoping Report

1.14 This report is structured as follows:

Table 1.1: Scoping report structure

<p>Part I – Introduction and policy context Chapter 1 – Introduction and consultation Chapter 2 – Key plans, policies and programmes summary</p> <p>Part II – Baseline information Chapter 3 – Eastleigh Borough Chapter 4 – Community Chapter 5 – Economy and transport Chapter 6 – Environment</p> <p>Part III – SA Framework and next steps Chapter 7 – The SA Framework Chapter 8 – Subsequent stages of the SA process</p>
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1.15 Annex 1(f)⁷ of the SEA Directive requires information be provided on a number of issues. Appendix C shows how these are each addressed within the broad sustainability themes of community, economy and transport, and environment.

⁶ Local Development Scheme, April 2015 www.eastleigh.gov.uk/LDS

⁷ Directive 2001/42/EC, The SEA Directive <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32001L0042&from=EN>

2 KEY PLANS, POLICIES AND PROGRAMMES

Introduction

- 2.1 This section provides a summary of plans, programmes and policy objectives identified by the detailed review of plans and programmes in Appendix D.

Sustainable development

- 2.2 The most common definition of sustainable development stems from the Brundtland Report of 1987; 'Our Common Future'⁸ which states that it is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". This definition informs the new National Planning Policy Framework (page 2). The UK's sustainable development agenda is currently shaped by the Sustainable Development Strategy 'Securing the Future' (March, 2005) and in planning terms by the National Planning Policy Framework (NPPF).
- 2.3 UK Sustainable Development Strategy *Securing the Future*⁹ set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy, and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. These five guiding principles are promoted through four shared priorities below:

Figure 2.1: UK Sustainable Development Strategy Four Shared Priorities

<p>I. Sustainable Consumption and Production – Sustainable consumption and production is about achieving more with less. This means not only looking at how goods and services are produced, but also the impacts of products and materials across their whole lifecycle and building on people's awareness of social and environmental concerns. This includes reducing the inefficient use of resources which are a drag on the economy, so helping boost business competitiveness and to break the link between economic growth and environmental degradation.</p>
<p>II. Climate Change and Energy – The effects of a changing climate can already be seen. Temperatures and sea levels are rising, ice and snow cover are declining, and the consequences could be catastrophic for the natural world and society. Scientific evidence points to the release of greenhouse gases, such as carbon dioxide and methane, into the atmosphere by human activity as the primary cause of climatic change. We will seek to secure a profound change in the way we generate and use energy, and in other activities that release these gases. At the same time we must prepare for the climate change that cannot now be avoided. We must set a good example and will encourage others to follow it.</p>
<p>III. Natural Resource Protection and Environmental Enhancement – Natural resources are vital to our existence and that of communities throughout the world. We need a better</p>

⁸ UN World Commission on Environment and Development (1987) Our Common Future.

⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69412/pb10589-securing-the-future-050307.pdf

understanding of environmental limits, environmental enhancement and recovery where the environment is most degraded to ensure a decent environment for everyone, and a more integrated policy framework.

IV. Sustainable Communities – Our aim is to create sustainable communities that embody the principles of sustainable development at the local level. This will involve working to give communities more power and say in the decisions that affect them; and working in partnership at the right level to get things done. The UK uses the same principles of engagement, partnership, and programmes of aid in order to tackle poverty and environmental degradation and to ensure good governance in overseas communities.

(Source: HM Government *Securing the future* UK Sustainable Development Strategy)

2.4 Sustainable Communities are an integral part of the UK Sustainable Development Strategy. Annex A of the Sustainable Development Strategy sets out a definition and identifies components of sustainable communities (see Table 2.2). The Eastleigh Borough Community Plan 2009-2013¹⁰ is the Council's sustainable community strategy. The vision of the plan is that in 20 years' time Eastleigh Borough is a happy and healthy community, with a thriving and inclusive economy, in an attractive and eco-friendly setting.

Figure 2.2: Definition and components of sustainable communities

Sustainable communities embody the principles of sustainable development. They:

- balance and integrate the social, economic and environmental components of their community;
- meet the needs of existing and future generations; and
- respect the needs of other communities in the wider region or internationally also to make their communities sustainable.

Sustainable communities are diverse, reflecting their local circumstances. There is no standard template to fit them all. But they should be:

- (1) ACTIVE, INCLUSIVE AND SAFE – fair, tolerant and cohesive with a strong local culture and other shared community activities;
- (2) WELL RUN – with effective and inclusive participation, representation and leadership;
- (3) ENVIRONMENTALLY SENSITIVE – providing places for people to live that are considerate of the environment;
- (4) WELL DESIGNED AND BUILT – featuring a quality built and natural environment;
- (5) WELL CONNECTED – with good transport services and communication linking people to jobs, schools, health and other services;
- (6) THRIVING – with a flourishing and diverse local economy;
- (7) WELL SERVED – with public, private, community and voluntary services that are appropriate to people's needs and accessible to all; and
- (8) FAIR FOR EVERYONE – including those in other communities, now and in the future.

(Source: Annex A of *Securing the future* UK Sustainable Development Strategy)

2.5 The National Planning Policy Framework (NPPF) set out the Government's planning policies and is the principle influence on Local Plan preparation. The

¹⁰ Eastleigh Borough Community Plan 2009-2013

<http://www.eastleigh.gov.uk/PDF/UpdatedCommunityPlan2009-13-WebVersion.pdf>

NPPF states *‘the purpose of the planning system is to contribute to the achievement of sustainable development. To this end, they should be consistent with the principles and policies set out in this Framework, including the presumption in favour of sustainable development’* (para. 6) and notes three dimensions to sustainable development and the subsequent three roles the planning system needs to perform: economic, social, and an environmental role (para. 7). Further to this, paragraph 8 states *‘these roles should not be undertaken in isolation, because they are mutually dependant’*.

- 2.6 The NPPF paragraph 14 sets out a *‘presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking’*. The paragraph sets out requirements with regard to these two areas of planning and states that local authorities should ‘meet objectively assessed needs’ unless ‘adverse impacts of doing so would significantly and demonstrably outweigh the benefits’ against the policies of the NPPF as a whole, or where specific policies indicate a restriction on development.
- 2.7 Eastleigh Borough Council is member of the Partnership for Urban South Hampshire, a grouping of local authorities working collaboratively on a vision and strategy for South Hampshire. PUSH has established strategies for development which include the PUSH Spatial Strategy 2012. The purpose of this strategy includes helping the realisation of the PUSH ambition to create a prosperous economy in a sustainable way and includes growth targets and a spatial strategy for the distribution of development between the PUSH authorities.

Community

- 2.8 As part of the Government’s commitment to promoting decentralisation, democratic engagement and giving new powers to local councils, the Localism Act 2011 sets out the framework for devolution of powers through the revocation of Regional Spatial Strategies (RSS’s). The South East Plan (which covered Eastleigh Borough) was formally revoked in March 2013. A key implication from this is that Councils are now required to establish their own housing targets through a ‘duty to cooperate’ with other local authorities in the strategic housing market area, rather than housing targets being set at the South East region area. Eastleigh Borough works with other local authorities through the Partnership for Urban South Hampshire (PUSH). PUSH is preparing a new spatial strategy informed by the 2014 Strategic Housing Market Assessment (SHMA) for the PUSH area¹¹. The SHMA is not policy in itself but forms a part of the evidence base that will help PUSH in the review of the spatial strategy for the area to 2036.

¹¹ GL Hearn (2014) South Hampshire Strategic Housing Market Assessment (SHMA)
http://www.push.gov.uk/work/planning-and-infrastructure/strategic_housing_market_assessment.htm

2.9 The NPPF defines the social role of the planning system as ‘*supporting strong, vibrant and healthy communities*’ (para. 7) with ‘core planning principles’ which say that ‘*every effort should be objectively to meet the housing...and other needs of an area*’, and Plans ‘*take into account of and support local strategies to improve health, social and cultural wellbeing for all*’. The Government’s view of what sustainable development means for social themes topics such as healthy communities, housing and design are set out in chapters 6-8 of the NPPF. In summary planning authorities should:

- Meet the ‘full, objectively assessed need for market and affordable housing’ in their area, have a five year supply of specific deliverable sites, and a set of policies to meet affordable housing needs on site or externally where robustly justified;
- Consider if larger scale developments following Garden City principles would be a suitable opportunity to best achieve sustainable development
- Set planning policies which:
 - promote safe and accessible environments which are visually attractive with a strong sense of place;
 - plan positively for use of shared space;
 - enhance the sustainability of communities; and
 - guard against unnecessary loss of valued facilities and services
- Ensure that a sufficient choice of school places is available to meet the needs of existing and new communities;
- Use robust and up-to-date assessments of the needs for open space, sports and recreation facilities. Existing facilities, public rights of way and access routes should be protected.

2.10 Section 6 ‘Delivering a wide choice of high quality homes’ of the NPPF sets out UK Government policy for planning for housing including housing numbers and types. Paragraph 47 looks to boost the supply of housing by local authorities utilising their evidence base ‘*to ensure that their Local Plan meets the full, objectively assess needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this framework*’¹². Paragraph 50 looks to the type of housing and says authorities should ‘*create sustainable, inclusive and mixed communities*’ and ‘*high quality homes*’ and plan for ‘*a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community*’.

2.11 On 27 March 2015 the government announced a new approach to the setting of technical housing standards in England. This was accompanied by the publication

¹² This is echoed in in the core planning principles set out in paragraph 17. Bullet point 3 states: ‘*every effort should be made to objectively identify and then meet the housing... needs of an area, and respond positively to the wider opportunities for growth*’.

of a new set of streamlined national technical standards¹³. The new approach includes a number of new standards and these should be incorporated or referenced in the policies of the Local Plan as appropriate.

2.12 The Public Sector Equality Duty¹⁴ requires local authorities, in carrying out their functions, to have due regard to the need to ‘take steps to meet needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it’. An example of the Government’s commitment to fair and equal treatment is set out in the *Planning Policy for Traveller Sites*¹⁵. In summary, planning authorities should:

- Use a robust evidence base to establish accommodation needs to inform the preparation of Local Plans;
- Have a five year supply of specific deliverable sites;
- Set criteria which guide land supply allocations where there is an identified need and criteria based policies as a basis for decisions on planning applications;
- Set policies which protect local amenity and environment, provide proper consideration of local environmental quality, promote peaceful and integrated co-existence between the site and local community, and provide suitable access to services.

2.13 The Marmot Review – Implication for spatial planning report recommends three main policy actions to tackle health and environmental inequalities:

- Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by improving active travel; improving good quality open and green spaces; improving the quality of food in local areas; and improving the energy efficiency of housing.
- Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality
- Support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action and reduce social isolation

2.14 There are a wide range of national and local strategies and guidance documents covering topics within this community theme which are summarised in Appendix D. Examples of these topics include: housing needs of elderly, disabled people, vulnerable people, rural housing provision, affordability, improving health, levels of sport and physical activity, accessibility to healthcare and recreational facilities,

¹³ Appendix 5: technical housing standards review <https://www.gov.uk/government/publications/2010-to-2015-government-policy-building-regulation/2010-to-2015-government-policy-building-regulation#appendix-5-technical-housing-standards-review>

¹⁴ The Equality Act (2010) Section 149 Public Sector Equality Duty
<http://www.legislation.gov.uk/ukpga/2010/15/section/149>

¹⁵ DCLG (2012) Planning Policy for Traveller Sites
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6078/2113371.pdf

reducing health inequalities, access to education, support for cultural diversity, and crime and antisocial behaviour.

Economy and transport

2.15 The NPPF defines the economic role of the planning system as *'building a strong, responsive and competitive economy, by ensuring sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure'* (para. 7). In particular, paragraph 19 states *'significant weight should be placed on the need to support economic growth through the planning system'*. The Government's view of what sustainable development means for economic and transport themes include sections on building a strong and competitive economy, ensuring vitality of town centres, supporting a prosperous rural economy and promoting sustainable transport in chapters 1-5 of the NPPF. In summary planning authorities should:

- Set criteria and/or identify strategic sites to meet anticipated needs over the plan period;
- Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement;
- Set policies which support existing businesses, accommodate future needs and flexible enough to respond to new and emerging sectors, changing economic circumstance and market signals;
- Pursue policies which support the viability and vitality of town centres, define and promote town centres, and allocate a range of suitable uses and encouraging economic activity;
- Support business in rural areas and promote the development and diversification of agricultural and other land-based rural businesses, and promote the retention and development of local services and community facilities.
- Give encouragement to sustainable modes of transport

2.16 The Solent LEP's Strategic Economic Plan (Transforming Solent, March 2014) seeks to build on the region's economic strengths, to create an additional 15,500 new jobs, 1,000 new businesses and 24,000 new homes by 2020. The strategy also includes a target of achieving 3% Gross Value Added (GVA) growth per annum, to bring the sub-region in to line with the South East average. The Oxford Economics projections which underpin this strategy suggest that interventions are required to meet these targets. The need for investment in skills is highlighted, but new investment is also required for infrastructure, building new homes and providing space for the expansion and development of businesses.

- 2.17 The PUSH spatial strategy of 2012 – the South Hampshire Strategy¹⁶ – reinforces provides a ‘cities first’ policy for investment, whereby the regeneration and redevelopment of Portsmouth, Southampton and other urban areas is prioritised ahead of major development on greenfield sites. Towns and older urban areas should provide for new employment development to meet the needs of their own populations and to contribute to the regeneration of south Hampshire, in a manner that is complementary to initiatives undertaken in the two cities. On this basis, the South Hampshire Strategy estimates that around 92,000m² of additional office, manufacturing and distribution floorspace is likely to be required within the Eastleigh Borough Council area between 2011 and 2026. The PUSH South Hampshire Strategy is currently being reviewed and a new strategy for the period 2011 to 2036 is being prepared.
- 2.18 National policy on transport generally focuses on modernisation and sustainability of the transport network, and also the need for the transport network to support sustainable economic growth. The current Government’s Road Investment Strategy¹⁷ is significant in planning levels of investment in the strategic highway network targeted at areas of high demand and pinch points.
- 2.19 The Hampshire Local Transport Plan (LTP) 2011 – 2031 includes a strategy for south Hampshire prepared by Transport for South Hampshire (TfSH), now known as Solent Transport. This is a partnership between Hampshire County Council, Portsmouth and Southampton city councils and Isle of Wight Council which works to address transport issues and improve the Transport Network in the south Hampshire sub-region. TfSH has also produced a Transport Delivery Plan (February 2013) which provides a statement of transport scheme priorities being progressed by the Partnership and member authorities. TfSH has also produced a Transport Delivery Plan (February 2013) which provides a statement of transport scheme priorities being progressed by the Partnership and member authorities.
- 2.20 In recent years, the private sector, and in particular the Solent Local Economic Partnership (LEP) has had an increasing profile regarding prioritising, developing, and funding of major transport schemes (schemes costing over £5 million). In this respect, the Solent Growth Deal, one of a series of national Growth Deals from central government’s Local Growth Fund, is of importance as it provides funding for some major transport schemes (mostly highway capacity schemes) in the Solent area in the years to 2021, primarily aimed at enabling additional housing and economic development. However no major transport schemes are planned within the Borough as part of this programme.

¹⁶ PUSH South Hampshire Strategy 2012

<http://www.push.gov.uk/news?id=10050&stdat=&pagetitle=New%20planning%20strategy%20for%20South%20Hampshire%20approved>

¹⁷ Department for Transport and Highways Agency Road Investment Strategy
<https://www.gov.uk/government/collections/road-investment-strategy>

- 2.21 At a more local level, the HCC Eastleigh Borough Local Transport Statement provides a detailed listing of highway and sustainable transport schemes, including both large and small scale schemes, agreed with the Borough Council as being desirable and/or necessary for the Borough. The Council is working with Hampshire County Council on identification, prioritisation, funding and delivery of schemes in the Local Transport Statement.

Environment

NPPF

- 2.22 The NPPF defines the environmental role of the planning system as ‘contributing to protecting and enhancing our natural, built and historic environment’ (para. 7). Core planning principles include ‘taking into account the different roles and character of different areas’, ‘recognising the intrinsic character and beauty of the countryside’, ‘supporting the transition to a low carbon future’, ‘conserving and enhancing the natural environment’, ‘conserve heritage assets in a manner appropriate to their significance’ and ‘land for development should prefer land of lesser environmental value’. NPPF chapters 10-13 set the government’s policy position on planning matters related to the environment; covering the range of sustainability themes set out in SA/SEA legislation. A summary of each chapter is set out below:
- 2.23 Chapter 10 of the NPPF, *Meeting the challenge of climate change flooding and coastal change*. Local Plans should:
- Have a positive strategy for renewable and low carbon energy, including planning for development in locations and ways which reduce greenhouse gas emissions;
 - Take into account of climate change, including over the longer term, and including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should avoid increasing vulnerability to climate change and should manage risks through suitable adaptation measures;
 - Development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessments and should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change;
 - Reduce risk from coastal change by avoiding in appropriate development in vulnerable areas or adding to the impacts of physical changes to the coast.

Areas likely to be affected by physical changes to the coast should be identified as Coastal Change Management Areas.

- 2.24 Paragraphs under chapter 11, *Conserving and enhancing the natural environment*. Local Plans should:
- Minimise impact on biodiversity and provide net gains in biodiversity where possible, plan for biodiversity at a landscape scale, identify and map components local ecological networks;
 - Set criteria based policies for international, national and locally designated sites for their role both individually and part of a wider ecological network;
 - Protect and enhance valued landscapes;
 - Allocate land with the least environmental or amenity value, taking into account the benefits of agricultural land, and encouraging effective use of land by re-using land that has been previously developed (brownfield land)
 - Aim to minimise pollution and other adverse effects on the local and natural environment through a catchment based approach.
- 2.25 Paragraphs under chapter 12, *Conserving and enhancing the historic environment and Plan-making* pages 37-42. Local Plans should:
- Recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance;
 - Set a clear, positive strategy for the conservation, enhancement and enjoyment of the historic environment, based on up to date evidence;
 - Identify land where development would be inappropriate e.g. for its historic significance;
 - Take into account opportunities for positive contribution to historic assets, their settings and wider local character and distinctiveness;
 - When considering the impact of potential development on a designated heritage asset, great weight should be given to the assets conservation. The more important the asset, the greater weight the conservation should be.
- 2.26 Paragraphs under chapter 13, *Facilitating the sustainable use of minerals*. Local Plans should:
- Define Minerals Safeguarding Areas and adopt appropriate policies to avoid mineral resources being needlessly sterilised by non-mineral development;
 - Set out environmental criteria against which planning applications will be assessed to ensure permitted operations do not have unacceptable adverse impacts on the natural and historic environment or on human health;
 - Put in place policies to ensure worked land is reclaimed at the earliest opportunity and that high quality restoration and aftercare takes place.

Biodiversity

- 2.27 The EC Habitats Directive 1992, and implemented into British law by the Conservation of Habitats and Species Regulations 2010 (as amended) require land use plans to be subject to Appropriate Assessment if they are likely to have a significant effects on Natura 2000 site (Special Areas of Conservation, and Special Protection Areas). It is government policy for sites designated under the Convention on Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to Natura 2000 sites, and therefore Appropriate Assessments should also cover these sites. These designations are intended to protect sites of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Union. The Borough has a number of such sites including: The River Itchen SAC, the Solent Maritime SAC and Solent and Southampton Water SPA and Ramsar). Natural England has responsibility for identifying and protecting these European and international sites, and for designating and protecting nationally important Sites of Special Scientific Interest (SSSIs) in England under the Wildlife and Countryside Act 1981 (as amended).
- 2.28 The term Habitats Regulations Assessment (HRA) is used to describe the process required to comply with the regulations. A precautionary approach to protected areas should be applied, and plans and projects can only be permitted having ascertained there will be no adverse effects on the integrity of the site(s) in question.
- 2.29 The UK Biodiversity Action Plan (BAP) identifies habitats and species of national importance. The South East Biodiversity Strategy has established Biodiversity Opportunity Areas as regional priority areas of great opportunity for restoration and creation of BAP habitats. The Hampshire Biodiversity Action Plan has identified key habitats and species throughout the county, with action plans for them. At the local level, the Eastleigh Borough Biodiversity Action Plan 2012 – 2022 sets the priorities for biodiversity for the borough, drawing on the UK and Hampshire Biodiversity Action Plans. Biodiversity is also a key consideration of the PPPs promoting an improvement in green infrastructure networks.

Air quality

- 2.30 A number of objectives have been established in relation to air quality at both the European and the UK level (emanating from the 1996 EC Directive). The Council has duties to monitor air pollution throughout the Borough. These statutory duties come under the Environment Act 1995 section 84 and 88. This Local Air Quality Management is carried out by monitoring the pollutants, reporting those findings and then acting upon those pollutants that are an issue. At the county and borough level emphasis is placed on reducing emissions of NO_x particularly from the transport sector.

2.31 The Government's Planning Practice Guidance (PPG) on air quality¹⁸ says that Local Plans should consider:

- the potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial developments;
- the impact of point sources of air pollution (pollution that originates from one place); and,
- ways in which new development would be appropriate in locations where air quality is or likely to be a concern and not give rise to unacceptable risks from pollution. This could be through, for example, identifying measures for offsetting the impact on air quality arising from new development including supporting measures in an air quality action plan or low emissions strategy where applicable

Climate change

2.32 Section 19 (1A) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to include in their Local Plans "policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change". This will be a consideration when a Local Plan is examined. The Climate Change Act 2008 establishes a legally binding target to reduce the UK's greenhouse gas emissions by at least 80% in 2050 from 1990 levels. The Climate Change Act 2008 also required government to regularly assess the risks to the UK with regard to climate change, and to set out proposals and policies for meeting climate change adaptation objectives.

Historic environment

2.33 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The Ancient Monuments and Archaeological Areas Act 1979 provides specific protection for scheduled monuments. Any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (see in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan.

Landscape

2.34 At the EU, national, and local level emphasis is placed on the protection of landscape as an essential component of people's surroundings and sense of place. Plans and policies seek to increase recognition of the linkages and interplay between the different aspects and roles of landscape, including: local

¹⁸ PPG Air Quality Reference ID: 32-002-20140306

<http://planningguidance.planningportal.gov.uk/blog/guidance/air-quality/what-is-the-role-of-local-plans-with-regard-to-air-quality/>

distinctiveness; the historic environment; natural resources; farming, forestry and food; educational, leisure and recreation opportunities; transport and infrastructure; settlements and nature conservation.

- 2.35 The requirements for green infrastructure provision provide a practical link between landscapes and a range of other aspects in a number of plans and policies. In this respect policies advocate the provision of open space, green networks and woodland as opportunities for sport and recreation, creating healthier communities, supporting and enhancing biodiversity, reducing temperatures in built up areas in summer, reducing the impact of noise and air pollution, and limiting the risk of flooding.

Material assets

- 2.36 The material assets sustainability topic covers a range of policy areas, including waste management, minerals, energy production and previously developed land.
- 2.37 National level plans and policies seek to protect minerals resources and promote appropriate after uses for minerals workings. Plans and policies at all levels seek to promote the 'waste hierarchy'. This seeks to prioritise waste management in the following order: reduction; reuse; recycling and composting; energy recovery; and disposal. National plans and policies also support the use of previously developed land. At the county level, The Hampshire Authorities (Hampshire County Council and its partner authorities - Portsmouth City Council, Southampton City Council, New Forest National Park Authority and the South Downs National Park Authority) adopted the Hampshire Minerals & Waste Plan (HMWP)¹⁹ on 15 October 2013. The overarching vision of the HMWP is 'Protecting the environment, maintaining communities and supporting the economy'. There is one allocation in the HMWP for minerals extraction within Eastleigh Borough: Hamble Airfield. Reasons for allocation is that it is considered to be the best option for providing a local supply of sharp sand and gravel from this part of south Hampshire.
- 2.38 An expansion of renewable energy production is strongly promoted by European and national plans and policies. Under EU Directive 2009/28/EC, member states are jointly required to achieve 20% of electricity production from renewable energies by 2020; with the UK-specific target is 15%.

Soil

- 2.39 As highlighted by the Soil Strategy for England²⁰, soil is a vital natural resource, with a range of key functions. These include:
- Support of food, fuel and fibre production;
 - Environmental interaction functions (e.g. regulating the flow of and filtering substances from water, emitting and removing atmospheric gases, storing carbon);

¹⁹ Hampshire Minerals and Waste Plan (2013) <http://www3.hants.gov.uk/mineralsandwaste/planning-policy-home.htm>

²⁰ Defra (2009) Soil Strategy for England: <http://www.defra.gov.uk/environment/quality/land/soil/sap/>

- Support of habitats and biodiversity;
- Protection of cultural heritage and archaeology;
- Providing a platform for construction; and
- Providing raw materials.

2.40 Other national strategies seek to:

- prevent soil pollution;
- reduce soil erosion from wind and water;
- maintain soil diversity;
- improve the quality of soil, including through the remediation of land affected by contamination and through promoting an increase in organic matter in soil;
- protect and enhance stores of soil carbon and water;
- recognise soils' role for natural systems; and
- increase the resilience of soils to a changing climate.

Water

- 2.41 National water policies are primarily driven by both the aims of the EU Water Framework Directive 2000/60/EC, as translated into national law by the EU Water Framework Regulations 2003 and the EU Floods Directive 2007/60/EC, as translated into national law by the Flood Risk Regulations 2009 and the Flood and Water Management Act.
- 2.42 The EU Water Framework Directive establishes a legal framework to protect and restore clean water throughout Europe to ensure its long-term sustainable use. Key objectives of the Water Framework regulations include improving the quality of rivers and other water bodies.
- 2.43 The River Basin Management Plans (prepared by the Environment Agency) for each river basin district require all inland and coastal waters to reach 'good chemical and ecological status' for surface waters and 'good status' for groundwater in terms of quality and quantity by 2015.
- 2.44 Southern Water's and Portsmouth Water's Water Resource Management Plans provide the means of enabling water to be supplied and treated in the area. Water supply and use is also guided by a catchment based approach.
- 2.45 The Partnership for Urban South Hampshire (PUSH) Integrated Water Management Strategy examines the implications of growth proposals for south Hampshire for water supply and disposal and the aquatic environment up to 2026. This study will need to be updated to cover the period through to 2036.
- 2.46 The EU Floods Directive aims to provide a consistent approach to flood risk management across Europe. The approach is based on a 6 year cycle of planning which includes the publication of a Preliminary Flood Risk Assessments (PFRA). Nowhere in Hampshire has 'significant flood risk areas' identified within the

Preliminary Flood Risk Assessment (PFRA) process, accordingly, there was no requirement to complete a Flood Risk Management Plan or hazard mapping. . The Flood and Water Management Act builds on the Floods Directive by clarifying who is responsible for managing different sources of flood risk and encouraging more sustainable forms of drainage. County and Unitary authorities are designated Lead Local Flood Authorities required to put in place an asset register, investigate significant flood events, consenting powers on ordinary water courses and duties relating to the approval of Sustainable Urban Drainage Systems (SuDS). The LLFA also prepares a Local Flood Risk Management Strategy.

- 2.47 The Environment Agency prepares Catchment Flood Management Plans and a Strategic Flood Risk Assessment has been carried out for the PUSH area which is being updated²¹ . Other sources of flooding are covered in the Surface Water Management Plan and Groundwater Management Plan. The North Solent Shoreline Management Plan (SMP), which covers the coastline of Eastleigh, seeks to balance the management of coastal flooding and erosion risks with natural processes, and the consequences of climate change. More recent flooding which has occurred after these documents were published will also be considered as part of the SA by using up to date data sets and through an update to the Strategic Flood Risk Assessment currently being undertaken .

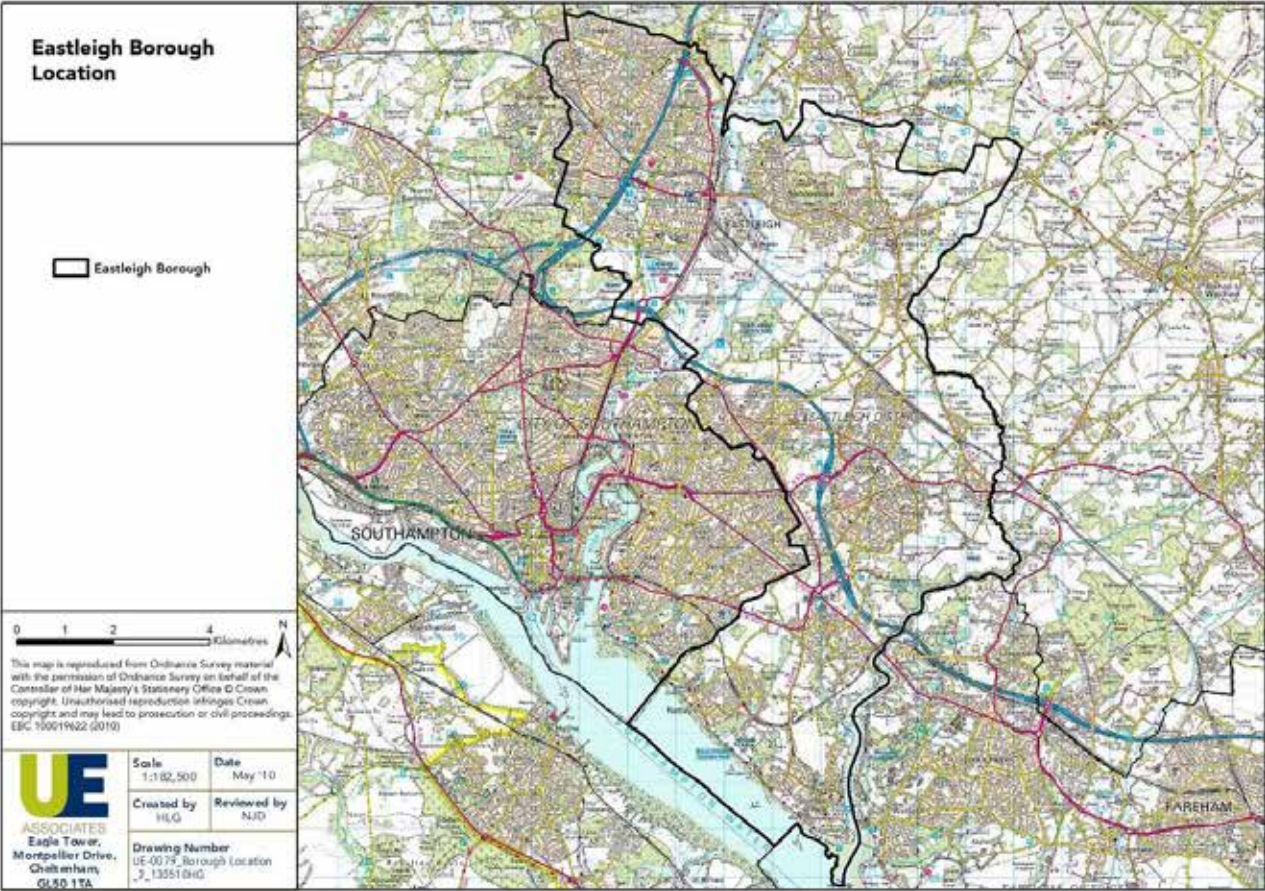
²¹ Atkins (2009): PUSH Strategic Flood Risk Assessment: <http://push.atkinsgeospatial.com/Default.aspx>

Part II – Baseline information

3 EASTLEIGH BOROUGH

3.1 Eastleigh Borough is situated in south Hampshire and covers an area of 79.8 km² (see Figure 3.1). The borough borders the City of Southampton to the south west, Test Valley Borough to the north and west, Winchester District to the north and Fareham Borough to the east. The borough is predominantly urban and suburban in nature, although just under a quarter (23.8% of its land area is rural, with some significant areas of countryside (about half the rural area is classified as rural town and fringe, and half as rural village, hamlet an isolated dwellings)²².

Figure 3.1 Location of Eastleigh Borough



3.2 In the 2011 Census the population of the borough was recorded to be 125,200²³ and the average population density was 15.7 persons per hectare²⁴. The borough has three large urban settlements: Eastleigh, Chandler’s Ford and Hedge End, and eight smaller, mainly residential settlements: Bishopstoke, Botley, Bursledon, Fair Oak, Hamble-le-Rice, Horton Heath,

²² 2011 Census - sourced via the population density tables on Nomis: <http://www.nomisweb.co.uk> [accessed April 2015], and applying its rural-urban classification criteria

²³ 2011 Census Summary Factsheet for Eastleigh (January 2013), Hampshire County Council Facts and Figures: http://www3.hants.gov.uk/2011_census_eastleigh_summary_factsheet.pdf

²⁴ 2011 Census - sourced via the population density tables on Nomis: <http://www.nomisweb.co.uk> [accessed April 2015]

Netley and West End²⁵. The borough has relatively low levels of deprivation and Pilands Wood falls in the top quartile of most deprived Lower Super Output Areas (LSOAs)²⁶. According to the 2011 Census, 9.4% of the population live in the borough's rural areas²⁷.

- 3.3 The borough has good communication links by road (the M3 and M27), rail (the London- Bournemouth and Brighton-South Wales railway lines) and air (Southampton International Airport). Many roads in the borough suffer significant congestion, particularly at peak times.
- 3.4 The borough contains a number of important historic and archaeological sites, such as Netley Abbey, Hamble Common, Bursledon Windmill and Botley Mill, and features an aviation, railway and marine heritage of significance. Eastleigh is also rich in biodiversity assets, and a number of statutory and non-statutory nature conservation sites are located within or adjacent to the borough.

²⁵ Settlement hierarchy in *Eastleigh Borough Council Annual Monitoring Report 2013-14*, p.16

²⁶ English indices of deprivation 2010: <https://www.gov.uk/government/publications/english-indices-of-deprivation-2010> (see overall and local authority summaries)

²⁷ 2011 Census - sourced via the population density tables on Nomis: <http://www.nomisweb.co.uk> [accessed April 2015], and applying its rural-urban classification criteria

4 COMMUNITY

Population

Population size and migration

- 4.1 The population recorded for Eastleigh in the 2011 Census was 125,200²⁸ making it the fifth largest local authority in population terms in Hampshire²⁹. Some 9.4% of Eastleigh's population live in rural areas and the borough has a population density of about 15.7 per hectare. This compares with a population density of about 15.0 people per ha in Fareham, 1.9 people per hectare in Test Valley, 1.8 people per ha in Winchester, and 47.5 people per hectare in Southampton³⁰. Eastleigh had more births than deaths in 2011: the total number of births was 1,547 and the total number of deaths 911³¹. Table 4.1 shows the population in the 2011 Census for each of Eastleigh Borough's 10 parishes in Eastleigh, as well as the Eastleigh unparished area, compared to the population at the 2001 census.

Table 4.1: Population by Parish: 2001 and 2011

Parish	Population at 2001 census	Population at 2011 census
Allbrook and North Boyatt	1,807	1,755
Bishopstoke	9,843	9,974
Botley	5,155	5,083
Bursledon	6,048	6,188
Chandler's Ford	22,588	23,916
Eastleigh	19,767	24,011
Fair Oak & Horton Heath	9,842	10,212
Hamble-le-rice	4,147	4,695
Hedge End	18,697	20,790
Hound	6,846	7,105
West End	11,429	11,470
Total	116,169	125,199

(Source: Neighbourhood Statistics, Office of National Statistics [accessed April 2015])

- 4.2 The population of the borough in the 1981 Census was 94,180³², which means that it increased by over a third (37%) in the three decades between 1981 and 2011 (the borough's current boundaries were established in 1974). Table 4.1

²⁸ Eastleigh 2011 Census Factsheet (January 2013), Hampshire County Council Facts and Figures: http://www3.hants.gov.uk/2011_census_eastleigh_summary_factsheet.pdf

²⁹ Usual residents by resident type, population density, households and average household size, 2011 Census table, Hampshire County Council Facts and Figures:

http://www3.hants.gov.uk/factsandfigures/population-statistics/census_pages/census_2011.htm

³⁰ 2011 Census - sourced via the population density tables on Nomis: <http://www.nomisweb.co.uk> [accessed April 2015]

³¹ Eastleigh Births and Deaths Factsheet (Updated January 2013), Hampshire County Council Facts and Figures: http://www3.hants.gov.uk/trend_b_d_factsheet_2011_-_eastleigh.pdf

³² 1981 Census - sourced via the 1981 census small area statistics tables on Nomis: <http://www.nomisweb.co.uk> [accessed April 2015]

shows significant population change between the 2001 and 2011 census, with the total borough population increasing by 7.8% in a decade³³. The increases in population show a similar trend to the Office for National Statistics' projections for the 25-year period from 2012 to 2037 (table 5.2)³⁴ (table 4.2). These projections are not forecasts, but are based on the demographic trends in fertility, life expectancy and net migration that were observable in the five years ending in 2012. No account was therefore taken of future economic circumstances, government policies, house-building plans, or the capacity of an area to accommodate increased population.

Table 4.2: Estimated population change in Eastleigh

Estimated Population Change						
Authority	2012	2017	2022	2027	2032	2037
Eastleigh	126,764	132,690	138,614	143,645	147,868	151,595

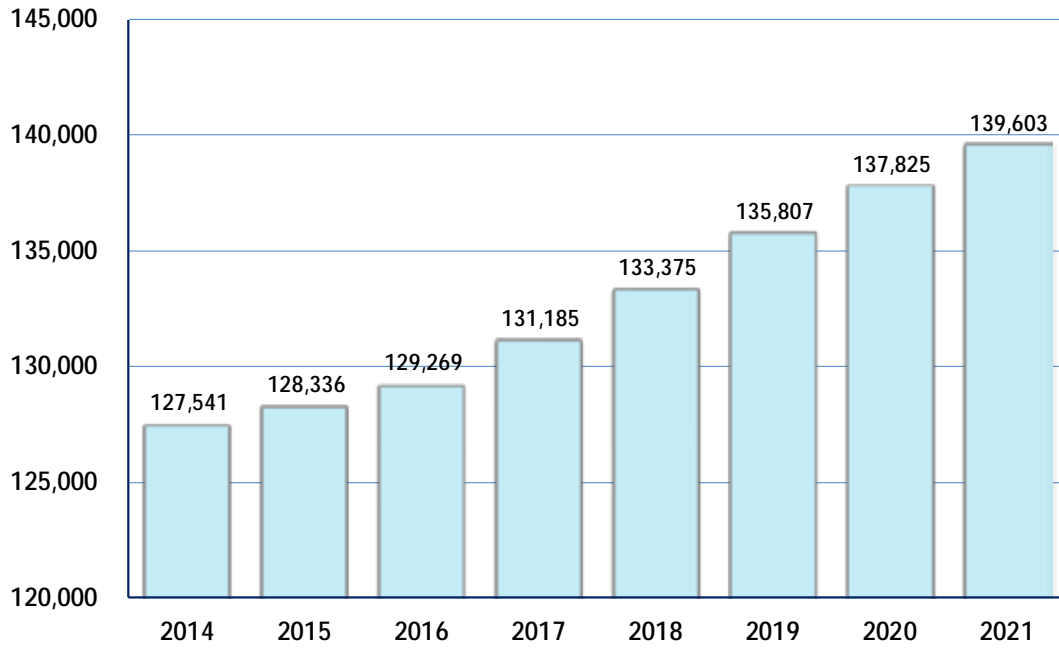
(Source: 2012-based Subnational Population Projections for Local Authorities in England, 2012-2037, Population Projections Unit, Office for National Statistics, May 2014)

- 4.3 Figure 4.1 sets out the population forecasts that take into account of the future dwelling supply for the borough for the period from 2014 to 2021, while figure 4.2 sets out population projections based on demographic trends for the borough in comparison with other authorities in the country of Hampshire for the period from 2012-2027.

³³ Source: Neighbourhood Statistics, Office of National Statistics [accessed April 2015] <https://www.neighbourhood.statistics.gov.uk/dissemination/areasubject.do>

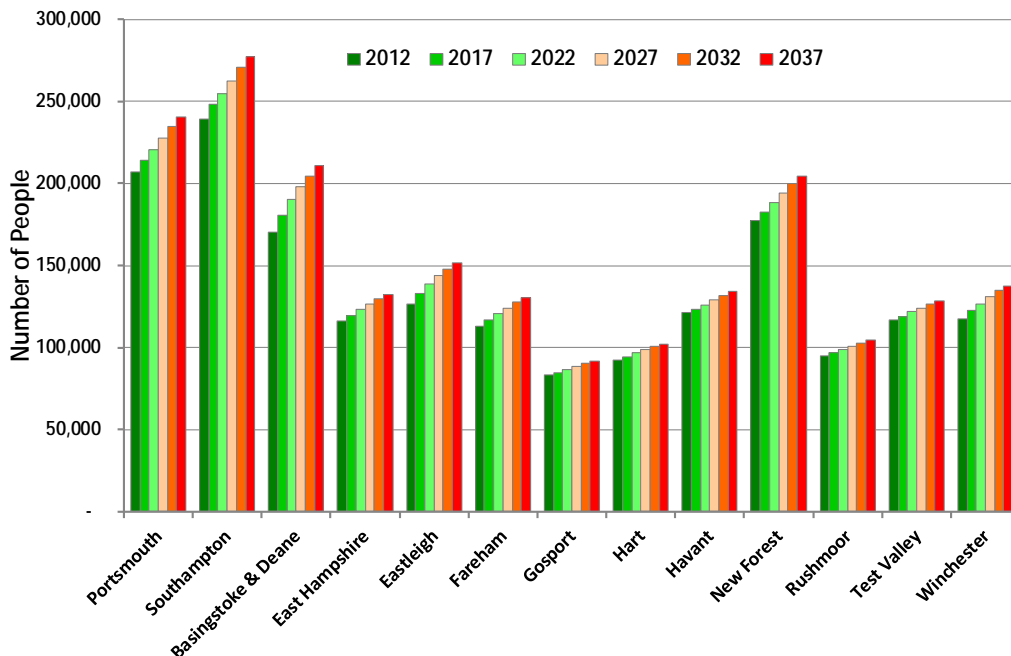
³⁴ Source: 2012-based Subnational Population Projections for Local Authorities in England, 2012-2037, Population Projections Unit, Office for National Statistics, May 2014 [accessed April 2015] <http://www.ons.gov.uk/ons/rel/snpp/sub-national-population-projections/2012-based-projections/stb-2012-based-snpp.html>

Figure 4.1: Eastleigh population projections



(Source: Population Forecasts for all Districts in Hampshire 2014 – 2021, Hampshire County Environment Department's 2014 based Small Area Population Forecasts:
<http://www3.hants.gov.uk/factsandfigures/population-statistics/pop-estimates/small-area-pop-stats.htm>)

Figure 4.2: Hampshire population projections



(Source: 2012-based Subnational Population Projections for Local Authorities in England, 2012-2037, Population Projections Unit, Office for National Statistics, May 2014:
<http://www.ons.gov.uk/ons/rel/snpp/sub-national-population-projections/2012-based-projections/index.html>)

Age structure

4.4 As highlighted by Table 4.3, the age profile of Eastleigh Borough is similar to the county, regional and national averages, with a slightly larger proportion of the population being of working age than for Hampshire as a whole.

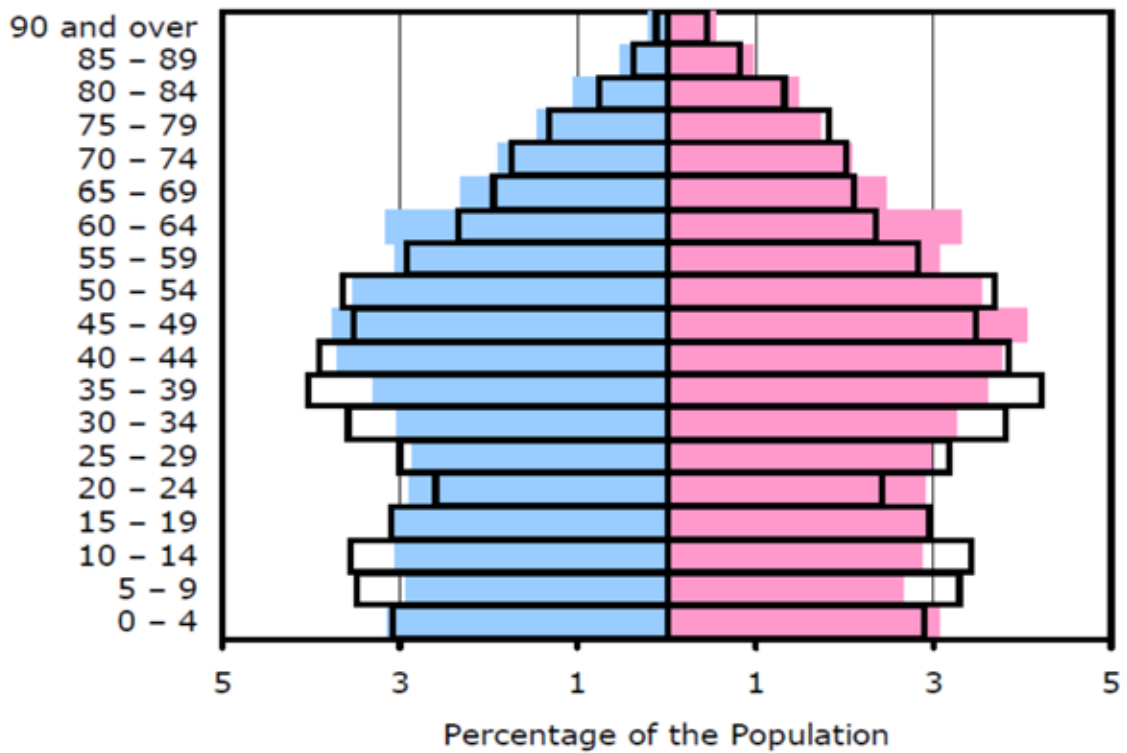
Table 4.3: Population profile of Eastleigh in comparison to Hampshire, south east England, and England and Wales

Age of resident population	Eastleigh Borough	Hampshire	South East	England & Wales
Under 15	17.6	17.5	17.8	17.7
15-19	6.1	6.1	6.3	6.3
20-29	11.6	10.8	12.3	13.7
30-44	20.6	19.7	20.4	20.6
45-59	21.0	20.9	19.9	19.4
60-74	15.1	16.3	15	14.6
75 and over	8.0	8.8	8.3	7.8

(Source: Hampshire County Council Facts and Figures 2011 Census: http://www3.hants.gov.uk/factsandfigures/population-statistics/census_pages/census_2011.htm)

4.5 The population pyramid in Figure 4.3 shows the age and sex profile of the borough’s population recorded at the 2001 and 2011 census, while figure 5.5 shows the age and sex profile estimated for 2014 and predicted for 2021. Both in 2001 and 2011, the borough had a relatively large working age population, mostly made up of those in the mid to latter half of their working lives. It had relatively smaller numbers of younger adults in their twenties and families with young children. By 2021 the average age of the borough’s population is expected to be trending upwards, with increases predicted for families with young children, so that in 2021 the number of children between 5 and 14 is likely to be similar to the number of adults in their fifties, with these two groups providing the borough’s largest age cohorts.

Figure 4.3: Hampshire Population Pyramid 2001 and 2011 census



(Source: 2011 Census Summary Factsheet for Eastleigh (January 2013), Hampshire County Council Facts and Figures:

http://www3.hants.gov.uk/2011_census_eastleigh_summary_factsheet.pdf)

Figure 4.4: Eastleigh Borough population pyramid for 2014 and 2021



(Source: Eastleigh Small Area Population Forecasts (SAPF) 2014 based, (March 2015), Hampshire County Council Facts and Figures:

<http://www3.hants.gov.uk/factsandfigures/population-statistics/pop-estimates/small-area-pop-stats.htm>)

4.6 The Office for National Statistics's Subnational Population Projections anticipate a steady increase in the population in Eastleigh Borough in the period up to 2037, with the population growing by almost 20% in 25 years. Whilst the population all age groups is expected to rise, the proportion of people aged 65 and over is expected to increase the most, from 17.3% in 2012 to 19.0% in 2037. However, the proportion of people aged 14 or under is also expected to increase from 17.8% to 18.3% over the same period. As indicated by the data presented in Table 5.6, the resulting trend is that the dependency ratio³⁵ is forecast to rise significantly, so that relatively more 'dependents' – young children and older adults – are being supported by relatively fewer people of working age.. This reflects the long-term national trend of increasing life expectancies, as well as a more recent national trend toward increasing fertility rates.

Table 4.4: Long term population predictions per age group in Eastleigh Borough (population figures are given in thousands to one decimal place)

Age Group	2012		2017		2022		2027		2032		2037	
	Pop.	%	Pop.	%	Pop.	%	Pop.	%	Pop.	%	Pop.	%
0–04	8.0	6.3	8.0	6.3	8.1	6.2	8.1	6.1	8.0	6.1	8.1	6.0
0–14	14.6	11.5	16.3	11.6	17.5	11.7	17.7	11.9	17.6	12.2	17.6	12.3
15–29	22.0	17.4	22.0	17.4	21.9	17.2	22.7	17.1	23.9	16.9	25.1	16.6
30–44	25.8	20.4	25.4	20.0	26.7	19.8	27.2	19.5	27.2	19.2	26.7	19.2
45–64	34.3	27.1	35.5	27.0	35.9	26.9	35.8	26.7	35.1	26.8	35.4	26.8
65–74	11.8	9.3	13.8	9.6	14.4	9.9	15.4	10.1	17.1	10.3	17.4	10.4
75–84	7.2	5.7	7.9	5.9	9.9	5.9	11.7	6.0	12.3	5.9	13.3	6.0
85+	2.9	2.3	3.5	2.3	4.2	2.4	5.0	2.5	6.6	2.6	8.1	2.6
Total	126.6	100.0	132.4	100.0	138.6	100.0	143.6	100.0	147.8	100.0	151.7	100.0

(Source: 2012-based Subnational Population Projections for Local Authorities in England, 2012-2037, Population Projections Unit, Office for National Statistics, May 2014: <http://www.ons.gov.uk/ons/rel/snpp/sub-national-population-projections/2012-based-projections/index.html>)

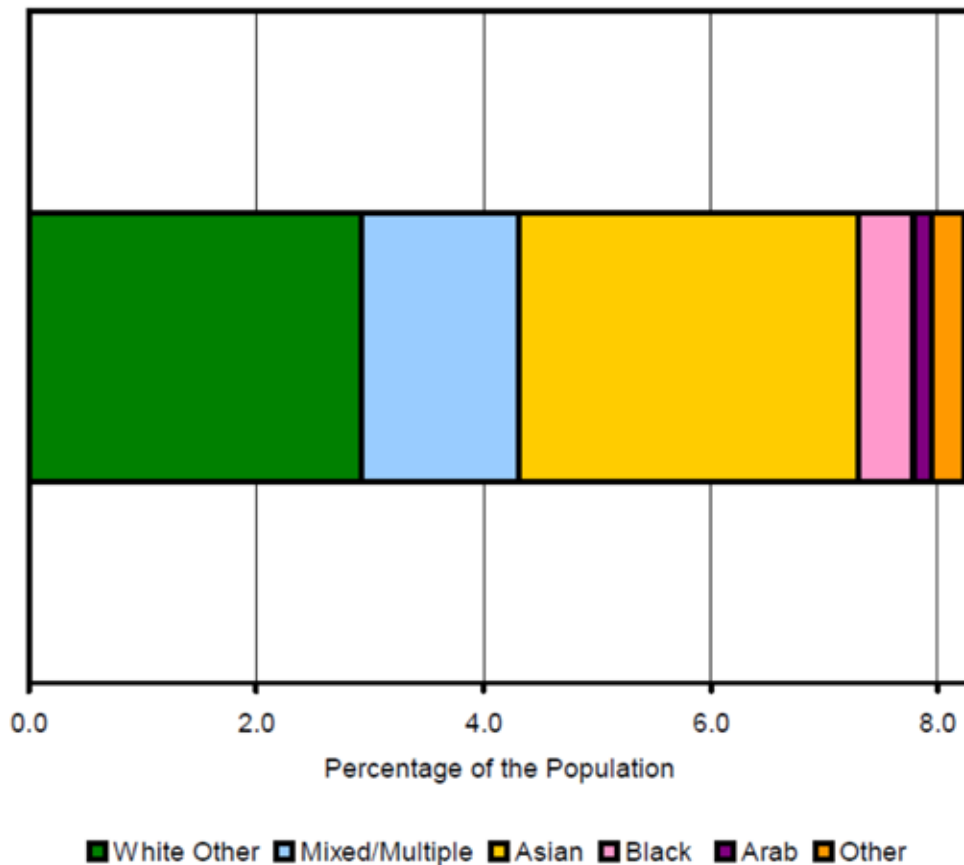
Ethnicity and Religion

4.7 Data from the 2011 census shows 91.8% of the borough's population was of the 'White British' ethnic group. Those in other ethnic groups besides 'White British' increased from 4.5% to 8.2% of the borough's total population between the 2001 and 2011 Census. Figure 5.7 shows that the second most common

³⁵ The dependency ratio is the proportion of the population which is composed of dependants (i.e. people who are too young or too old to work). The dependency ratio is equal to the number of individuals aged below 15 or above 64 divided by the number of individuals aged 15 to 64, expressed as a percentage.

ethnic group in the 2011 Census was 'Asian' (3.0%), the third was 'White Other' (2.9%) and the fourth was 'Mixed' (1.4%). Amongst the 'White Other' ethnic group, there was a range of backgrounds including many European nationalities³⁶. Those in other ethnic groups increased from 4.6% to 8.2% over the census period.

Figure 4.5: Ethnicity in Eastleigh Borough in the 2011 Census (note that the 'White British' ethnicity group is now shown in the figure)



(Source: 2011 Census Summary Factsheet for Eastleigh (January 2013), Hampshire County Council Facts and Figures)

³⁶ 2011 Census Summary Factsheet for Eastleigh (January 2013), Hampshire County Council Facts and Figures: http://www3.hants.gov.uk/2011_census_eastleigh_summary_factsheet.pdf

Housing

- 4.8 Eastleigh Borough is part of the wider Southampton Housing Market Area (HMA). House prices in Eastleigh Borough are lower than the neighbouring adjacent locations of Winchester, Fareham and Test Valley, but higher than in Southampton and the nearby authorities in the neighbouring Portsmouth HMA, Gosport, Havant and Portsmouth. The median house price in Eastleigh Borough between August 2012 and February 2013 was £210,000³⁷.
- 4.9 Affordability of housing is a significant issue in Eastleigh, as it is elsewhere. This is reflected by the housing affordability ratio between average house prices and average salaries. In 2013, the ratio of median house prices to median earnings was 7.71³⁸.
- 4.10 The South Hampshire Strategic Housing Market Assessment (SHMA) 2014 was commissioned by PUSH in order to support on-going work on local plans. The document includes a range of findings for the Southampton HMA and Eastleigh Borough specifically. Some findings include:
- There are four distinct local housing markets in Eastleigh Borough: Chandler's Ford which has strong connections to Romsey and Winchester; the town of Eastleigh which has a very active rental market where demand for private rented housing outstrips supply; Hedge End which is north east of the M27 and the area south of the M27 which borders Southampton Water which is connected to the local marine and aviation economy and Southampton City.
 - Eastleigh Borough has a broad mix of housing types including flats, terraced, semi-detached and detached housing. Owner occupation of homes is higher than the HMA average, in part influenced by a housing generally focused toward family homes.
 - A broad range of housing is advised to be delivered with expectation that new market housing provision would focus on two, three and four bed properties, whilst affordable housing delivery will tend to be more focused on one and two bedroom properties.
 - There was a notably high growth in the housing stock in Eastleigh Borough compared with the national and regional averages over the past decade.
- 4.11 A key role of the report is to provide projections of housing need to 2036 in two housing market areas, focused on Portsmouth and Southampton respectively. The assessment suggests that there is a need for 509 new affordable housing dwellings per annum as detailed in the table below.

³⁷ PUSH Strategic Housing Market Assessment 2014

http://www.push.gov.uk/south_hampshire_shma_final_report_16.1.14_.pdf

³⁸ Source: <http://www3.hants.gov.uk/factsandfigures/keyfactsandfigures/key-facts/kf-eastleigh.htm#ave>

Table 4.5: Estimated level of housing need (2013-2036 excluding pipeline)

Backlog Need	591
Newly forming households	12,519
Existing households falling into need	4,020
Total Need	17,130
Supply	5,419
Net Need	11,711
Net Need per annum	509

(Source: SHMA Appendices Table 34³⁹)

- 4.12 In addition to the SHMA 2014, the Hampshire Home Choice (HHC) Register is used for the allocation of social housing for the Borough of Eastleigh. The number of applicants registered with Eastleigh Borough Council on the HHC register on 2nd March 2015 was 2,645. This information is used to assist in informing the discussions regarding the most appropriate types of affordable housing to be built on individual sites and also helps to identify supported housing needs.
- 4.13 This shortage of affordable housing is reflected by the continuing increase in the number of households in the borough on the Local Authority Housing Register. This has historically been reported through Eastleigh Homechoice which demonstrated statically a year on year increase from 4,660 households in 2008 to 5,650 prior to its closure. Since joining HHC and going “live” in February 2014, the number of households accepted onto the register has increased from 2,153 (July 14) to 2,645 as of March 15. It should be noted that the overall reduction in households registered is as a result of all applicants being reassessed using the HHC qualifying criteria.

Health

- 4.14 Reflecting relatively low levels of deprivation, crime and child poverty, indicators of health and wellbeing are favourable in Eastleigh Borough when compared with the England average. Average life expectancy for the period 2001-2012 was 81.6 for men and 84.9 for women, which was slightly higher than the averages for Hampshire (81.0 and 84.3 respectively) and significantly higher than the averages for England (79.2 and 83.0). Average life expectancy tends to be lower in areas with greater deprivation and this holds true in the borough, where average life expectancy is 5.3 years lower for men and 3.3 years lower for women in the most deprived areas of the borough in comparison with the least deprived areas⁴⁰.
- 4.15 Early deaths from heart disease and stroke and from cancer are less than the England average. Over the last ten years, death rates from all causes, and early deaths from heart disease, stroke and cancer have improved for men and women and are less than the England averages. Although the death rate from smoking and the proportion of adults who smoke (16.5%) is low compared to England (19.5%), smoking accounts for 148 deaths per year in

⁴⁰ Eastleigh District Health Profile 2014, Public Health England: <http://www.apho.org.uk/resource/view.aspx?RID=142429> and Hampshire County Health Profile 2014, Public Health England: <http://www.apho.org.uk/resource/view.aspx?RID=142426>

the borough. On most measures of health the borough does better than the England average, however the incidence of malignant melanoma is a notable exception, and – as is the case for Hampshire as a whole – is significant higher than the England average⁴¹.

- 4.16 Indicators of child health are relatively good. The percentage of children classified as obese in Year 6 is much lower than the England average, while rates of conceptions and alcohol-specific stays in hospital for those under 18 are significantly lower than the England average⁴².
- 4.17 The health summary below (Figure 4.6) highlights the comparatively good levels of health in the borough.

⁴¹ As above.

⁴² Eastleigh District Health Profile 2014, Public Health England:
<http://www.apho.org.uk/resource/view.aspx?RID=142429>

Figure 4.6: Health summary for Eastleigh Borough

Domain	Indicator	Local No Per Year	Local value	Eng value	Eng worst	Regional average^		England Range	England Best
						England Worst	England Best		
						25th Percentile	75th Percentile		
Our communities	1 Deprivation	0	0.0	20.4	83.8				0.0
	2 Children in poverty (under 16s)	2,600	11.4	20.6	43.6				6.4
	3 Statutory homelessness	35	0.7	2.4	11.4				0.0
	4 GCSE achieved (5A*-C inc. Eng & Maths)	1,012	64.9	60.8	38.1				81.9
	5 Violent crime (violence offences)	999	7.9	10.6	27.1				3.3
	6 Long term unemployment	256	3.2	9.9	32.6				1.3
Children's and young people's health	7 Smoking status at time of delivery	179	11.8	12.7	30.8				2.3
	8 Breastfeeding initiation	1,196	78.5	73.9	40.8				94.7
	9 Obese children (Year 6)	148	12.8	18.9	27.3				10.1
	10 Alcohol-specific hospital stays (under 18)	8	28.4	44.9	126.7				11.9
	11 Under 18 conceptions	53	23.3	27.7	52.0				8.8
Adults' health and lifestyle	12 Smoking prevalence	n/a	16.5	19.5	30.1				8.4
	13 Percentage of physically active adults	n/a	57.1	56.0	43.8				68.5
	14 Obese adults	n/a	22.3	23.0	35.2				11.2
	15 Excess weight in adults	211	67.9	63.8	75.9				45.9
	16 Incidence of malignant melanoma	27	20.6	14.8	31.8				3.6
Disease and poor health	17 Hospital stays for self-harm	213	166.6	188.0	596.0				50.4
	18 Hospital stays for alcohol related harm	555	454	637	1,121				365
	19 Drug misuse	233	2.8	8.6	26.3				0.8
	20 Recorded diabetes	5,342	5.0	6.0	8.7				3.5
	21 Incidence of TB	5	4.0	15.1	112.3				0.0
	22 Acute sexually transmitted infections	679	540	804	3,210				162
	23 Hip fractures in people aged 65 and over	120	503	568	828				403
Life expectancy and causes of death	24 Excess winter deaths (three year)	38	12.7	16.5	32.1				-3.0
	25 Life expectancy at birth (Male)	n/a	81.6	79.2	74.0				82.9
	26 Life expectancy at birth (Female)	n/a	84.9	83.0	79.5				86.6
	27 Infant mortality	4	2.4	4.1	7.5				0.7
	28 Smoking related deaths	148	216	292	480				172
	29 Suicide rate	7	-	8.5					
	30 Under 75 mortality rate: cardiovascular	59	57.0	81.1	144.7				37.4
	31 Under 75 mortality rate: cancer	128	123	146	213				106
	32 Killed and seriously injured on roads	49	39.2	40.5	116.3				11.3

(Source: Eastleigh District Health Profile 2014, Public Health England: <http://www.apho.org.uk/resource/view.aspx?RID=142429>)

- 4.18 In the 2011 Census, 84.5% of people in the borough reported that they were in good or very good health, while 3.9% reported that they were of bad or very bad health. Table 4.6 shows that the borough has both higher levels of self-reported good health and lower levels of self-reported poor health than those for the South East region or for England as a whole. The 2001 Census also found that 15.3% of the people in the borough said they had a long-term illness or disability that limited their day-to-day activities, which was lower than the South East and England averages.
- 4.19 While the Borough's health levels are generally good - and significantly better than in adjacent Southampton- there remain a number of health inequalities across the borough, which are closely linked to overall deprivation levels. Pockets of health deprivation exist in the wards of Eastleigh South, Eastleigh

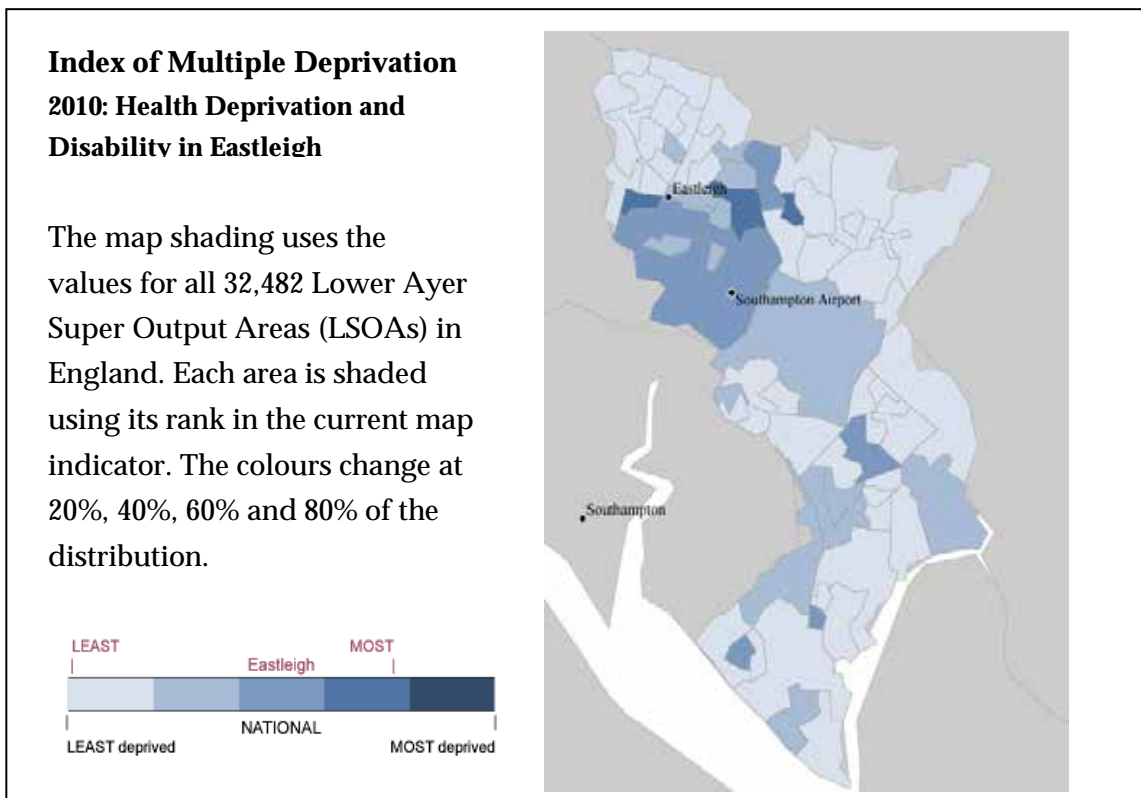
Central, Bursledon and Old Netley, Bishopstoke West, and Netley Abbey⁴³. Figure 4.7 below highlights the areas where health deprivation is highest in the borough, based on the 2010 Index of Multiple Deprivation (IMD) scores relative to national figures.

Table 4.6: Self-reported limiting illness or disability and health in Eastleigh Borough in the 2011 Census

	% of people with an illness limiting day to day activity	% of people with 'good' and 'very good' health	% of people with 'bad' and 'very bad' health
Eastleigh	15.3%	84.5%	3.9%
South East	15.7%	83.6%	4.4%
England	17.6%	81.4%	5.4%

(Source: [Census 2011](http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6275093&c=Eastleigh&d=13&e=62&g=6429514&i=1001x1003x1032x1004&m=0&r=1&s=1366189558555&enc=1&dsFamilyId=2480), Neighbourhood Statistics, Office for National Statistics: : <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6275093&c=Eastleigh&d=13&e=62&g=6429514&i=1001x1003x1032x1004&m=0&r=1&s=1366189558555&enc=1&dsFamilyId=2480>)

Figure 4.7: Health deprivation in Eastleigh



Source: Neighbourhood Statistics, IMD 2010 - <http://neighbourhood.statistics.gov.uk/HTMLDocs/AtlasOfDeprivation2010/index.html>

4.20 As in the case for the rest of England, two health issues are likely to present important ongoing challenges for the borough. In England, obesity is estimated

⁴³ Source: Deprivation Mapper, OpenDataCommunities: <http://opendatacommunities.org/showcase/deprivation>

to be responsible for 10,000 premature deaths each year and reduces life expectancy by an average of 10 years. Obesity is therefore a key issue for the borough that will have a substantial impact on the future health of many individuals and increase their risk of suffering a range of diseases, including heart disease, diabetes and some forms of cancer. In addition, the trend towards an ageing population (as discussed in the 'Population' section above) will have significant implications for health and social care services in the borough. It will also increase the dependency ratio⁴⁴ in the borough, so that in the future there are likely to be more retired people in the borough relative to the numbers of people in work.

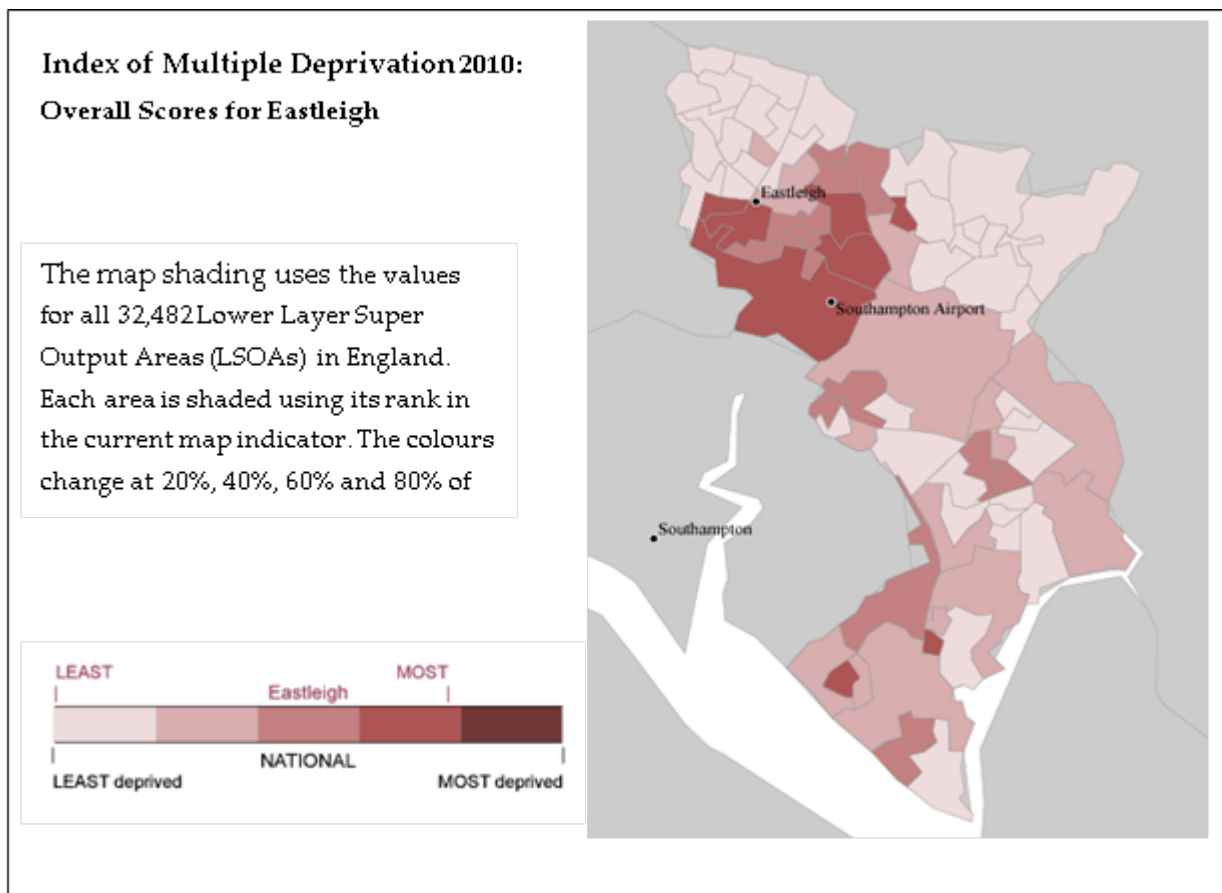
Quality of life

Indices of Multiple Deprivation

- 4.21 Overall, the levels of relative deprivation in Eastleigh Borough are low. In the 2010 Index of Multiple Deprivation (IMD) – which is the most recent IMD available – the borough is ranked within the least deprived quartile of districts in England. The average IMD score its' 77 Lower Super Output Areas (LSOAs: statistical sub-divisions of wards) was 10.49, which meant that the borough ranks 275 out of England's 326 districts (where 1 is the most deprived). The equivalent score for Hampshire County is 11.34 (a higher score means greater deprivation) and the borough is ranked as the sixth least deprived district of the 11 Hampshire districts.
- 4.22 With respect to its neighbouring authorities, Eastleigh Borough is ranked as more deprived than Winchester (ranked 309) and Fareham (ranked 311), slightly more deprived than Test Valley (ranked 286), and substantially less deprived than Southampton (ranked 81). While the borough's average level of deprivation is low, Figure 4.8 – which is shaded according to the LSOA rankings for IMD- shows that pockets of deprivation do exist. The ten areas with the highest levels of multiple deprivation in the Borough are as follows (with the most deprived ranked first):
1. Pilands Wood (Bursledon and Old Netley Ward)
 2. Velmore (Eastleigh South Ward_
 3. Riverside – south (Eastleigh Central Ward)
 4. Fleming Park, which includes parts of the Velmore and Aviary Estates (Eastleigh South Ward)
 5. Stoke Park (Bishopstoke West Ward)
 6. Riverside – North (Eastleigh Central Ward)
 7. Eastleigh South – South (Eastleigh South Ward)
 8. Netley Abbey – central (Netley Abbey Ward)
 9. Twyford Road (Eastleigh North Ward)
 10. Aviary Estate (Eastleigh South Ward)

⁴⁴ The dependency ratio is the proportion of the population which is composed of dependants (i.e. people who are too young or too old to work). The dependency ratio is equal to the number of individuals aged below 15 or above 64 divided by the number of individuals aged 15 to 64, expressed as a percentage.

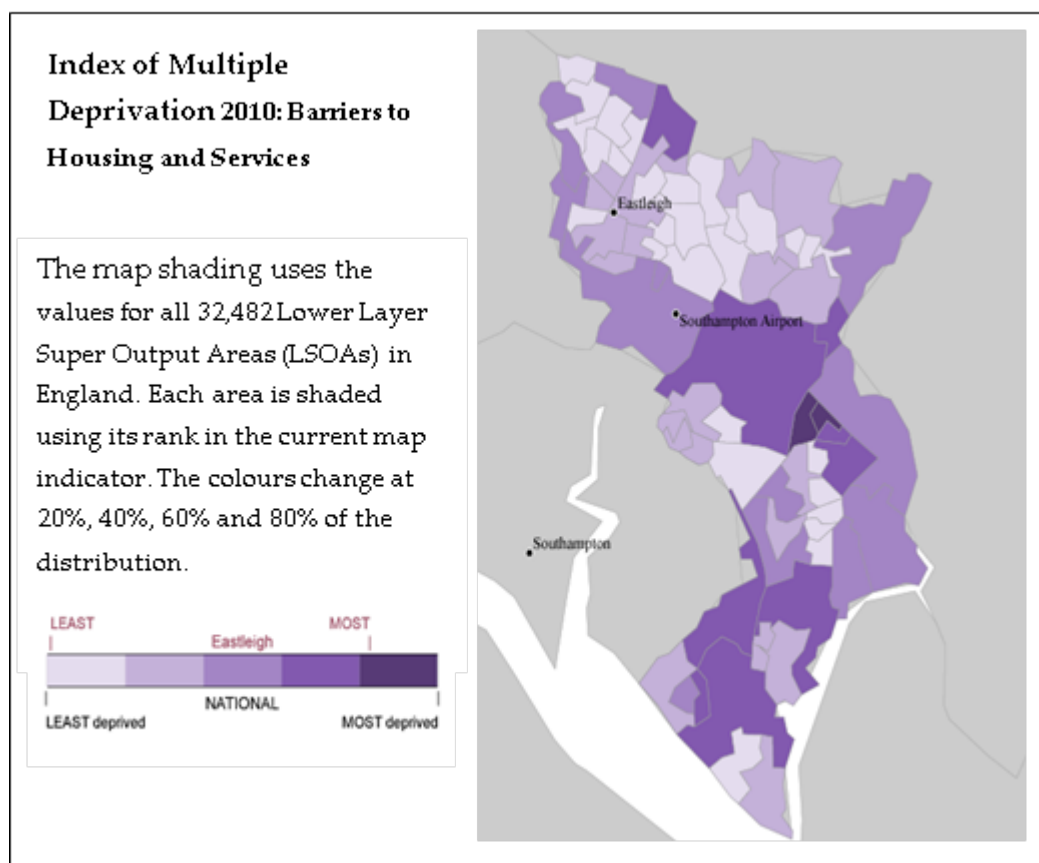
Figure 4.8: Index of Multiple Deprivation in Eastleigh: overall scores



(Source: Atlas of the Indices of Deprivation 2010 for England, Neighbourhood Statistics, ONS: <http://neighbourhood.statistics.gov.uk/HTMLDocs/AtlasOfDeprivation2010/index.html> - use Firefox browser)

- 4.23 Figure 4.7 in the 'Health' above shows that the areas in the borough with the highest levels of health and disability deprivation include Velmore, the Aviary estate, Stoke Park, Riverside North, Eastleigh South, Hedge End – Wildern, Netley Abbey and Pilands Wood.
- 4.24 Deprivation in terms of barriers to housing and services is generally low in Eastleigh Borough compared to its more rural neighbouring authorities, although Figure 4.9 shows that small pockets of this type of deprivation exist in Dowds Farm, Grange Park (West), Allbrook, Hound and Butlocks Heath. Figures 5.18 to 5.20 in Chapter 5 highlight the location of community facilities and shops in the borough.

Figure 4.9: Index of Multiple Deprivation in Eastleigh: Barriers to housing and services



(Source: Atlas of the Indices of Deprivation 2010 for England, Neighbourhood Statistics, ONS: <http://neighbourhood.statistics.gov.uk/HTMLDocs/AtlasOfDeprivation2010/index.html> - use Firefox browser)

Quality of Life Indicators

- 4.25 With respect to quality of life (measured in terms of unemployment, disposable income, house prices, traffic congestion, school quality, probability of theft & population density), Eastleigh is in the least deprived quartile of districts in England and Wales. Compared to the quality of life in neighbouring districts, Eastleigh ranks below Test Valley and Winchester; above Fareham, which is top of the 2nd quartile; and significantly above Southampton which is in the middle of the 4th quartile for Quality of Life deprivation⁴⁵.
- 4.26 Eastleigh contains relatively little derelict land, does not have major issues with graffiti and fly-posting, but suffers from fly-tipping.

Crime

- 4.27 Although Eastleigh is one of the safest parts of Hampshire and the south east⁴⁶, with overall crime rate less than the national average⁴⁷, a strategic

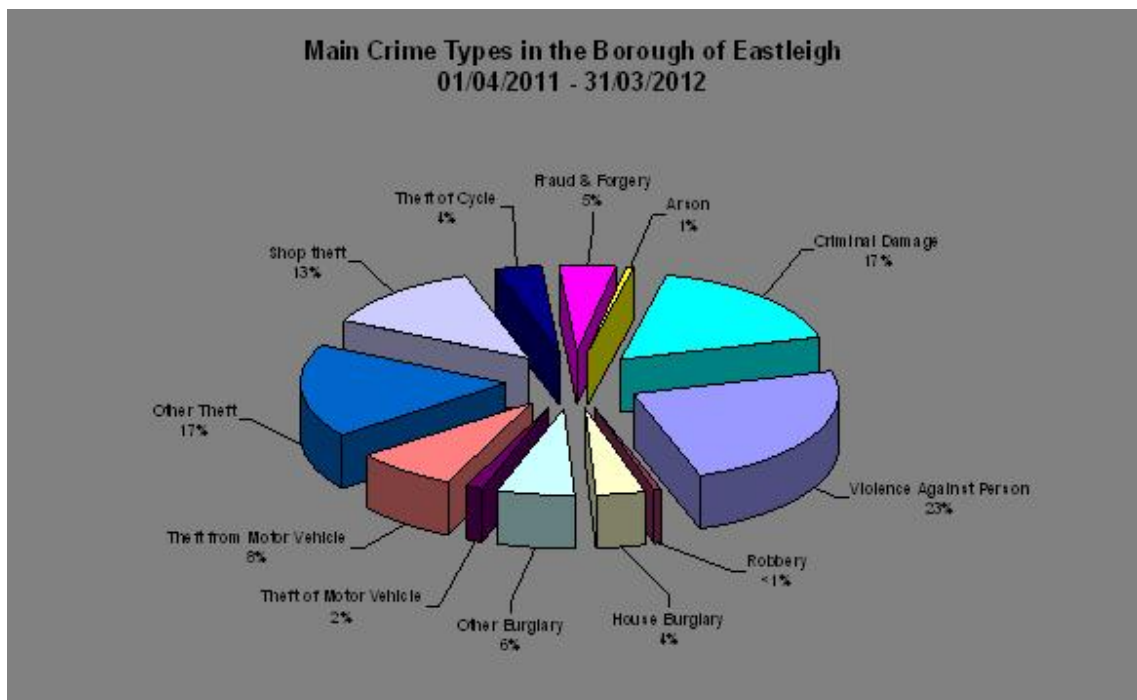
⁴⁵ Evidence Base for the Borough of Eastleigh, July 2008
<http://www.eastleigh.gov.uk/PDF/CXEvidenceBaseEBCVersion20080704.pdf> (Accessed: 30th March 2010)

⁴⁶ Evidence Base for the Borough of Eastleigh, July 2008
<http://www.eastleigh.gov.uk/PDF/CXEvidenceBaseEBCVersion20080704.pdf> (Accessed: 30th March 2010)

assessment carried out in 2007 indicated that there are issues relating to anti-social behaviour, often associated with alcohol or drugs. Following this strategic assessment, a Community Safety Partnership Plan was established⁴⁸.

- 4.28 Evidence collected in the borough shows a link between alcohol and violent behaviour, particularly with respect to the town of Eastleigh⁴⁹. Over half of offenders in Eastleigh were under the influence of alcohol and/or drugs, and both offenders and victims are likely to be males aged 18-30⁵⁰.
- 4.29 The Community Safety Partnership Strategic Assessment of crime for 2011/12 indicates predominant types of crime are theft, criminal damage and violence against the person (see figure 4.10). The report notes an overall decrease in crime of approximately 9% since 2010/2011. An increase in acquisition related crime such as theft and burglary is however recorded and notes this may be associated with the continuing recession. Misuse of alcohol and underage consumption is noted as still playing a significant part in crime, disorder and antisocial behaviour within the borough.

Figure 4.10: Main types of crime in Eastleigh Borough 2011/2012



(Source: Community Safety Partnership Strategic Assessment 2012
<http://www.eastleigh.gov.uk/our-community/community-safety.aspx>)

⁴⁷ Quality of Life in Hampshire (Hampshire County Council, 2008)

⁴⁸ Eastleigh Borough Community Safety Partnership Plan 2008-2011:

<http://www.eastleigh.gov.uk/pdf/CSafetyActionPlan0811.pdf>

⁴⁹ Evidence Base for the Borough of Eastleigh, July 2008

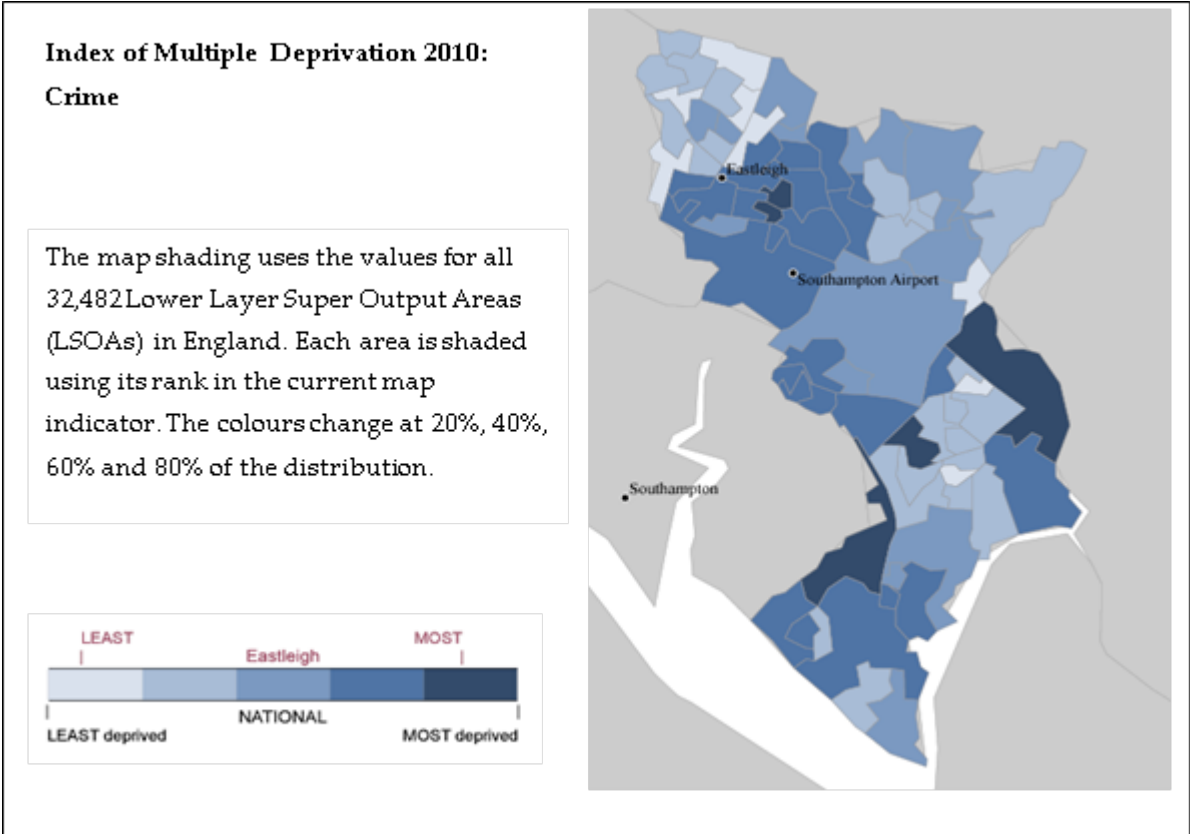
<http://www.eastleigh.gov.uk/PDF/CXEvidenceBaseEBCVersion20080704.pdf> (Accessed: 30th March 2010)

⁵⁰ Evidence Base for the Borough of Eastleigh, July 2008

<http://www.eastleigh.gov.uk/PDF/CXEvidenceBaseEBCVersion20080704.pdf> (Accessed: 30th March 2010)

4.30 Compared to the districts of Test Valley, Winchester, New Forest and Fareham, Eastleigh ranked worse in terms of the most number of vehicle crimes per 1,000 population, and the number of violent offences committed per 1,000 population⁵¹. The areas with the highest levels of deprivation for crime are Eastleigh Town, Botley north, Hamble and Old Netley east, and Hedge End Wildern west.

Figure 4.11: Index of Multiple Deprivation - Crime



Source IMD 2010
<http://neighbourhood.statistics.gov.uk/HTMLDocs/AtlasOfDeprivation2010/index.html>

Recreation & amenity (including open space and green infrastructure)

- 4.31 The borough contains an extensive array of recreation facilities including:
- Fleming Park leisure centre;
 - The Point (Eastleigh) and the Berry Theatre (Hedge End)– theatre, art gallery and dance centre;
 - Country parks at Manor Farm (Botley/ Bursledon), Itchen Valley (West End), Lakeside (Eastleigh) and Royal Victoria (Netley);
 - The Itchen Way footpath;
 - Strawberry Trail;
 - Hamble Rail Trail;
 - Parts of the Solent Way along the coast;

⁵¹ Evidence Base for the Borough of Eastleigh, July 2008
<http://www.eastleigh.gov.uk/PDF/CXEvidenceBaseEBCVersion20080704.pdf> (Accessed: 30th March 2010)

- Parts of the national cycle network including between Hamble and the eastern boundary of Southampton;
 - River Hamble – major centre for marinas and sailing activities;
 - The Ageas Bowl – international cricket venue and home to Hampshire Cricket;
 - Community schools with enhanced facilities;
 - Golf Courses; and
 - Allotments.
- 4.32 There are also around 1,773 acres or 718 hectares of other green space including sports pitches, play areas, wildlife sites and informal recreation spaces. Eastleigh is also within easy reach of other regional recreational facilities such as those within Southampton, the New Forest and Winchester.
- 4.33 Open space provision across the borough ranges from just 36 square metres per head of population in Chandlers Ford and Hiltingbury to 254 square metres per head in Bursledon. The borough’s residents are generally satisfied with the overall provision of sports facilities and adult participation in physical activity is above the national average. The Borough Council’s PPG17 Study sets out standards for open space provision based on studies of local levels of satisfaction, local needs and (in part) on Natural England’s Accessible Natural Greenspace Standards (ANGSt)⁵²
- 4.34 Green infrastructure is a critical component of the infrastructure required to support sustainable economic growth. Multi-functional areas of open space and links between them deliver a wide range of environmental and quality of life benefits for local communities. These include biodiversity, landscape and culture, recreation, health and well-being and natural resources. The borough’s country parks, countryside, the rivers, in particular the Rivers Itchen and Hamble, and the coast are key green infrastructure (GI) assets.
- 4.35 According to the PUSH Green Infrastructure Strategy⁵³ whilst pedestrian paths and public rights of way are widespread in the borough, they sometimes lack connectivity. There is a variable provision of off road/shared use cycle routes in the Borough, which may be usable for recreational and leisure cycling, in addition to the use of the road network. Cycle facility provision is relatively good in northern parts of Hedge End as well as from Bishopstoke to Eastleigh and from Southampton Airport to Chandlers Ford Business Parks. However, numerous gaps in the network along strategic routes do exist, most notably from Chandlers Ford to Southampton and to Winchester along Winchester Road. These larger gaps are also accompanied by gaps in the local network.

Arts and culture

- 4.36 Eastleigh Borough offers a rich aviation, railway and maritime heritage, significant historic monuments, international cricket at the Ageas Bowl ground and a number of local museums and libraries. Eastleigh town centre is the

⁵² <http://www.naturalengland.org.uk/ourwork/enjoying/places/greenspace/greenspacestandards.aspx>

⁵³ The PUSH Green Infrastructure Strategy can be accessed at:
http://www.push.gov.uk/what_we_do/sustainability/documents/PUSH_GI_Strategy_Final_4_281009N_Dnp.pdf

home of The Point, a centre for the development of contemporary performance and nationally recognised for its excellence in dance development, and from 2015 has joined Arts Council England's cohort of National Portfolio Organisations. The West Wing Studio, The Sorting Office⁵⁴ and The Techub each offer affordable studio space for artists and creative industries, and facilities, start up office space and collaborative space for emerging creative businesses. In autumn 2009 it opened its new Creation Centre which offers production facilities and will be a national centre for the development of youth choreography. The north of the borough also is the location for the 400 seat Thornden Concert hall and the nationally recognized jazz venue, The Concorde Club.

- 4.37 Whilst facilities exist in the north of Eastleigh Borough, there is a lack of cultural facilities in the south of the borough. This has partly been addressed with the building of a 300+ seat theatre at Wildern School, the Berry Theatre. Visual arts are being stimulated by the Council's public art programme and there is a small gallery space being developed at Bursledon.
- 4.38 The Council has recently adopted the 2015-19 Cultural and Creative Industries Strategy⁵⁵. The strategic importance of the creative industry sector to Eastleigh Borough has grown considerably and the new strategy document provides high level indicators for the future direction of this sector in the Borough. In line with recent research and regional priorities identified by PUSH a new emphasis has been put on growing the creative industries as a driver for the economic growth of the region. The Council, through the 2015-19 Cultural and Creative Industries Strategy, have set a number of aims and/or programmes to support the creative sector, these include:
- Partnerships with local Universities, businesses and with Trusts and Foundations
 - Making sure the borough is digitally enabled and to be at the forefront of digital production through development of the Techub
 - A centre for research to support creative industries
 - Develop the 'Made in Eastleigh' brand
 - Further development of the Berry Theatre as a gateway to culture for communities in the south of the Borough.

Public Art

- 4.39 There are currently over 60 public artworks located within the borough, ranging from mosaic, to sculpture, metalwork, glasswork and murals. Public art in Eastleigh Borough is promoted through the Borough Council's Public Arts Strategy and delivered through the Council's Community Investment Programme. The Public Art Strategy 2011-2014⁵⁶ is currently being updated. In the next strategy phase (2015-2019), the Council will be building on the success of past projects to deliver a sustainable, innovative and distinctive public art programme which celebrates the Borough's diverse culture, heritage

⁵⁴ <http://www.creativeeastleigh.co.uk/creativespacesItem.php?profileId=98>

⁵⁵ Eastleigh Borough Cultural and Creative Industries Strategy 2015-19
<http://www.eastleigh.gov.uk/PDF/CCI%20Strategy%20final.pdf>

⁵⁶ <http://www.eastleigh.gov.uk/planning--building-control/public-art/public-art-strategy.aspx>

and biodiversity, engages its communities and engenders a renewed sense of pride and ownership. Public art can offer a number of benefits that include:

- Enhancing the quality of the physical environment
- Contributing to health and a sense of well-being
- Increasing community engagement through activity and interaction
- Increasing economic growth through investment and tourism
- Contributing to learning and education
- Increasing the potential value and status of developments
- Providing employment for the creative sector

Key community issues

4.40 From sections 5.1-5.4 above, the following emerge as key community issues for the borough:

- The population of Eastleigh is expected to increase significantly to 2036. This projected growth in population is linked to anticipated housing development as well as to natural growth. This will increase pressures on housing, services and infrastructure
- Eastleigh Borough, in common with many other parts of the UK, is experiencing an ageing population. This will have implications for health service provision and accessibility to other services, facilities and amenities.
- There is a need to find sustainable and accessible locations for new housing in the borough.
- There is a significant demand for affordable housing in Eastleigh Borough. Affordability of housing is a major issue in the borough, as reflected by the housing affordability ratio between average house prices and average salaries.
- There continues to be an increase in households on the Local Authority Housing Register. The outstanding annual housing need in the borough is 509.
- The PUSH housing market assessment indicates that there is a need for a greater variety of housing to be delivered in the borough, including family housing.
- Health inequalities exist between the most and least deprived areas of the borough.
- Whilst the borough in general has good levels of health, levels of physical activity and obesity are increasing health issues.
- There are significant opportunities for improvements to green infrastructure networks in the borough. For example there is considerable scope for an improvement in the borough's cycle networks, and an enhancement of the connectivity of walking routes. The Council has signed up to the PUSH Green Infrastructure strategy, is involved in its update and will look to implement this in the emerging Local Plan.
- Whilst overall deprivation in the borough is relatively low, there are pockets of worse deprivation, including in parts of Bursledon, Eastleigh and Bishopstoke.

- Eastleigh Borough is one of the safest parts of Hampshire and the south east, with overall crime rate less than that experienced nationally. However there are issues relating to anti-social behaviour, and alcohol and drug related crime.
- The south of the borough is not as well-served with arts and cultural facilities.

5 ECONOMY AND TRANSPORT

Employment and enterprise

- 5.1 Overall, the borough is a reasonably prosperous area, with approximately 68,000 jobs in 2013, and around 4,450 active businesses in 2014⁵⁷. In relation to the national average there are higher proportions of jobs in the professional, scientific & technical, as well as the transport & storage, construction and manufacturing sectors⁵⁸. In recent years (between 2009 and 2012), the retail sector appears to have declined in importance, having grown significantly in the previous 20 years⁵⁹.
- 5.2 The borough's economic output can be measured in terms of GVA per employee, which is a workplace rather than a resident-based assessment of output. This is one measure of productivity that can be indexed relative to the UK⁶⁰. On this measure, Eastleigh borough follows the Solent LEP area (taken as a whole) in slightly lagging behind the economic performance of the South East. However, the borough performs at a similar level to neighbouring districts such as Winchester and Southampton.
- 5.3 The borough includes major industrial estates at Eastleigh, Chandlers Ford, Hedge End, Hamble and several office campuses in Eastleigh and Hedge End. Statistics published by the Department for Communities and Local Government showed that in 2008, Eastleigh had approximately 2,200 office and industrial premises amounting to 1,100,000 m² of floorspace. As may be expected, the vast majority (86%) of this floorspace was for industrial or storage and distribution use (Use Classes B2 and B8).
- 5.4 Figures 5.1 and 5.2 show the changes in office and industrial floorspace within Eastleigh from 2002 to 2012. These graphs generally show decreases in industrial floorspace and increases in office floorspace within the borough to 2012. The loss of industrial floorspace appears concerning given the reliance on the transport & storage and manufacturing sectors to provide jobs within the borough (see above). However, this outcome is likely to reflect economic restructuring as manufacturers seek to occupy smaller units and sites. Indeed, since 2006 land monitoring data suggests that industrial and warehousing development in the borough has typically involved less than 5,000m² of new floorspace per annum⁶¹.
- 5.5 It is noteworthy that although there was an overall decrease in industrial floorspace between 2002 and 2012, there was an overall increase in the number of industrial properties (see Figure 5.2). This implies that the borough has not witnessed a reduction in industrial activity that has been in proportion with the loss of floorspace. This conclusion is supported by the fact that the

⁵⁷ Source: ONS jobs density and UK Business Count

⁵⁸ Source: Business Register and Employment Survey 2012

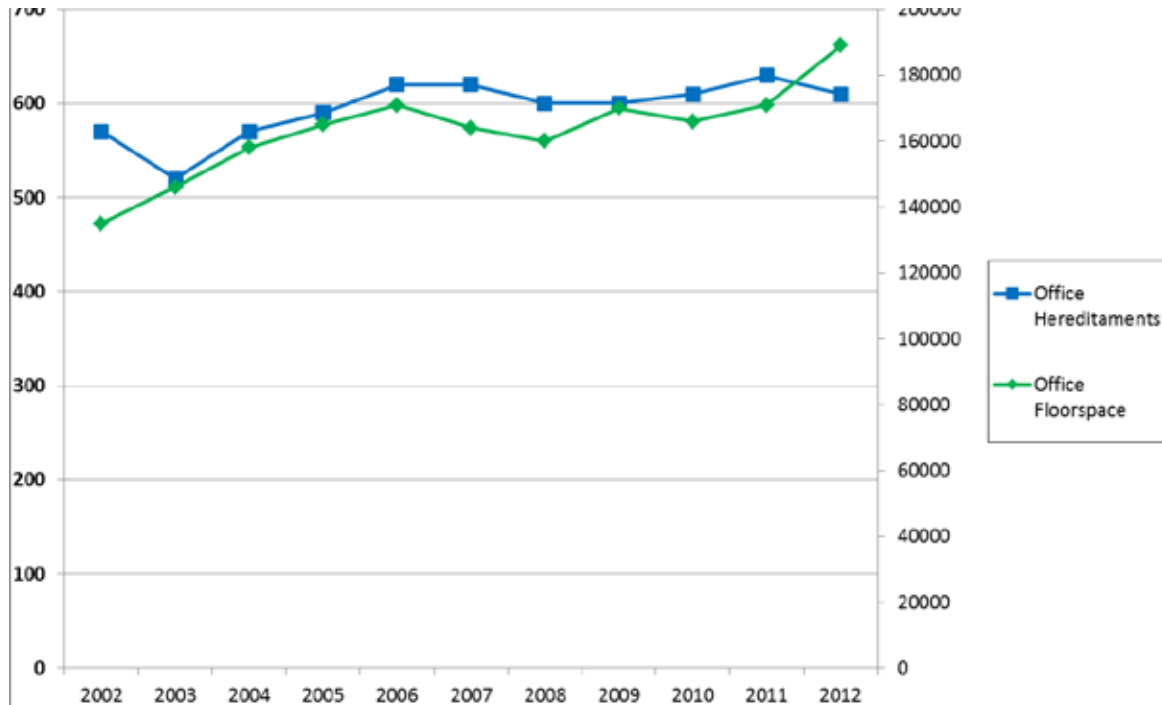
⁵⁹ Source: Business Register and Employment Survey 2012

⁶⁰ See Chart 2, Eastleigh Local Economy 2013/14, Hampshire County Council (October 2013)

⁶¹ Source: Hampshire County Council Land Monitoring data, 2006-2014

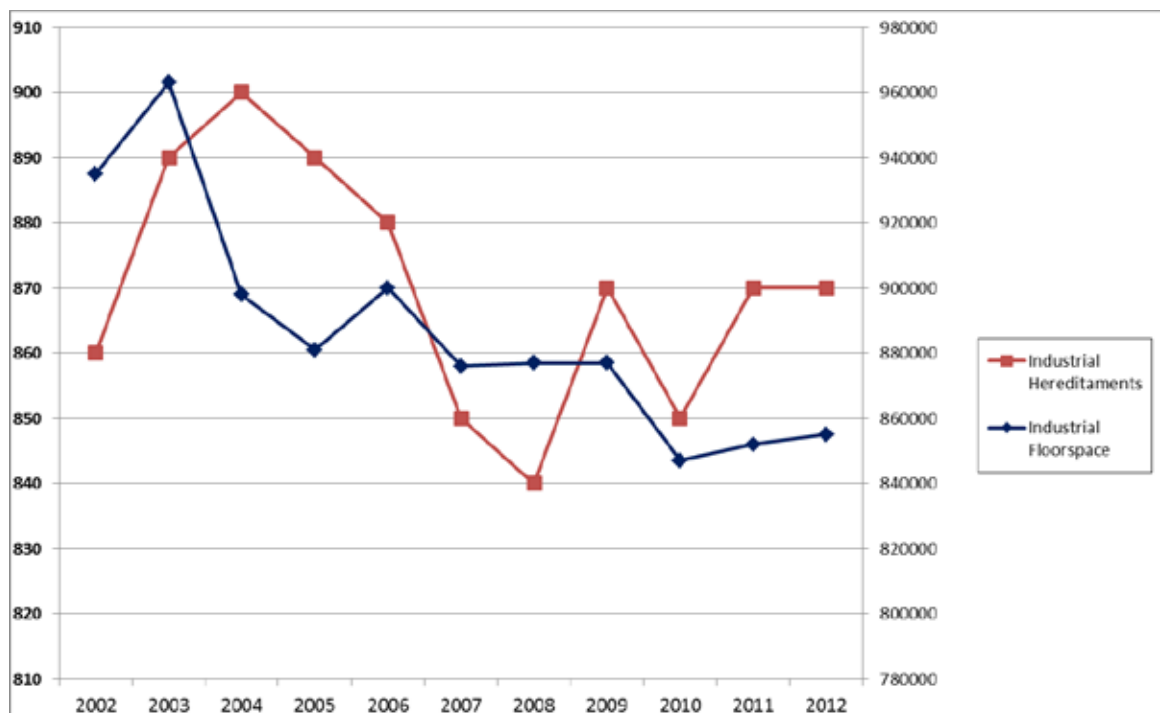
manufacturing sector still provides a relatively high proportion of local jobs (see above).

Figure 5.1: Changes in office floorspace and in the number of office properties within Eastleigh Borough, from 2002 to 2012



Source: Business Floorspace Statistics (experimental), Valuation Office Agency

Figure 5.2: Changes in industrial floorspace and the number of industrial properties within Eastleigh Borough, from 2002 to 2012



Source: Business Floorspace Statistics (experimental), Valuation Office Agency

5.6 Table 5.1 shows the recent additional floorspace for retail and other town centre uses across the borough from 2011-2014. This information shows that retail development largely took place within the defined town and district centres (Eastleigh, Hedge End, Chandler's Ford) over the monitoring period, however it is worth noting that this period does not capture the development of 8.310m² of new retail floorspace at Hedge End Retail Park, which was completed after 1 April 2014. Since 2013, there have also been a number of planning permissions that relax restrictions on the types of goods that can be sold in out-of-centre locations at Channon Retail Park (Eastleigh) and by the M27 at Hedge End. This is a clear indication of pressure for out-of-centre retail development within the borough.

Table 5.1: Additional floorspace completed for town centre uses within defined town or district centres and elsewhere

Use Class	2011/2012		2012/2013		2013/2014	
	Floorspace Completed Within Defined Centres	Floorspace Completed Outside of Defined Centres	Floorspace Completed Within Defined Centres	Floorspace Completed Outside of Defined Centres	Floorspace Completed Within Defined Centres	Floorspace Completed Outside of Defined Centres
Retail (A1)	1151	0	1140	0	233	327
Financial & Professional Services (A2)	0	0	0	0	122	0
Mixed A Class Units (Restaurants, pubs and cafes: A3/A4/A5)	237	0	268	0	494	0
Office (B1a)	0	1794	0	0	282	0
Assembly and leisure (D2)	55	0	510	0	0	660
TOTAL	1443	1794	1918	0	1131	987

Sources: Hampshire County Council land monitoring; Eastleigh Borough Council Details of Occupancy (2011-2014); Valuation Office Agency

5.7 The availability of business units and floorspace is important to ensure that businesses can move on to more suitable accommodation within the borough, as their needs change over time. Low levels of available premises could act to constrain economic growth within the borough. However, where a large number of the existing industrial or office premises are available, this can indicate an overall lack of market demand. At March 2014, the rates of available units and floorspace within the borough were as follows:

Table 5.2: Estimated rates of available property in Eastleigh Borough at March 2014

Rates for vacant or available property	Industrial premises (including warehousing and storage)	Office premises
% of total units	7.5	10.0
% of total floorspace	15.4	11.7

Sources: EGi, VOA non-domestic ratings list of Eastleigh Borough (at 13/03/14) and VOA Business Floorspace Statistics (experimental) at 2012

5.8 The relatively low rate for available industrial premises (generally speaking, it is usual for vacancies to run at 10% of the total stock) indicates that there is high demand for industrial property within the borough, as has been suggested by local property agents⁶². The higher rate of available floorspace reflects the existence of a number of large sites for industrial/storage use at Eastleigh River Side. With regard to office floorspace, Table 5.2 provides no evidence of oversupply. The Council's most recent Employment Land Review (July 2014) identifies the market perception that there is a lack of good quality stock in both the office and industrial sectors to meet local demand.

5.9 A review of past employment development (completions and redevelopments of employment floorspace) within the borough also suggests that there has been a reduction of around 20,000m² in industrial floorspace over a ten year period between 2003 and 2014 (i.e. the gains made in new floorspace were surpassed by losses elsewhere)⁶³. However there was an increase in office (B1a) floorspace across the borough of approximately 43,000m² during the same period, and an increase of approximately 18,000m² of light industrial and research and development floorspace.

5.10 The profile of businesses in Eastleigh by size band of employees broadly mirrors the national and sub-regional (Solent LEP) findings. Within the borough, the companies that employ more than 250 people include Prysmian Cables, Southampton Airport, B&Q and Ageas Insurance⁶⁴.

Table 5.3: Size of businesses

	Eastleigh	Solent LEP	GB
0-49 employees	98.0%	98.2%	98.0%
50-249 employees	1.6%	1.5%	1.6%
250 or more employees	0.5%	0.3%	0.4%
Total businesses	4,190	50,455	2,012,900

Sources: UK Business 2011, Enterprises; Business Register and Employment Survey – Enterprise-based Employment Sizebands, 2011

5.11 Unemployment is low in the borough, and although it increased and stabilised at a higher level after the financial crisis, the most recent figures (September 2014) suggest that it has fallen back to pre-recession levels of approximately

⁶² Section 3.1 of the Eastleigh Borough Employment Land Review Part 3 – Employment Land Strategy Report, July 2014 provides details of local property market intelligence at 2013/14.

⁶³ Source: Hampshire County Council Land Monitoring & Eastleigh Borough Council Land Monitoring data

⁶⁴ Source: Eastleigh Borough Economic Profile 2013/14, prepared by the Research and Intelligence Unit, Hampshire County Council

3% of the economically active population⁶⁵. This compares with an unemployment rate of 6.5% nationally (for the UK). In February 2015, the figure for Jobseeker Allowance claimants as a % of working-age population (16-64 years old) was 0.8%, which is less than the figure for the South East (1.3%)⁶⁶. Between October 2013 and September 2014, 86.8% of the traditional working age population (16-64 years old) was economically active. This compares to economic activity levels of 79.9% for the South East and 77.3% for the UK⁶⁷. Levels of economically active persons within the borough have often been slightly higher than regional and national levels since June 2012.

- 5.12 According to the Annual Survey of Hours and Earnings 2012, the median gross weekly earnings within the Borough for full time workers (resident) was £537 compared to £506 for Great Britain. The equivalent data by workplace was £493 for Eastleigh Borough, which suggests that a significant proportion of high-earning residents work elsewhere⁶⁸.
- 5.13 Table 5.4 indicates that skill levels have some scope for improvement within the borough relative to levels elsewhere within the South East, however Eastleigh compares favourably with the UK as a whole. The borough has higher proportions of residents with qualifications at all NVQ levels (from Higher Degree level down to the attainment of five or more GCSEs at grades A-C or equivalent) than for the UK, but lower levels of residents with the highest level qualifications than for the South East. In addition, there are relative few people in the borough with no qualifications in comparison with either the UK or the South East.

Table 5.4: Qualifications in Eastleigh, the Solent LEP and Great Britain

	Eastleigh (%)	South East (%)	GB (%)
NVQ4 and above	36.8	38.2	35.1
NVQ3 and above	59.7	59.3	55.7
NVQ2 and above	78.2	76.5	72.4
NVQ1 and above	90.4	88.4	84.3
No qualifications	5.3	6.5	9.4

Source: Annual Population Survey 12 months to December 2011 (% of resident population aged 16-64)

- 5.14 One of the common measures used to gauge knowledge economy engagement is the proportion of workers in the highest three occupational groups using the Standard Occupation Classification (2010). This is comprised of: Managers, Directors and Senior Officials; Professional Occupations; and Associate Professional and Technical Occupations. The ONS Annual Population Survey (April 2012-March 2013) suggests that 58.0% of residents are employed in occupations associated with the knowledge economy, however based on the Eastleigh workforce this percentage drops to 49.1%. The difference suggests that there is overall out-commuting for highly-paid jobs in the knowledge economy, with better-qualified residents commuting to other districts for employment purposes.

⁶⁵ Source: ONS annual population survey

⁶⁶ Source: ONS claimant count

⁶⁷ Source: ONS annual population survey

⁶⁸ Source: <http://www3.hants.gov.uk/planning/factsandfigures/key-facts/kf-eastleigh.htm#pay>

Accessibility and transport

Transport links

5.15 The main roads through Eastleigh Borough are the M3, A27, M27, A334, A335, A3024 and A3026. A network of lower category (A/B/C/ unclassified) roads also serve the urban and rural areas. Highways England is responsible for the operation and stewardship of the motorway network (the M3 and M27 and related junctions) through managing traffic, reducing congestion and improving safety and journey time reliability. Hampshire County Council is the highway authority for the other roads in Eastleigh. During peak times many of the Borough's roads experience significant congestion and unreliable journey times, including:

- Most sections of the M3 and M27 and many roads directly connecting to these strategic links;
- A3025/B3397 Hamble Lane;
- B3037 Bishopstoke Road;
- A335 Southampton Road/Wide Lane;
- Various local roads in Eastleigh town centre and Chandlers Ford

The above is not an exhaustive list and issues can and do occur on other local roads. Further details of areas prone to congestion can be found in paragraphs 5.69 and 5.70.

Figure 5.3: Strategic road network and rail routes within the Borough and surrounding areas



Source: <https://www.openstreetmap.org/relation/4149481#map=12/50.9206/-1.3232&layers=T>

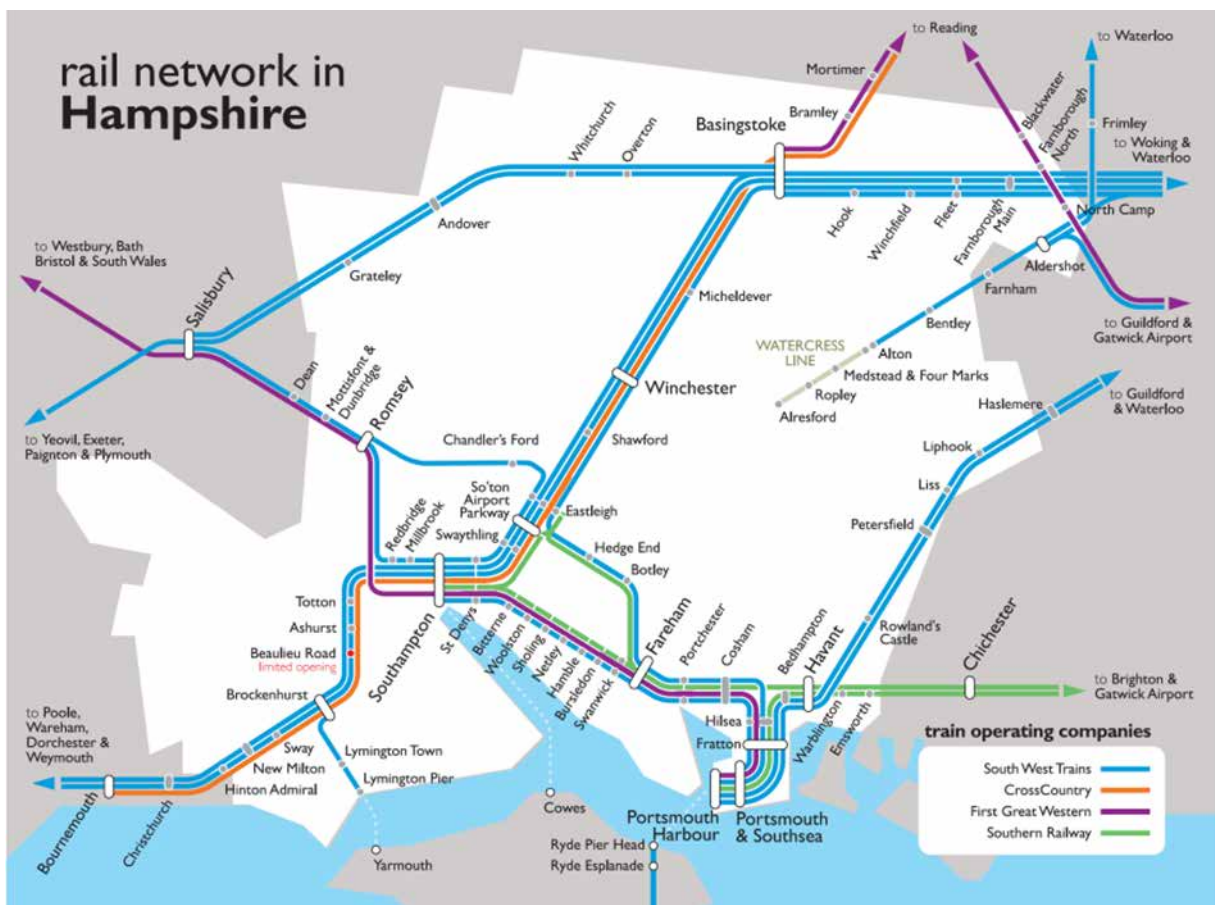
Rail Network

5.16 Several rail lines pass through the Borough:

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

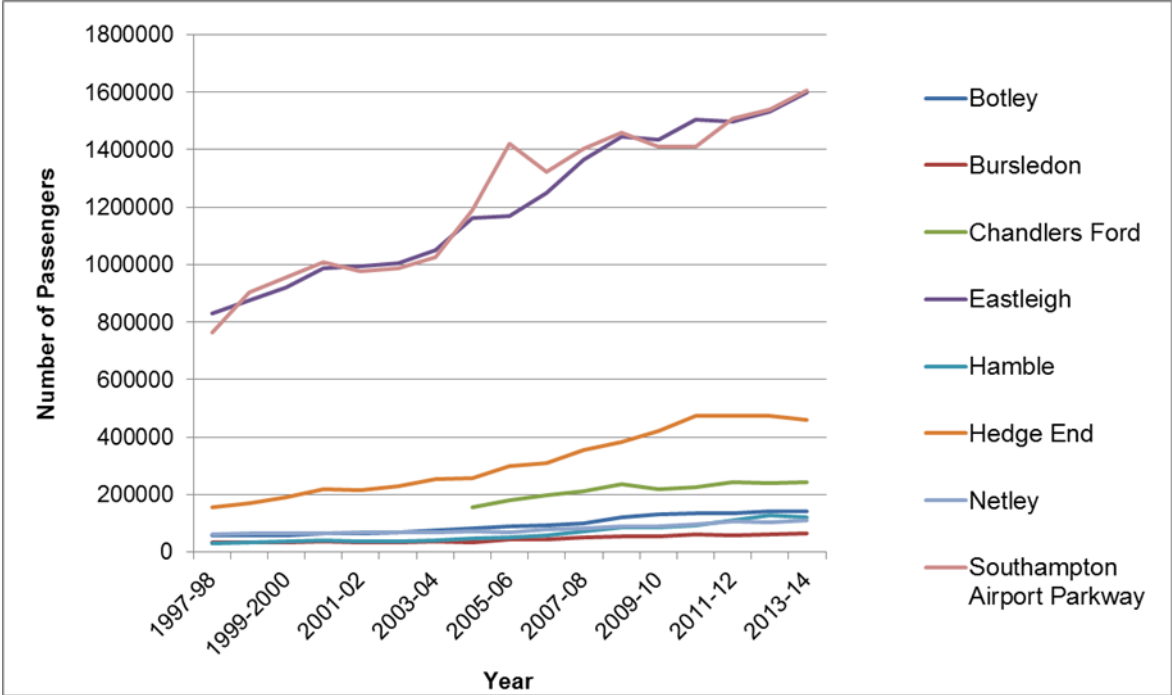
5.17 All these lines carry both passenger and freight traffic. The busiest lines for passenger services are the South Western Mainline and the Southampton-Fareham Line. The South Western Mainline is particularly important for freight travelling from Southampton Docks to the Midlands and further north. The modal share of freight by rail at Southampton docks has grown in recent years- around 35% of all new containers now arrive or depart by rail following a series of upgrades to rail freight capability on the line in recent years. The Eastleigh Station area also acts as a significant terminal for railway construction/aggregates traffic, railway infrastructure traffic and as a freight marshalling yard. Train maintenance and refurbishment work is also undertaken at Eastleigh depot, generating employment.

Figure 5.4: Rail network in Hampshire



- 5.18 Passenger rail usage has increased significantly in Eastleigh Borough over the last two decades (see figure 5.5) mirroring similar national trends. Improvements to provide additional capacity and enable additional services (both passenger and freight) are planned in the medium and longer term for both the main line and some connecting routes as detailed in Network Rail’s Wessex and Sussex Area route studies.
- 5.19 The busiest stations in the Borough are Southampton Airport Parkway and Eastleigh, each serving around 1.6 million passengers during 2013-14. Southampton Airport Parkway station serves both a local catchment covering southern parts of the town centre, and northern parts of Southampton, but also draws passengers from a significantly wider catchment due to its good road connectivity via the M27. Local stations such as Hedge End and Chandler’s Ford have also seen increasing passenger numbers.

Figure 5.5: Rail and passenger numbers at stations in the Borough, 1997 to 2014



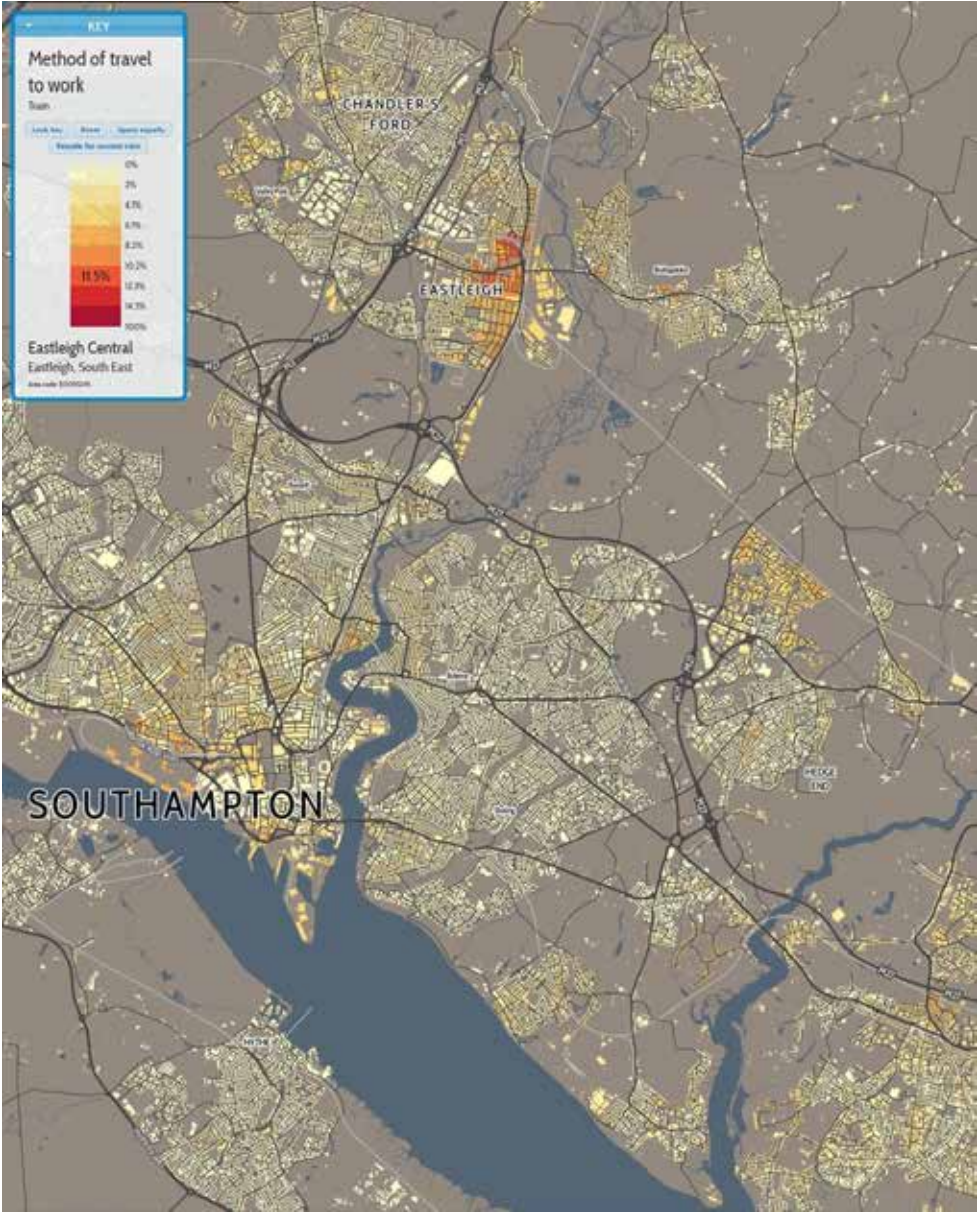
- 5.20 Rail journey times are generally competitive with (or better than) driving for journeys between areas with good access to rail stations, especially in the peak hours where road journey times are slower. However in some areas the low frequency of trains, or limited range of destinations served, is felt to hinder rail’s potential as a realistic alternative to car commuting. Aside from Eastleigh and Southampton Airport Parkway, all stations are only served by a basic frequency of a single hourly train in each direction with some additional peak hour services in the direction of the busiest commuting flow. Some stations (Hedge End and Botley) do not have a direct connection to Southampton, the biggest destination in the area and also have sparse later evening services. Other stations also have limitations on the destinations served directly without an interchange being required- the connectivity provided by rail services in the Borough does not match that offered in particular by the M27 and connecting roads.

5.21 Figure 5.6 shows the distribution of commuters across the Borough who travel to work by train. The green areas are those 2011 Census Super Output Areas (SOAs) with higher proportions of journeys to work being made by train, whilst areas shaded red have a lower proportion of commuting by rail. Areas with higher levels of rail commuting include:

- Eastleigh Town Centre
- Northern parts of Hedge End e.g. Grange Park

These areas with higher rail mode share are generally located within easy walking or cycling distance of rail stations and, in many cases, areas are in the vicinity of stations that currently offer a frequent AM/PM peak service. Notably rail commuting mode share in central Eastleigh matches or exceeds that in Southampton city centre.

Figure 5.6: Rail travel to work mode share



(Source: Census 2011, Rail travel mode share, from Datashine (<http://datashine.org.uk/>)

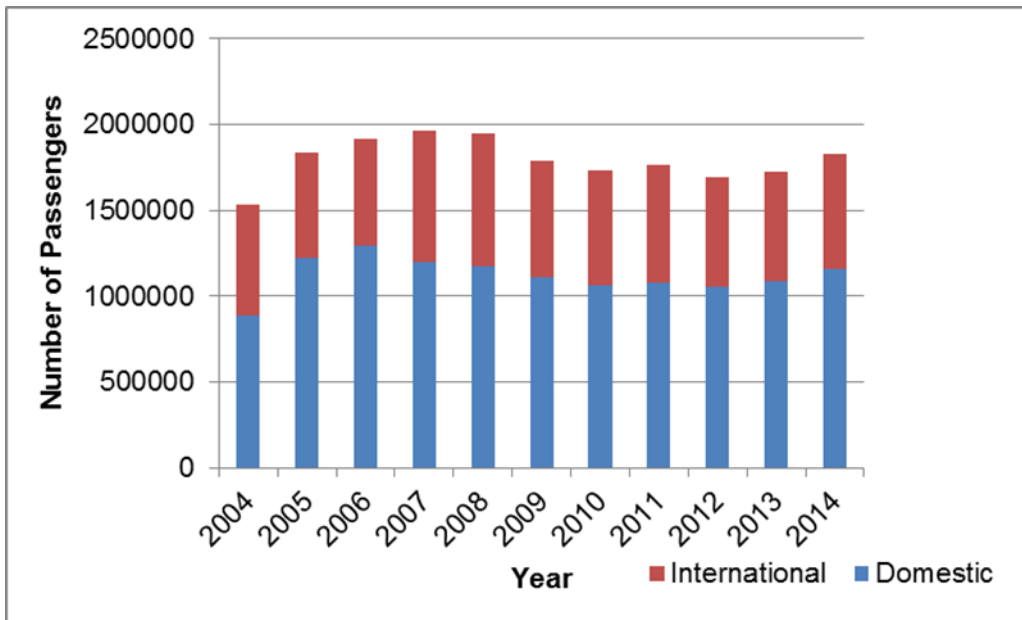
- 5.22 The Wessex Area Route Study sets out Network Rail's strategy for the South Western mainline and connecting routes. At the time of writing this Route Study is only available in draft and the consultation period has ended.
- 5.23 The draft study highlighted a requirement to increase capacity on peak services into and out of London and as such ways to provide for additional fast services from Southampton and Winchester to London have been identified. These additional services could result in up to four more trains per hour from Southampton Airport Parkway to London Waterloo by 2043. Although these additional services will be of benefit to London commuters and longer distance journeys, there is currently little detail on whether additional frequency will be provided at local stations in the Borough and surrounding areas.
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- 5.25 The Sussex Area Route Study (also currently a consultation draft) sets out a strategy for the Brighton mainline and connecting routes. This includes service between Southampton and Barnham and onwards to Brighton and the route to London Victoria. Some proposals in this strategy could have benefits for connectivity in the Borough and surrounding areas.
- 5.26 The study includes a proposal for a new hourly Bristol to Brighton fast service to be implemented after 2019 in addition to the current Brighton- Southampton service. The document discusses potential of routing this via Eastleigh for journey time savings but states that the benefits of serving Southampton outweigh the time penalty of doing so. The study notes that there are various constraints such as signalling and capacity along the Netley line and limited capacity at Southampton Central which would need to be tackled through infrastructure works before this service became feasible⁶⁹.
- 5.27 It should be noted that some improvement promoted by the Borough Council and partners, such as a fourth platform at Eastleigh station to enable trains between Southampton and Portsmouth/ Havant via Eastleigh to reverse here without causing disruption to other services, and routing the current Brighton to Southampton semi-fast service via Eastleigh and Airport Parkway are not included in either of these draft Network Rail draft Route Studies.

⁶⁹ National Rail, Sussex Area Route Study, consultation draft (<http://www.networkrail.co.uk/long-term-planning-process/wessex-route-study/>)

Air Travel

5.28 Southampton Airport is situated within the borough, and is linked to the rail network by Southampton Airport Parkway and to the strategic road network by the M27 at Junction 5. The airport serves 39 destinations, and carried 1.83 million passengers in 2014 (see figure 5.7). Passenger numbers increased from 1.84 million passengers in 2005 to 1.95 million passengers in 2008 but then fell between 2008 and 2012 to 1.69 million passengers, but are gradually recovering towards their previous peak. The 2006 Southampton Airport Master Plan anticipated passenger numbers to increase to 3.05 million per annum by 2015, a figure which is yet to be realised, and six million passengers per annum by 2030⁷⁰. The Master Plan is currently under review with a revised version expected to be published in the short term.

Figure 5.7: Southampton Airport passenger figures 2004-2014 for domestic and international flights



Source: Civil Aviation Authority UK Air Traffic Statistics
(<http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sglid=3>)

5.29 Southampton Airport is almost totally reliant on one airline operator, Flybe, who operate 92% of all flights⁷¹. The airport has a single runway which is just over 1700 meters long. The length of the runway as well as the topography of the area surrounding the airport means that the routes that are economically viable to serve and the size of aircraft usable are limited.

5.30 Potential to extend the existing runway is limited due to the constraints of the airport site which is bounded by the main railway line to London Waterloo to the North and West, The River Itchen, a Special Area of Conservation and a site of Special Scientific Interest, to the East and the M27 to the South. These

⁷⁰ BAA (2006) Southampton Airport Masterplan
http://www.southamptonairport.com/static/Southampton/Downloads/PDF/Southampton_masterplan_final.pdf

⁷¹ Centre for Aviation (<http://centreforaviation.com/analysis/flybe-swot-analysis-strengths-as-an-airline-do-not-necessarily-convert-to-sustainable-profits-208471>)

constraints also restrict the amount of space for terminal expansion and additional aircraft stands, thus restricting the ability to realise the 2030 passenger numbers set out in the Southampton Airport Master Plan.

Bus Travel

- 5.31 The bus network in the Borough connects local centres as well as areas of employment, schools, colleges and areas outside of Eastleigh. Most bus usage is primarily for shorter local journeys as the reasonably comprehensive rail network serves medium length and longer journeys.
- 5.32 Bluestar, First and Xelabus are the primary bus operators in Eastleigh Borough, with some of routes covered by Wheelers, Stagecoach and Brijan. The routes currently covered by bus operators in Eastleigh can be seen in figure 5.8; however these services and routes are subject to change. The bus industry in Eastleigh has generally been unstable with regular changes to some of the more peripheral routes, and some new operators entering the market whilst others have exited the market. The lack of stability is perceived by the Council to generate confusion amongst residents about the offer of bus services in some areas.
- 5.33 Most routes are relatively low frequency (typically hourly or half-hourly during the daytime Monday to Saturday, with limited or no service on weekday evenings or on Sundays), however some routes offer better daytime frequency and a more comprehensive service, including:
- Bluestar 1 Southampton-Chandlers Ford-Winchester (every 20 minutes)
 - Bluestar 2 Southampton-Eastleigh-Fair Oak (every 20 minutes)
 - First X4/X5 Southampton-Bursledon- Fareham/Gosport/Portsmouth (every 15 minutes)
 - Uni-link U1 Southampton Airport-University-City Centre (every 10-15 minutes)
- 5.34 Amongst the major operators, there has been substantial investment in new / newer vehicles and improved on-board experience, including Wi-Fi, next stop announcements, refurbished vehicles and customer service training in recent years, with funding towards these improvements provided by Solent Transport via successful bids to the Department for Transport.

Figure 5.8: Eastleigh Borough Bus Network

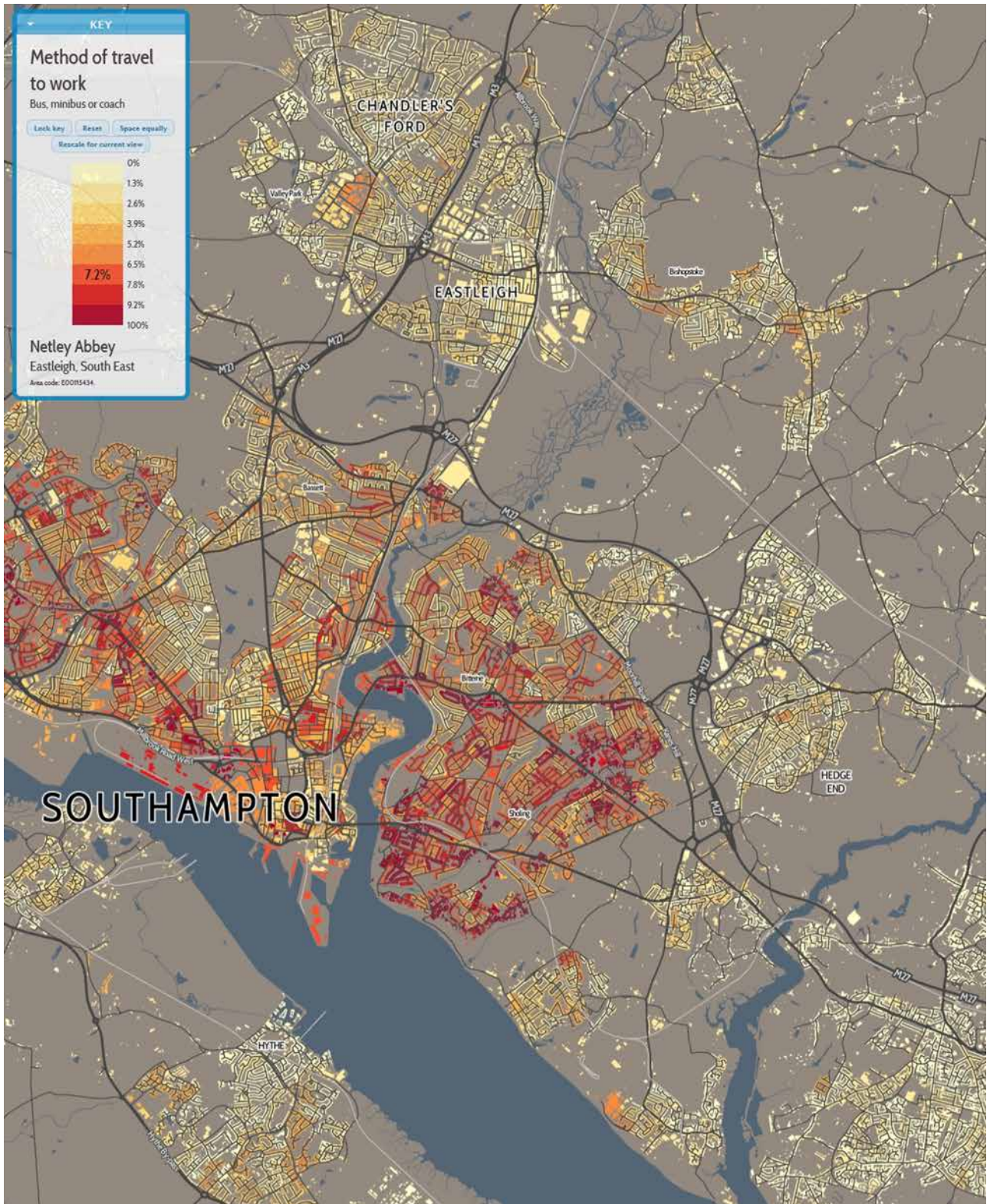


5.35 The local bus network has generally contracted in recent years both in terms of frequency of service and the number of non-core routes served. However some key “core” routes have prospered such as:

- Bluestar 1 (Winchester- Chandler's Ford- Southampton)
 - Bluestar 2 (Fair Oak- Bishopstoke- Eastleigh- Southampton)
 - First X4/X5 (Southampton- Bursledon- Fareham/ Portsmouth/ Gosport)
 - Uni-link U1 (Southampton Airport-University-City Centre)
- 5.36 However, numerous other routes have not performed as well in recent years resulting in a contracting bus network, and this contraction has not been helped by cuts in bus service subsidies provided by Local Authorities, the unstable nature of the local bus market and the unreliability that traffic congestion imposes on many bus services.
- 5.37 Bus operators are not obliged to publish their passenger figures, however from the limited data that is available to EBC, our understanding is that bus passenger numbers have broadly stagnated overall for some years.
- 5.38 Bus passenger surveys conducted in the Borough during 2014 highlighted that over a third of bus users make more than 5 trips on the bus per week, and that 45% of passengers use the bus to go on shopping trips. The bus is a more important mode for shopping and access to services than for travel to work. The survey results also found that the lack of frequency of bus services was the biggest concern for bus users with 20% of respondents citing this, followed by 17% of passengers raising concerns about buses not running on time⁷².
- 5.39 Figure 5.9 shows 2011 census data on spatial variations in the proportions of Eastleigh residents who travel to work on the bus. The figure highlights that across the Borough, very few commuters use the bus, even in areas where there is currently relatively good bus service provision likely due to the issues with frequency, reliability and a contracting network noted above. However areas with a larger proportion of bus commuting can be found in Netley, Chandler's Ford, Bishopstoke and parts of Fair Oak.

⁷² Eastleigh Borough Council 2015, Bus Passenger Survey

Figure 5.9: Bus, minibus or coach mode share for travel to work in Eastleigh (Census 2011)



Source: Census 2011, Bus/minibus/coach travel to work mode share, from Datashine (<http://datashine.org.uk/>)

5.40 A number of sites have also been highlighted for strategic Park and Ride facilities for Southampton City Council. There are some existing privately operated “informal” Park and Rise services operating from Eastleigh Football Club and other car park sites to Chandlers Ford Business Park under contract to some of the major employers in this area. These are not formally planned

park and ride sites/services but have been implemented by businesses in response to need/demand.

- 5.41 A number of sites for strategic public park and ride serving Southampton have also been identified by Solent Transport/ Southampton City Council, although currently Southampton City Council do not believe park and ride would be commercially viable. These sites are within or near the boundary of the Borough, near the M27. These allocations will be reviewed through the emerging Local Plan in discussion with Southampton City Council. There could be potential for some of these sites to also serve employers/ destinations within the Borough.

Pedestrian and Cycle Links

- 5.42 According to the PUSH Green Infrastructure Strategy⁷³ whilst pedestrian paths and public rights of way are widespread in the Borough, in certain areas of the Borough they lack connectivity. Cycling networks are also not always comprehensive and sometimes have missing sections. The presence of rivers, railway lines and motorways forms geographic barriers to completing some pedestrian and cycle routes. The Eastleigh Borough Cycling and Walking strategies are currently being updated⁷⁴.
- 5.43 The level of access to cycle routes in the Borough varies, however there are good levels of provision in northern parts of Hedge End as well as relatively good links from Bishopstoke to Eastleigh and from Southampton Airport to Chandler's Ford Business Parks for example. However significant gaps in the network along strategic routes do exist, most notably from Chandler's Ford to Southampton and to Winchester along Winchester Road. These larger gaps are also accompanied by gaps in the local network which, if addressed would make cycling on short trips to work, school or to local centres more viable. Also, it should be noted that some existing routes designated as off-road cycle routes fall below the standards that would be desirable in terms of design or width, and in some areas there are issues with bike user- pedestrian conflict on paths due to insufficient width.
- 5.44 The daily average number of bike users using specific routes around the Borough is recorded by Hampshire County Council through use of cycle counter loops. The most recent review of cycle count data (2014) undertaken by EBC indicated an overall slowly increasing trend for numbers of cycle trips made in the Borough (at sites monitored), with a 14% increase in the daily average number of cycle journeys recorded between 2004 and 2014⁷⁵.
- 5.45 However, the overall trend of slow growth in cycle trips masks a confusing pattern of growth at some counters and falls in number of cycle trips at some others.

⁷³ The PUSH Green Infrastructure Strategy can be accessed at:
http://www.push.gov.uk/what_we_do/sustainability/documents/PUSH_GI_Strategy_Final_4_281009N_Dnp.pdf

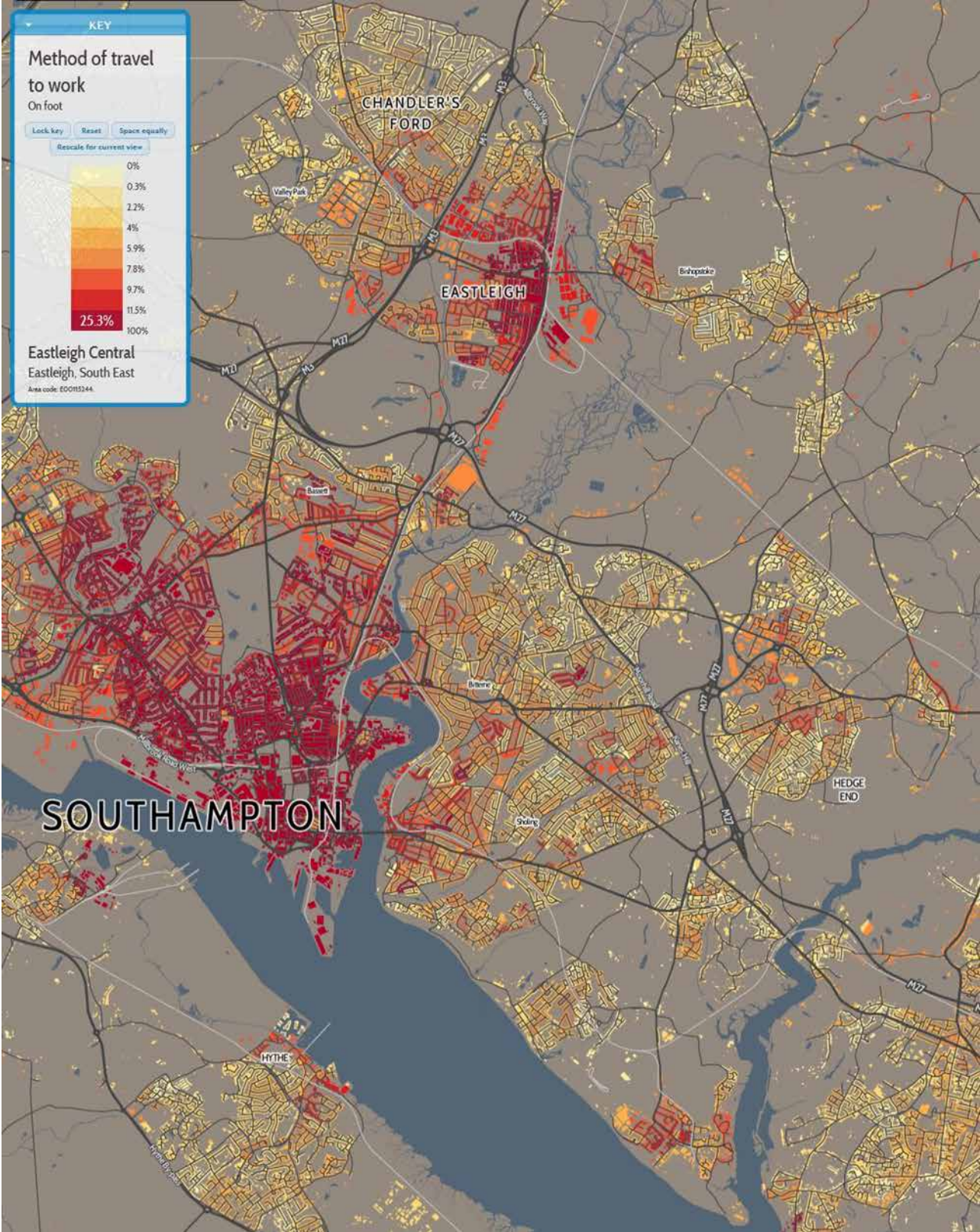
⁷⁴ Cycle Strategy 2006-2011, Eastleigh Borough Council:
http://www.eastleigh.gov.uk/pdf/TE_CycleStrategy.pdf Promoting walking in Eastleigh Borough, Eastleigh Borough Council, http://www.eastleigh.gov.uk/pdf/TE_WalkingStrategy.pdf

⁷⁵ Eastleigh Cycle Counter Data Review June 2014

- 5.46 The biggest increase in cycle journeys has been recorded at the Wide Lane counter where average daily cycle counts have risen by more than 250% between 2004 and 2014. This particular counter lies between an area of new housing development on the southern edge of Eastleigh town centre, and the public transport hub at Airport Parkway station. It is also on a well-used route for many students accessing Eastleigh and Barton Peveril Colleges from the south (including from Airport Parkway station). These particular local circumstances have resulted in large increases in cycling levels.
- 5.47 Figures 5.10 and 5.11 respectively show variations in mode shares for walking and cycling to work across the Borough.
- 5.48 Areas with the highest proportions of residents walking to work are those with employment sites located nearby such as Eastleigh town centre, parts of Chandler's Ford, Hamble, and parts of Hedge End.
- 5.49 Eastleigh town centre has a relatively high proportion of residents cycling to work, as do areas across Chandler's Ford, Bishopstoke and Fair Oak. There are also patches of higher relative levels of cycling to work in Hamble, Bursledon and Netley. Despite the relatively good provision of cycle infrastructure in Hedge End the proportion of residents cycling to work is relatively low, likely due to the proximity to the M27 and car-based commuting patterns here.
- 5.50 Research undertaken by in 2010⁷⁶ indicated that the Southampton urban area (including the Borough of Eastleigh) has a relatively high level of potential for increasing levels of cycling, based on factors such as commuting distances, topography and demographics. The area ranked seventh out of 47 areas nationwide for estimated potential for increased levels of cycling.

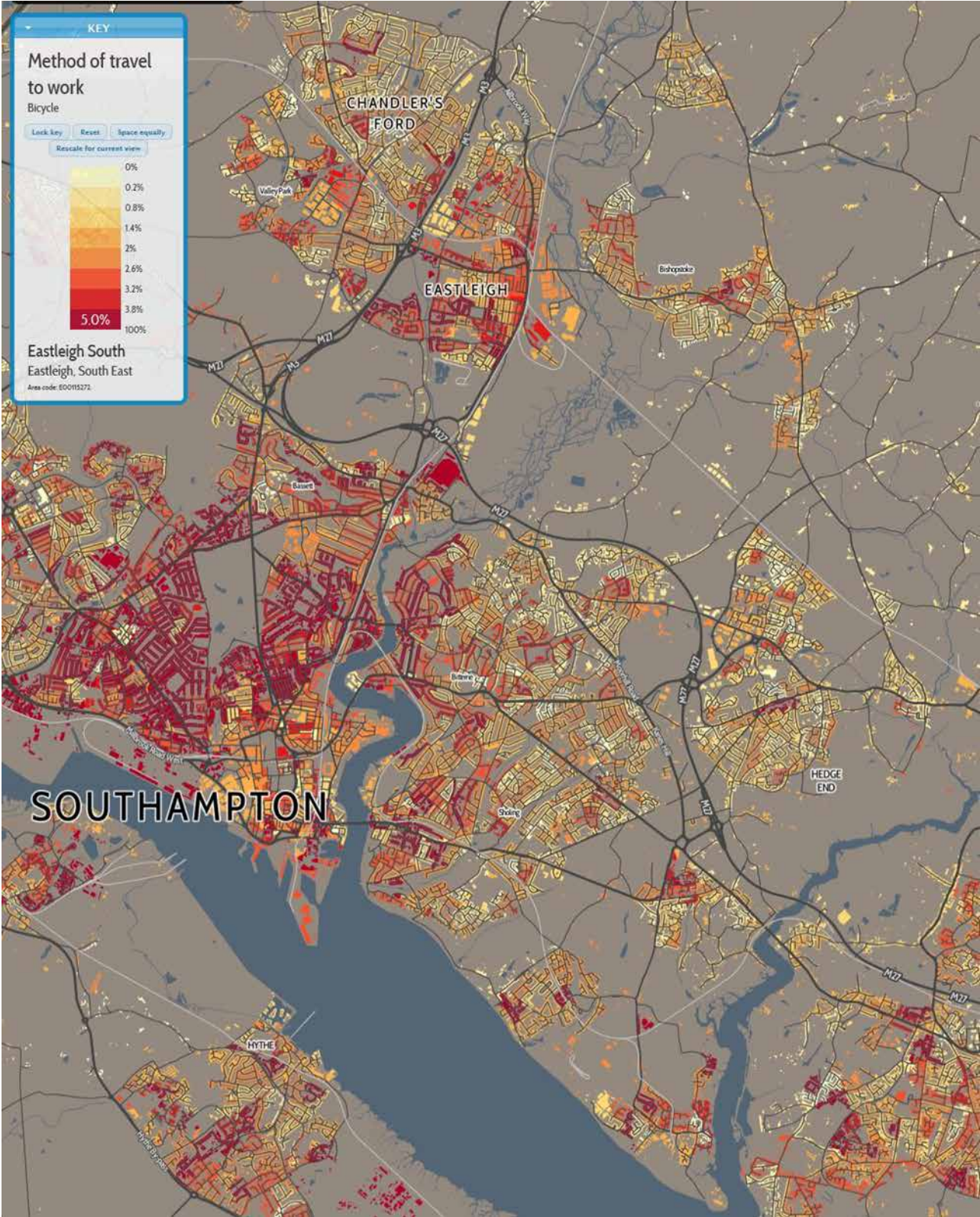
⁷⁶ Cycling Potential Index study-Steer Davies Gleave, 2010:
http://www.steerdaviesgleave.com/sites/default/files/newsandinsights/cycling_potential.pdf

Figure 5.10: Walking mode share for travel to work in Eastleigh (Census 2011)



Source: Census 2011, Walking travel to work mode share, from Datashine (<http://datashine.org.uk/>)

Figure 5.11: Cycling mode share for travel to work in Eastleigh (Census 2011)



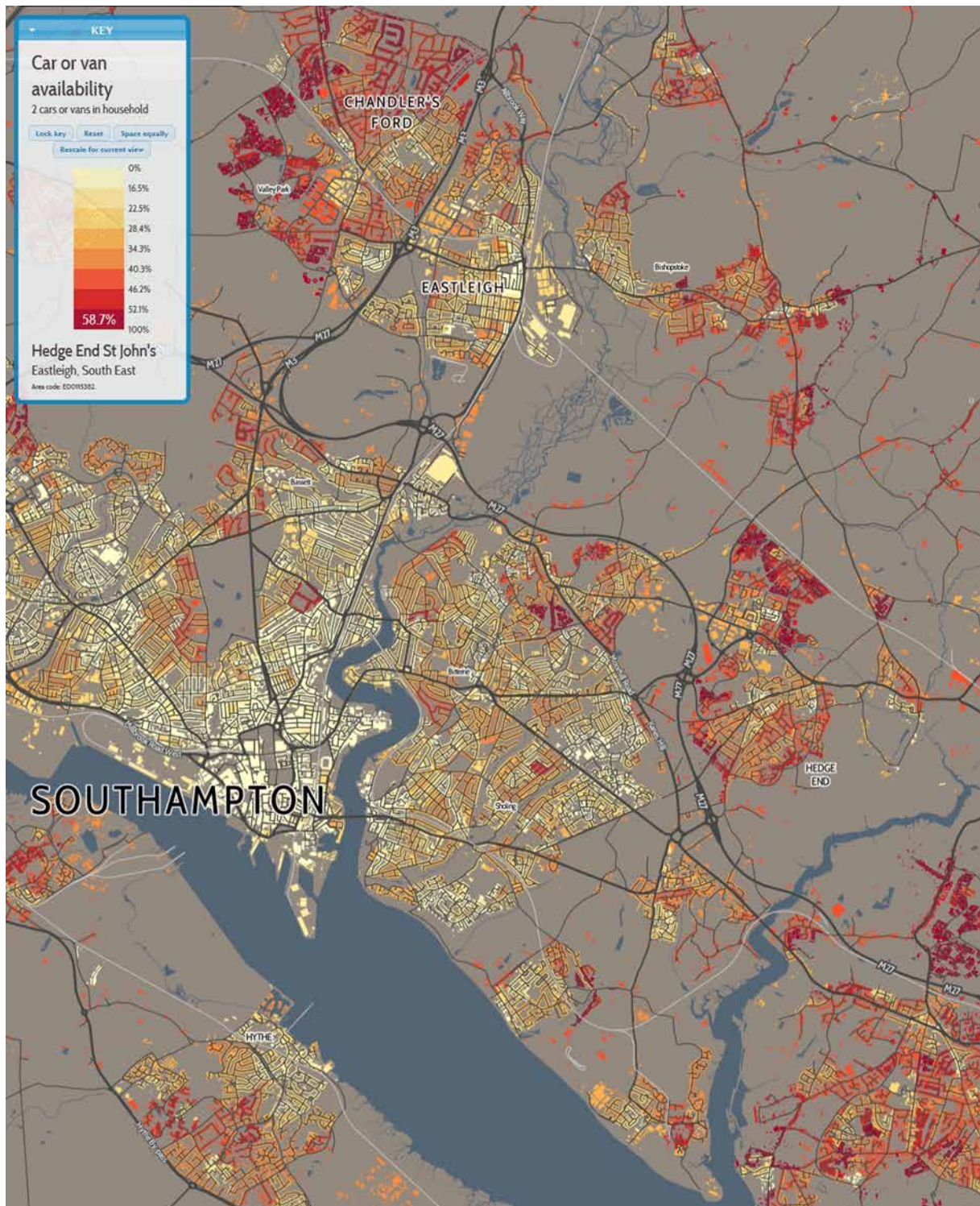
Source: Census 2011, Cycling travel to work mode share, from Datashine (<http://datashine.org.uk/>)

Car ownership and usage

5.51 Car ownership in Eastleigh is slightly higher than regional and national averages. Census 2011 data is available on car ownership: Figure 5.12 shows

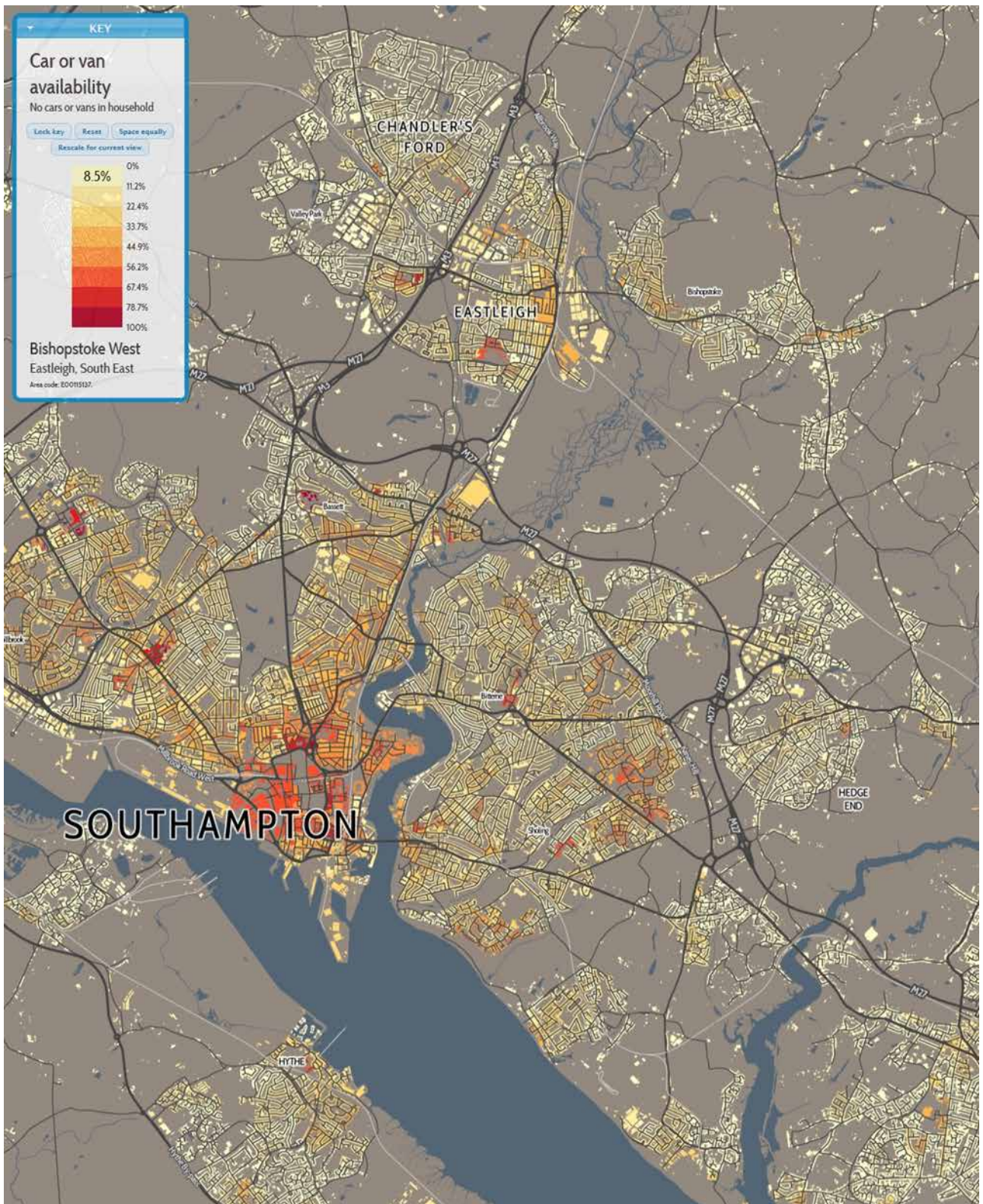
proportions of households with two cars by area, whilst Figure 5.13 shows proportions of household without a car or van.

Figure 5.12: Percentage of households with two cars or vans (Census 2011)



Source: Census 2011, Car availability data, from Datashine (<http://datashine.org.uk/>)

Figure 5.13: Percentage of households with no cars or vans (Census 2011)



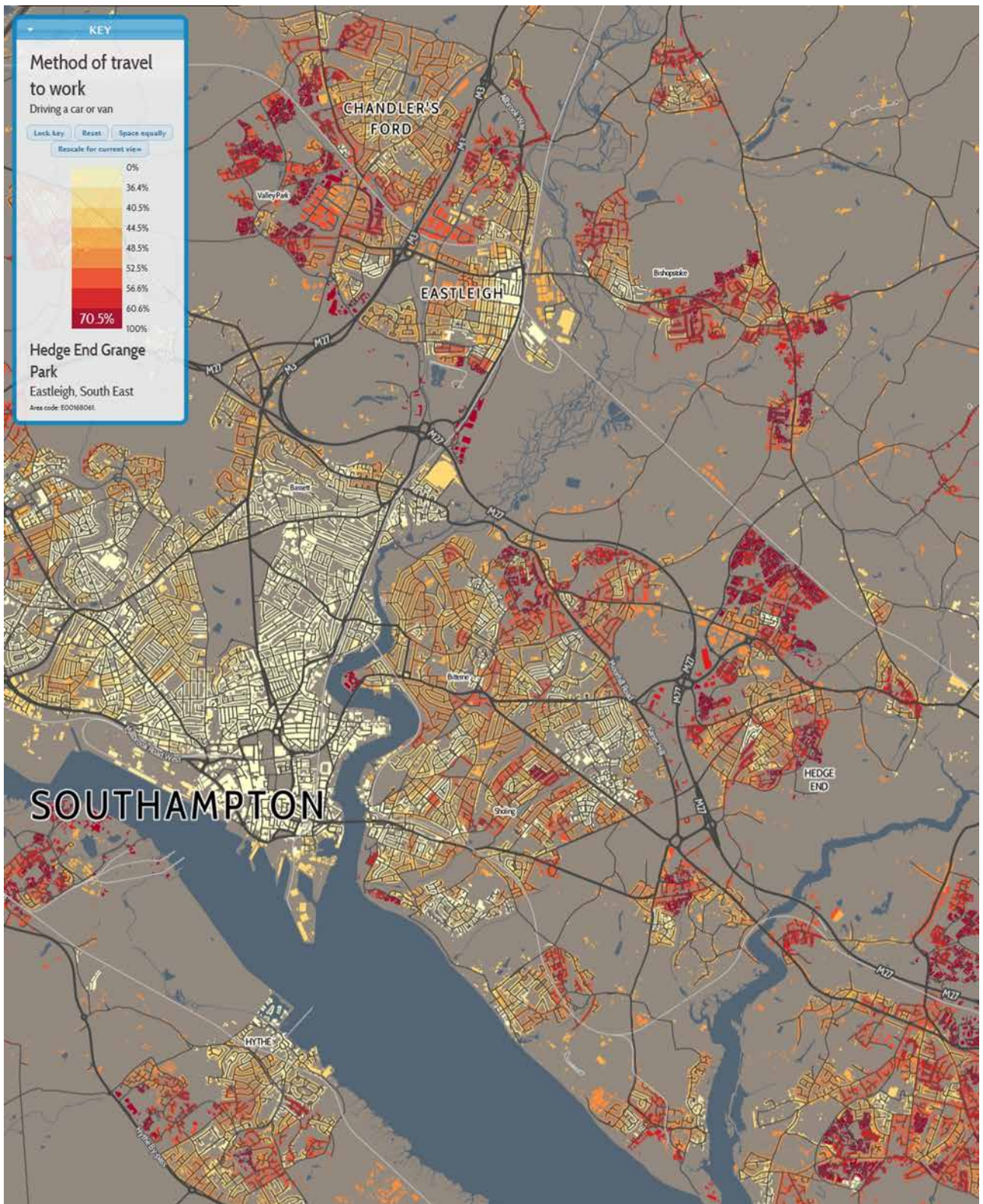
Source: Census 2011, Car availability data, from Datashine, from Datashine (<http://datashine.org.uk/>)

- 5.52 Households with higher levels of multiple car ownership are found in northern parts of Chandler's Ford/Hiltingbury, Fair Oak, Horton Heath and northern parts of Hedge End. Very few areas have significant numbers of households with no car or van although areas of note are Velmore and parts of the Eastleigh town centre area.
- 5.53 A higher proportion of Borough residents also travel to work by car (76%) compared to regional (66%) and national averages (62%). Figure 5.14 shows

variations in single occupancy car mode share for the journey to work across the Borough.

- 5.54 The areas with the highest proportion of residents who making single occupancy vehicle journeys to work include northern parts of Hedge End; Bursledon; parts of Chandler's Ford and Hiltingbury; and Fair Oak and Horton Heath. Eastleigh town centre has a comparatively low proportion of residents driving to work, as do some small parts of central Chandler's Ford, Netley, central Hedge End and Hamble.

Figure 5.14: Single occupancy car modeshare for travel to work in Eastleigh Borough



Source: Census 2011, Driving alone travel to work mode share, from Datashine (<http://datashine.org.uk/>)

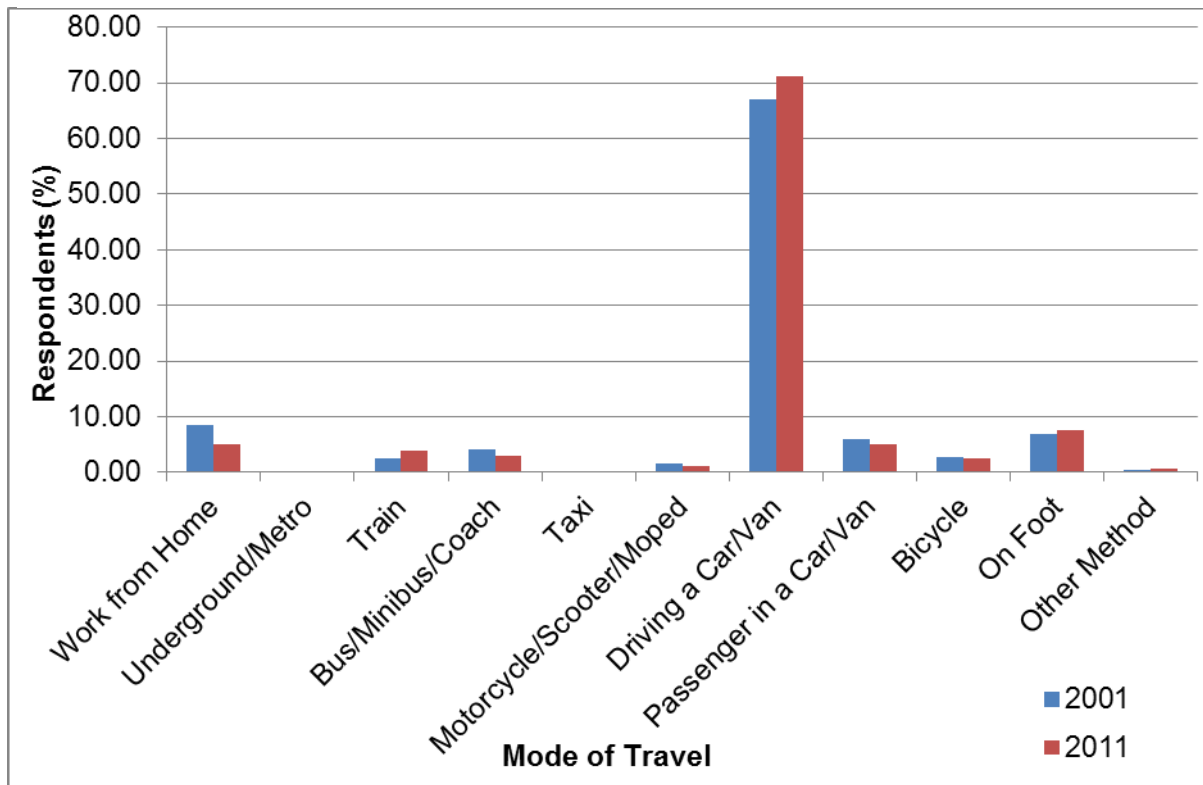
Overall Mode share, Accessibility and Wider Travel Patterns

5.55 Figure 5.15 highlights that single occupancy vehicle journeys are the most popular mode of travel for journeys to work by a considerable margin. Those travelling on foot make up the second largest proportion at 7.5%, followed by

those working from home at 5% and those travelling by train at 4% (source: 2011 Census).

5.56 Travel to work mode shares have remained largely the same between the 2001 and 2011 census, with a slight increase in the numbers driving a car/ van to work and also those travelling by train and on foot (see figure 5.15). The numbers of Eastleigh residents travelling to work by bus has declined, likely due to the issues listed in paragraphs 5.33 to 5.41.

Figure 5.15: Comparison of 2001 and 2011 census: Mode of travel to work of Eastleigh residents



- 5.57 The figures showing variations in mode share for each mode across the Borough on preceding pages indicates that residents living in less densely populated areas and lower proximity to main employment sites are most likely to travel to work by single occupancy car; there is also often a correlation between the areas with high levels of car commuting and decreased accessibility to good bus services or local rail stations.
- 5.58 Figure 5.16 shows numbers of commuting journeys that are self-contained within the Borough. There are substantial numbers of commuting trips which have origins and destinations within the Borough in the Hedge End, West End and central Eastleigh areas. In Bursledon, Hamble and Hound, fewer commuting trips are to destinations within the Borough.
- 5.59 Many “self-contained” commuting trips with a start and end point within the Borough may still cross the Borough boundary as part of their routes. Prime examples would be Hedge End and Bursledon/Hamble/Netley Hamble to Eastleigh or Chandlers Ford journeys, which are likely to use the M27, passing out of the Borough en route (and also using a strategic link for short/medium distance commuting journeys).
- 5.60 Figure 5.17 shows major cross-boundary commuting flows. The highway and rail networks in particular support a large amount of movement into the Borough from commuters who live elsewhere but work in Eastleigh. In particular, over 10,000 commuters travel from Southampton to Eastleigh each day⁷⁷. There is a similarly large out-commuting flow from Eastleigh to Southampton. Also it is notable that there is a significant (unbalanced) commuting flow from Eastleigh to Winchester.

⁷⁷ Nomis, 2011 Census, Origin- Destination (<https://www.nomisweb.co.uk/>)

Figure 5.16: Commuting flows contained within Eastleigh Borough

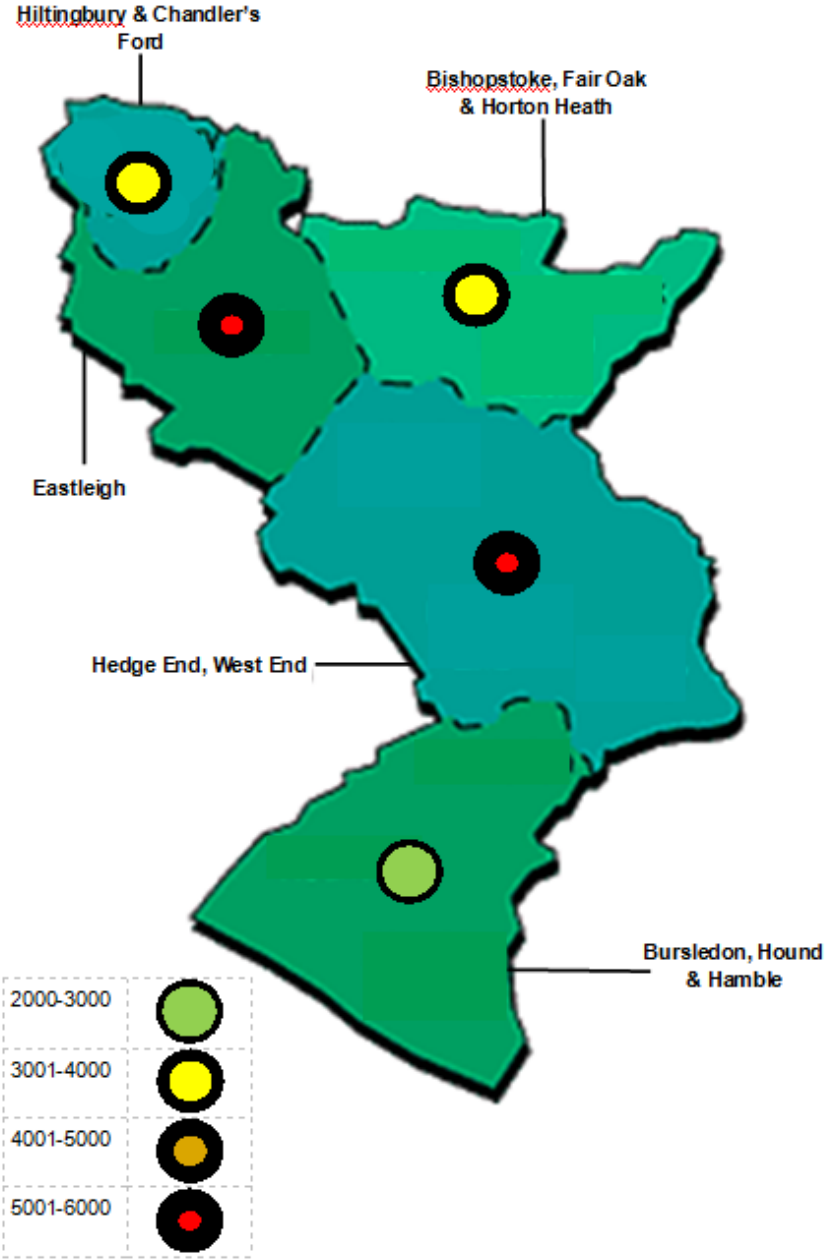
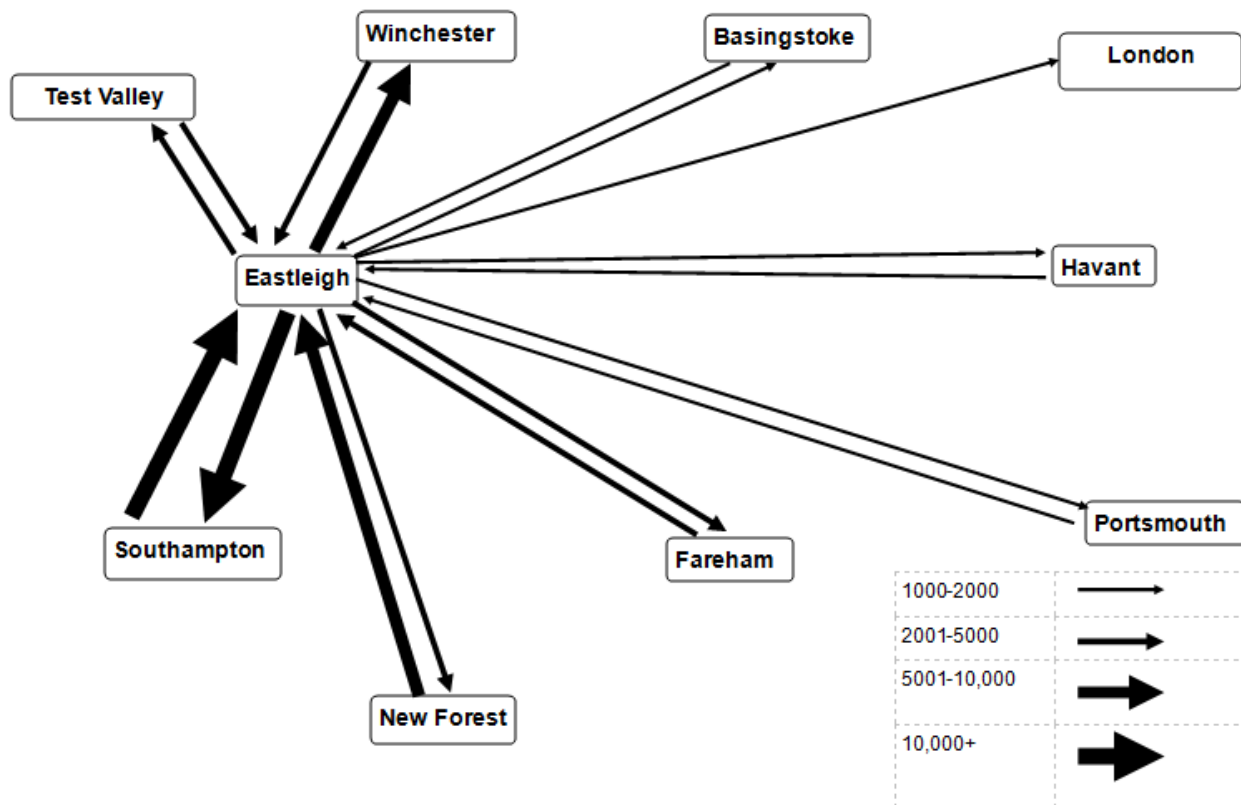


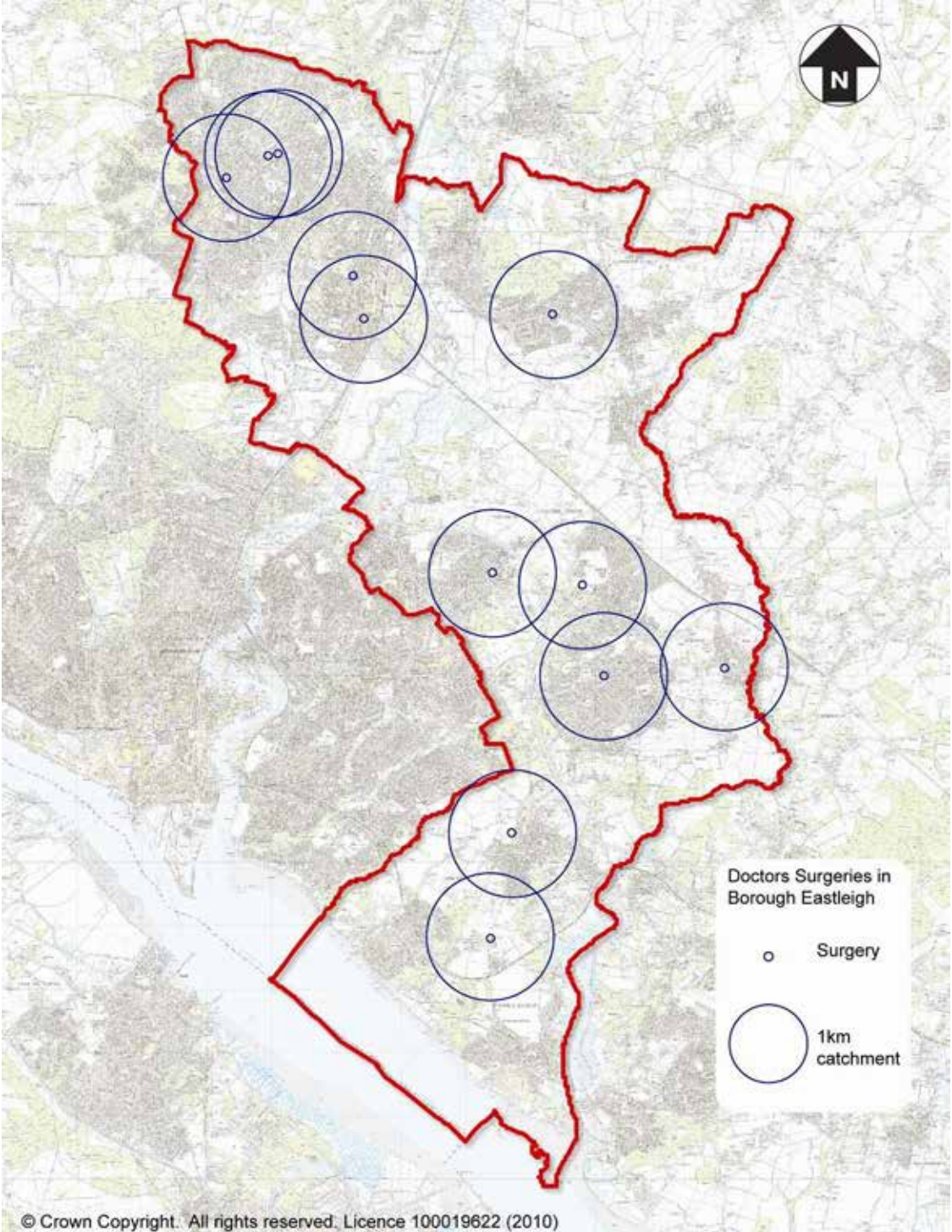
Figure 5.17: Commuting flows in and out of Eastleigh Borough



- 5.61 As well as travel to work, travel to school makes up a large proportion of the journeys made during the weekday morning peak, with one in every 5 cars on the road on weekday mornings being on the school run⁷⁸.
- 5.62 Survey data collected in the 2013-14 academic year showed that at 15% of the schools in the Borough more than half of the children were travelling to school by single occupancy car (not including car sharing). At almost 40% of the schools, more than 30% of children are being taken to school in the car (not including car sharing). HCC (the local education authority) aims that as far as possible for children living within the school catchment area the school should be accessible on foot, bicycle or scooter.
- 5.63 Figures 5.18 to 5.20 illustrate the locations of doctors, schools and shops in the Borough. As highlighted by the Hampshire Local Transport Plan 3 and accompanying Solent Transport Strategy, as well as being linked to residents' proximity to services and facilities, accessibility is closely related to car ownership, and accessibility issues exist for those without access to a car. Likewise, accessibility issues are also closely linked to public transport provision and use (see paragraphs 5.16 to 5.41) as well as provision of good quality routes for cyclists and pedestrians.

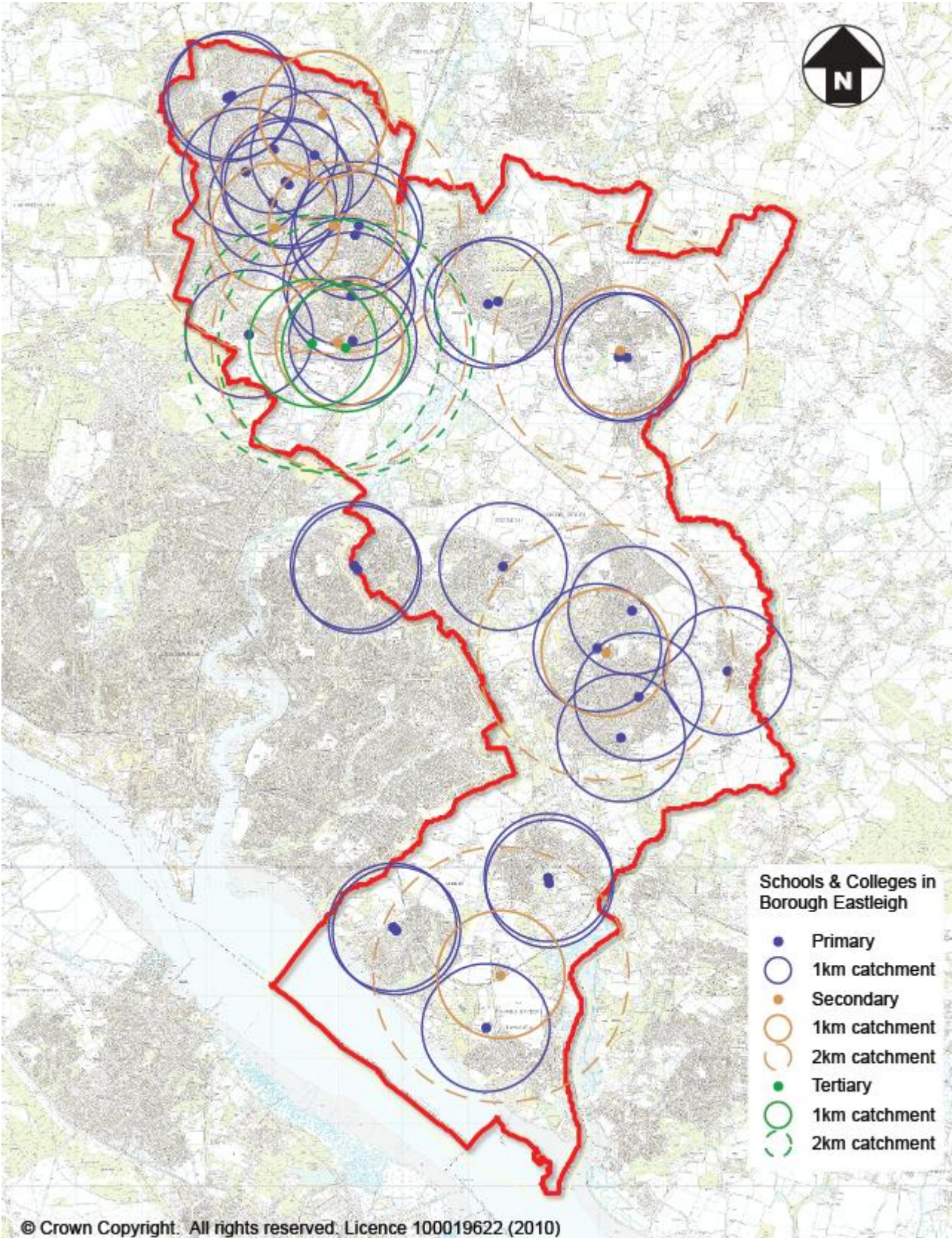
⁷⁸ Department for Transport 2009, National Travel Survey

Figure 5.18: Location of doctors in Eastleigh Borough



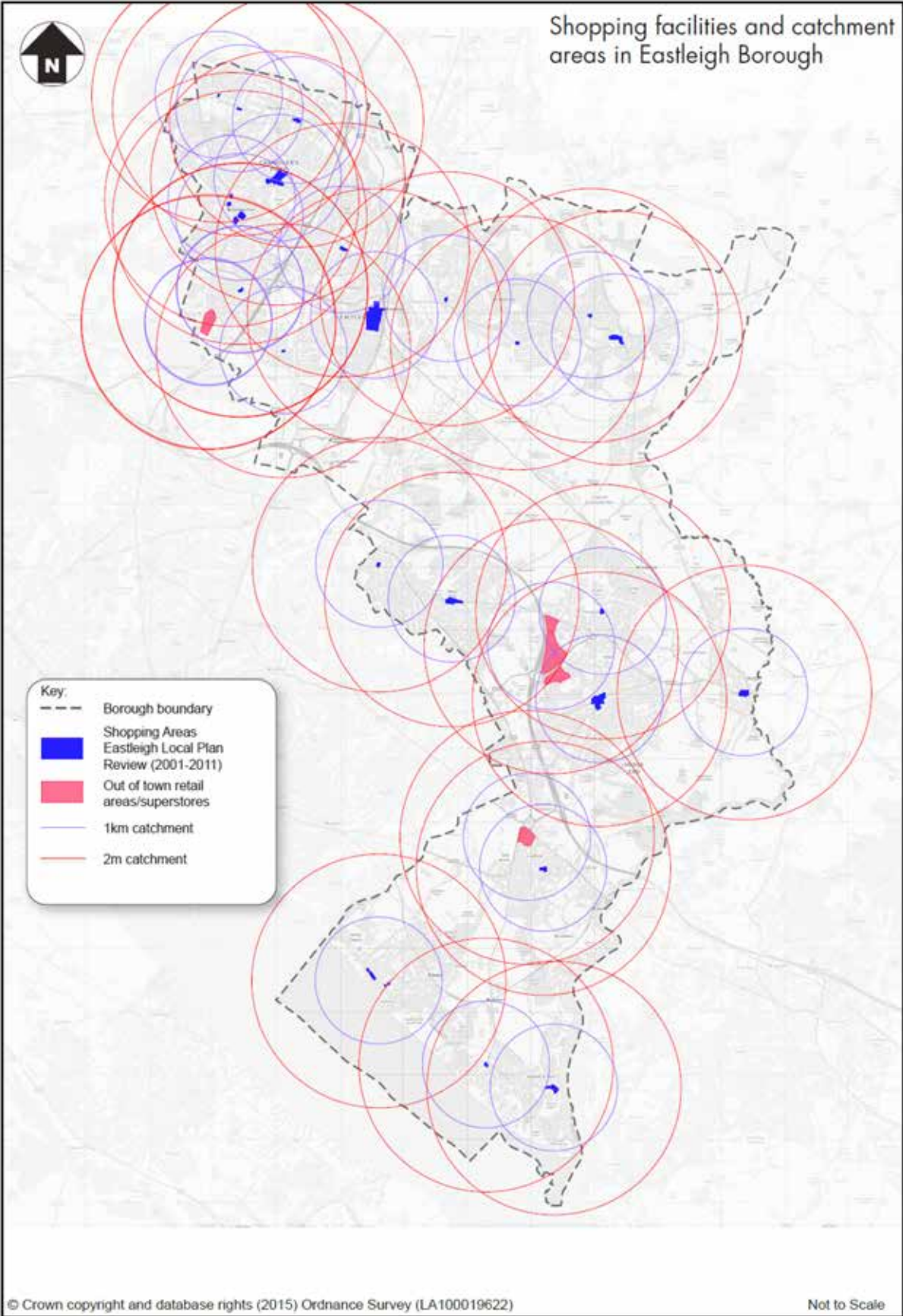
Source: Eastleigh Borough Council

Figure 5.19: Location of schools in Eastleigh Borough



Source: Eastleigh Borough Council

Figure 5.20: Location of shopping centres in Eastleigh Borough

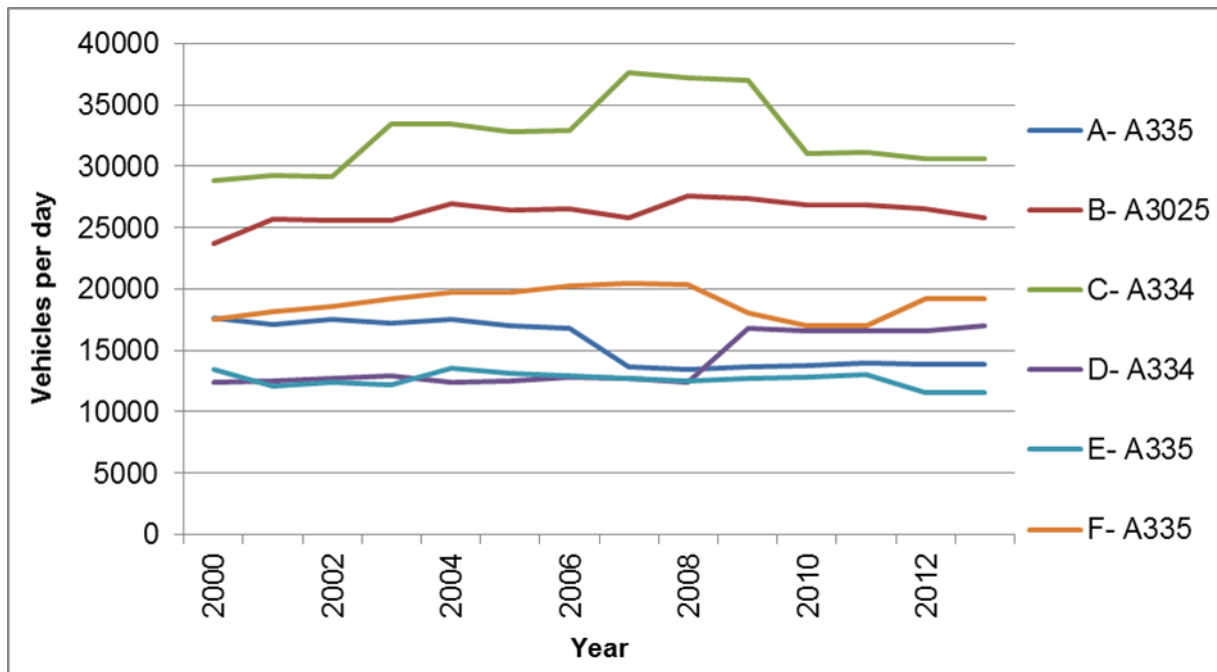


Source: Eastleigh Borough Council

Congestion and traffic growth

5.64 Traffic congestion affects both the strategic and local road network in the borough. Congestion on the strategic road network in the borough is a significant issue, and due to projected increases in traffic flows, the incurrent patterns of congestion on the M3, M27 and local roads are likely to continue and possibly worsen. Figures 5.21 and 5.22 show that although there has been some fluctuation in the annual average daily number of vehicles recorded at DfT road traffic count sites around the borough since 2000⁷⁹. Figure 5.23 shows that overall there has only been a moderate increase (12% between 2000 and 2013) and that traffic levels actually peaked in 2004, then were static for several years, until a fall in 2007/2008, and have since been showing a fluctuating trend.

Figure 5.21: Annual Average Daily Traffic Flows on A-Roads in Eastleigh Borough (all vehicle types, including bicycles)



⁷⁹ DfT Traffic Counts Website, <http://www.dft.gov.uk/traffic-counts/cp.php?la=Hampshire>

Figure 5.22: Annual Average Daily Traffic Flows on the M3 and M27 (all vehicle types, except bicycles)

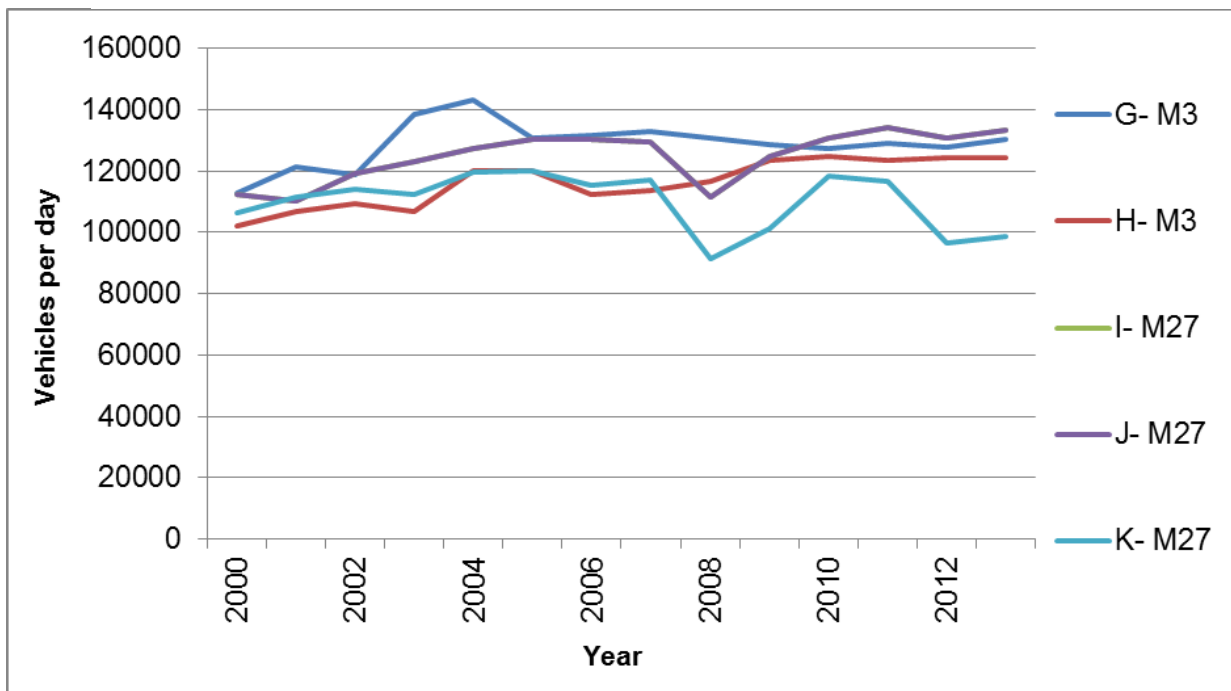


Figure 5.23: Annual Average Daily Traffic Flows - sum of all count sites

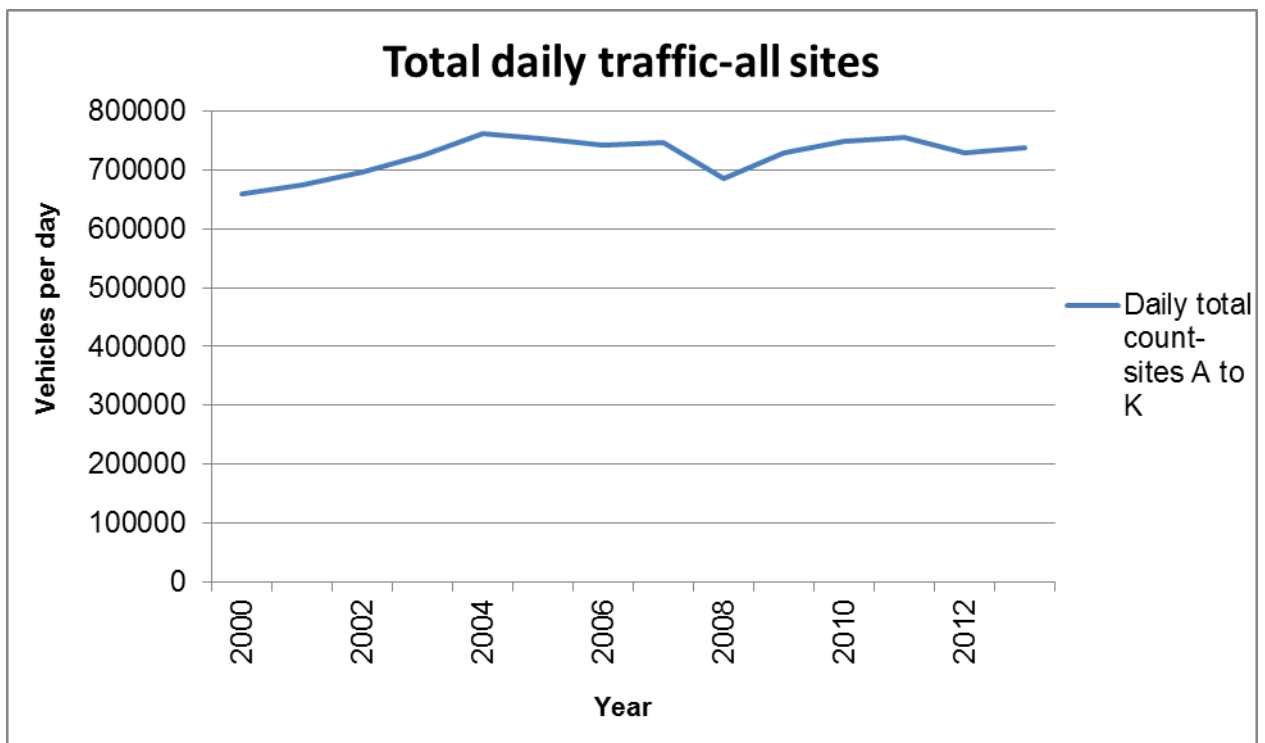
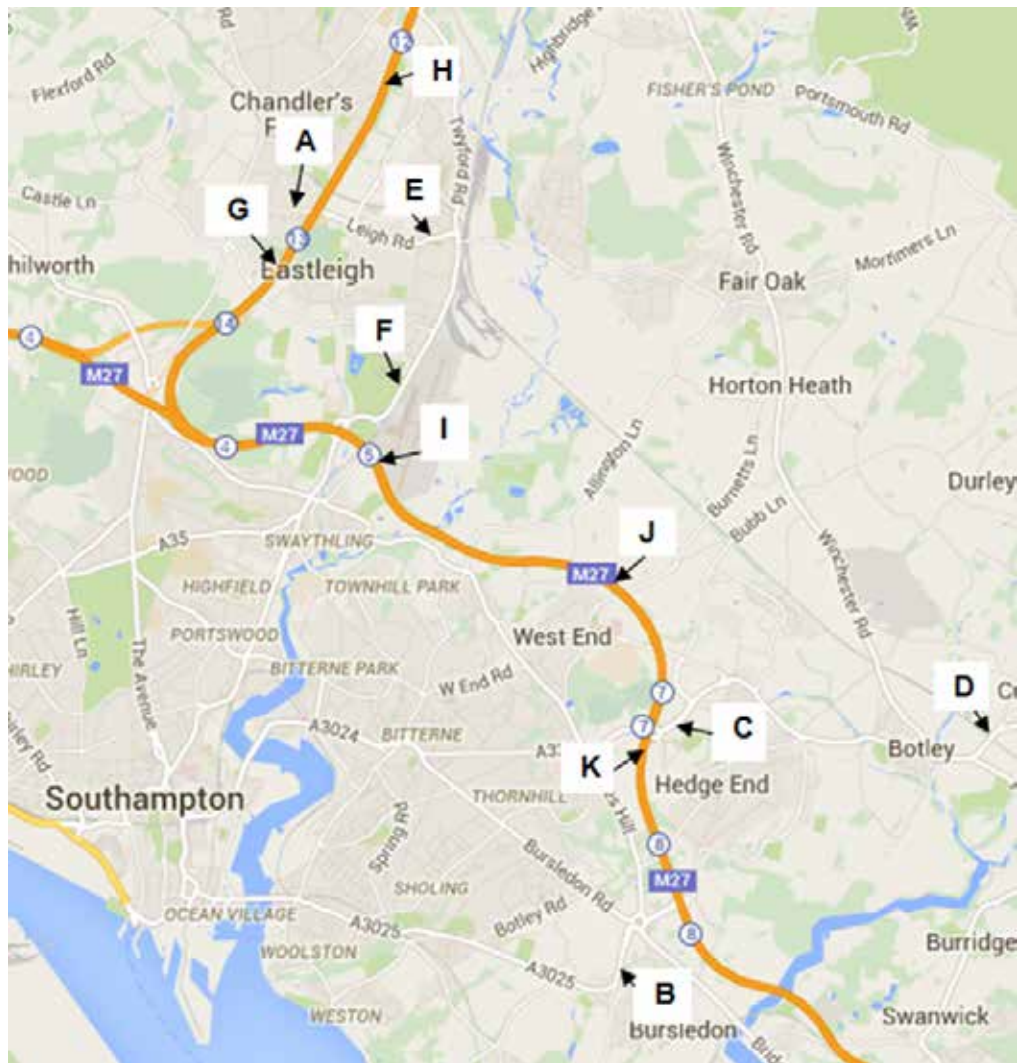


Figure 5.24: Locations of the traffic count points referenced in figures 5.21 to 5.23



Source: Hampshire Local Transport Plan 2011-2031

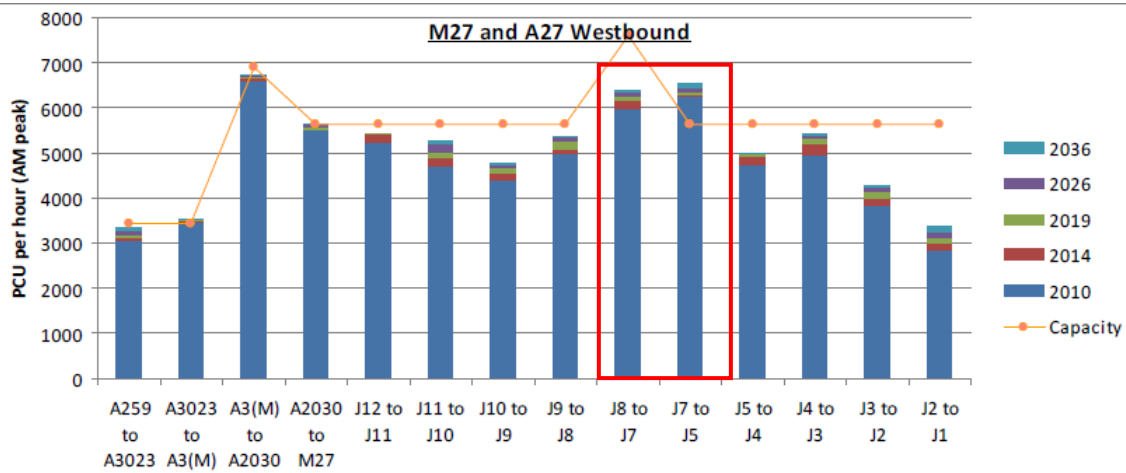
5.65 Figures 6.23 to 6.25 show projected growth in traffic flows from a 2010 baseline to 2036, as presented in the most recent TfSH Transport Delivery Plan⁸⁰. Across the South Hampshire area, highway trips are projected to grow by around 16% by 2036⁸¹. The figure shows that traffic flows are likely to increase on all sections of the M3 and M27 within the Borough to 2036. Traffic demand is modelled to closely approach or exceed available capacity on many links within or near the Borough:

- M27 Westbound J4-J3
- M27 Westbound J5-J7
- M27 Westbound J9-J8
- M27 Eastbound J3-J4
- M27 Eastbound J5-J7
- M27 Eastbound J8-J9
- M3 Northbound J12 -11

⁸⁰ Transport for South Hampshire Delivery Plan 2012 Report R6 (<http://documents.hants.gov.uk/transport-for-south-hampshire/tfsh-case-for-intervention-options-r6.pdf>)

⁸¹ Transport for South Hampshire 2011, Evidence Base Model Development Report 2 (<http://www3.hants.gov.uk/2011-tfsh-model-development-report-version-2.pdf>)

Figure 5.25: Projected AM and PM peak period demand on A27 and M27 Westbound



Source: Transport for South Hampshire Evidence Base Report R6

(<http://documents.hants.gov.uk/transport-for-south-hampshire/fsh-case-for-intervention-options-r6.pdf>)

Figure 5.26: Projected AM and PM peak period demand on A27 and M27 Eastbound

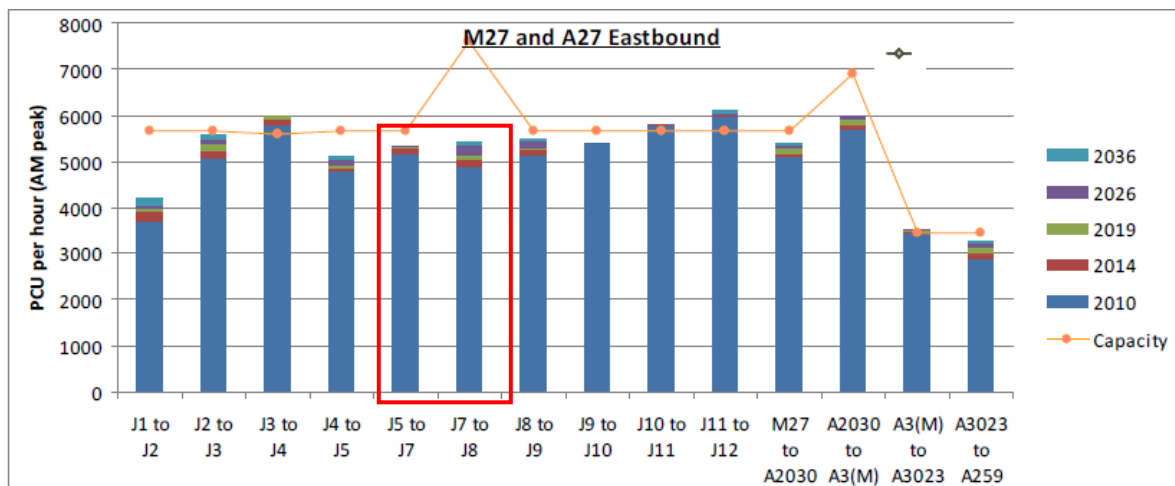
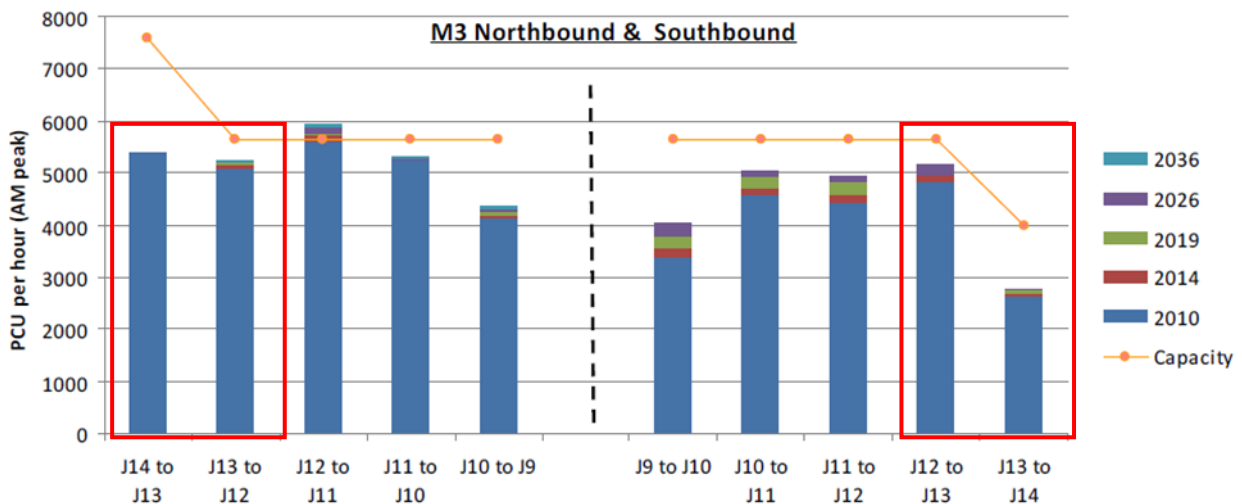


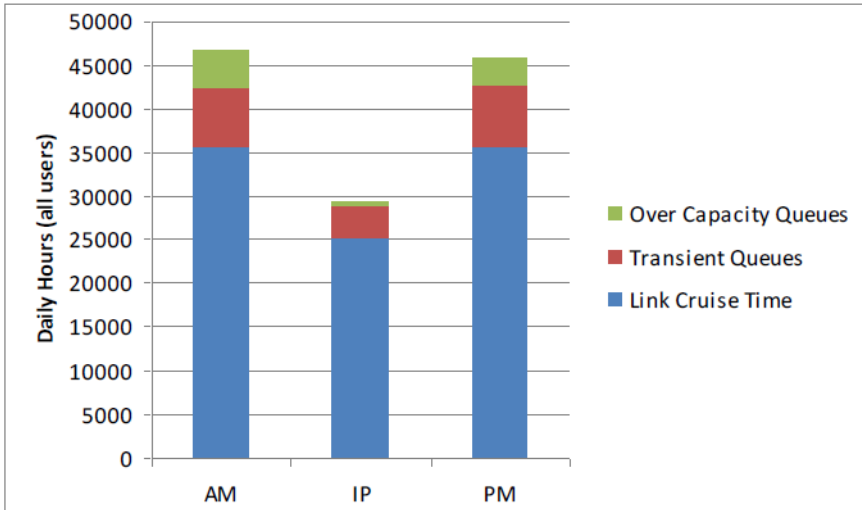
Figure 5.27: Projected AM and PM peak period demand on M3 Northbound and Southbound



5.66 Congestion on the strategic road network also affects local roads connecting routes to and from the M3 and M27. The routes most affected include those surrounding Junction 5 on the M27, routes in the vicinity of Junction 13 of the M3 and the roads approaching Junction 7 of the M27. Significant congestion also occurs in Eastleigh when restrictions and incidents occur on the southbound links between the M3 and M27, where traffic intending to travel eastbound on the M27 is routed through the town to Junction 5 of the M27⁸².

5.67 Figure 5.28, again from the TfSH Transport Delivery Plan, shows the modelled total number of vehicle hours spent on the South Hampshire highway network in each period every day, split between Link Cruise (free flow conditions), Transient Queues (Time spent waiting for the next green light or for priority at a junction), and Over Capacity Queues (Where delay lasts more than one traffic signal cycle or a queue which is “permanent” over time). A significant proportion of vehicle journey time is spent in queues particularly in the two peaks.

Figure 5.28: Daily (12hr) vehicle hours spent on the highway network



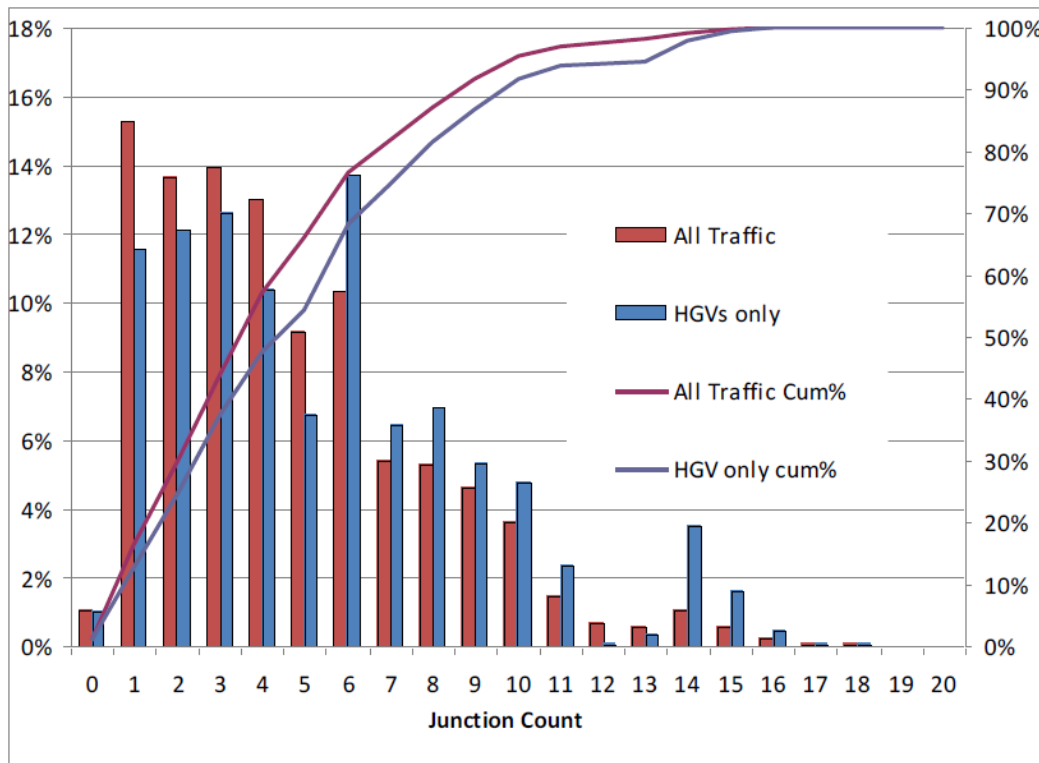
Source: Transport for South Hampshire Transport Delivery Plan 2012-2026 (<http://documents.hants.gov.uk/transport-for-south-hampshire/TransportDeliveryPlan.pdf>)

5.68 The highway network in South Hampshire is dominated by the M27 and M3. Whilst these are strategic roads they perform an important local distributor function for making journeys across the Borough. Figure 5.29 shows the number of junctions travelled by traffic on the M27. 30% of all traffic travels less than two junctions, with over 50% travelling less than four junctions. The largest single proportion of all traffic travels only 1 junction on the motorway (15.5%)⁸³ whilst less than 5% of all traffic travels 10 or more junctions.

⁸² Solent Transport Strategy, Hampshire LTP2 (2006): <http://www3.hants.gov.uk/ltp06-chapter6.pdf>

⁸³ Transport for South Hampshire Delivery Plan 2012 Report R6 (<http://documents.hants.gov.uk/transport-for-south-hampshire/tfsh-case-for-intervention-options-r6.pdf>)

Figure 5.29: Number of junctions travelled by traffic on the M27



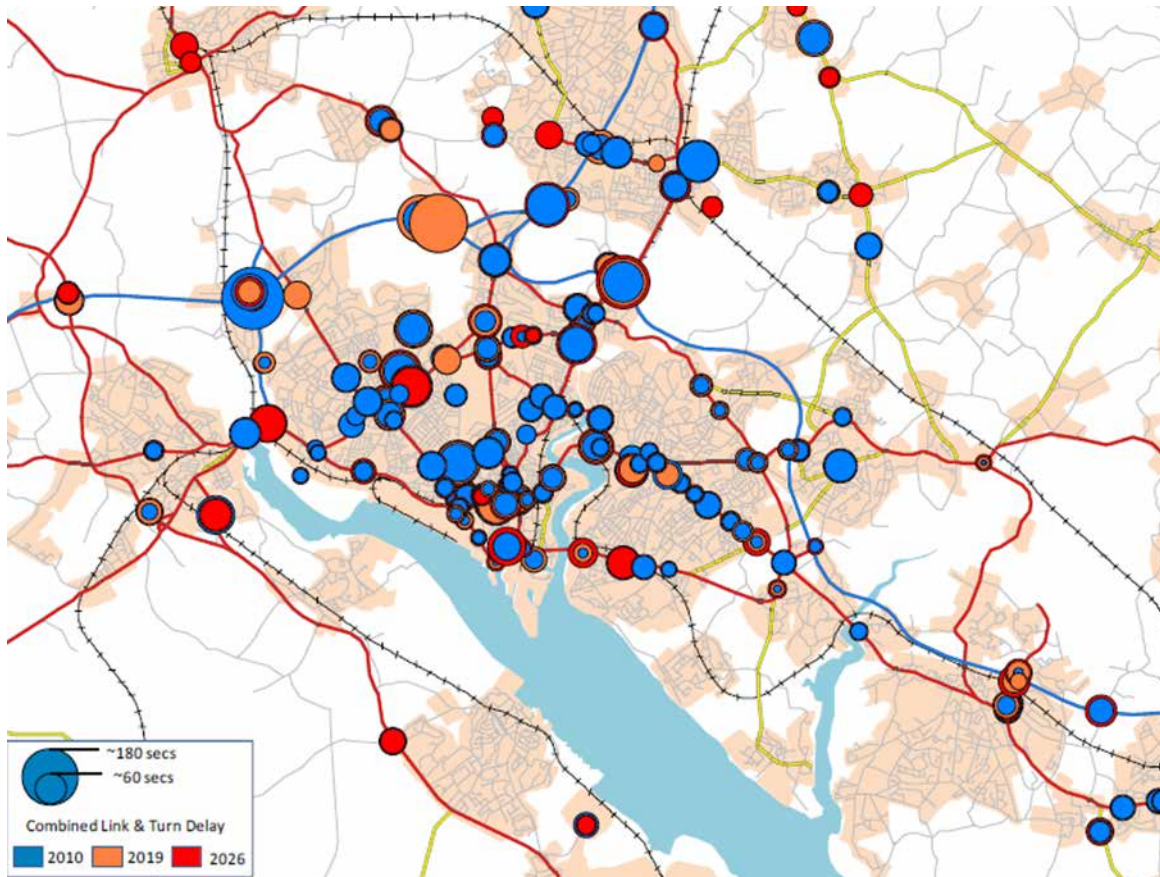
5.69 Congestion is also an issue at the following locations in the borough:

- On local roads between Eastleigh and Chandler’s Ford;
- In Eastleigh town centre;
- The Bishopstoke/Fair Oak Road
- In the vicinity of the A27/A3024 Windhover roundabout; and
- On the main route to and from the Hamble peninsula, B3397 Hamble Lane⁸⁴.

5.70 Figure 5.30 shows 2010 data and predicted future average junction delay per vehicle in the Eastleigh and Southampton area. The size of the circles represents the average junction delay in the AM peak (8am to 9am) experienced by each individual vehicle and the colour represents the model year. Only junctions with an average delay greater than 30 seconds are shown. Where a circle has a solid orange or red centre this shows where the junction delay has increased over the 30 seconds threshold in either 2019 or 2026. Therefore areas of increased delay are visible by additional and larger concentric circles. Note that side road delays are not included in the calculations (only delays to traffic on the main roads), therefore some local roads with known congestion issues in the Borough are not shown as congested on this figure.

⁸⁴ Solent Transport Strategy, Hampshire LTP2 (2006): <http://www3.hants.gov.uk/ltp06-chapter6.pdf>

Figure 5.30: Average junction delay per vehicle in and around Eastleigh



Source: Transport for South Hampshire Delivery Plan 2012 Report R6

(<http://documents.hants.gov.uk/transport-for-south-hampshire/tfsh-case-for-intervention-options-r6.pdf>)

Key economy and transport issues

5.71 From sections 6.1 and 6.2 above, the following emerge as key economy and transport issues for the borough:

- One objective of the Solent LEP's strategy is to close the gap in productivity with the South East. This challenge applies to the borough as well as to the sub-region overall.
- There is potential for Eastleigh to support the growth of strategic sectors of the economy (marine-related businesses, advanced manufacturing, engineering, transport and logistics and low carbon businesses) in line with the Solent LEP's strategy.
- There is a need to provide modern business accommodation in order to meet existing and future demand. Overall, there is no over-supply of employment floorspace within the borough, although older and larger premises have not been in high demand.
- A high proportion of businesses in the borough are small businesses, and there is a continuing need for appropriate business space, including new start-up units.
- There is scope to reduce commuting levels between the borough and other districts by enabling businesses in the knowledge economy to move into the area.

- There is pressure for retail development in out-of-centre locations, in particular at Hedge End, although some new town centre development has taken place in Eastleigh town centre.
- There are congestion issues on the M3 and the M27. With increasing traffic flows, congestion is forecast to increase on the sections of the on the strategic road network within Eastleigh over the next 20 years.
- There are congestion issues on local roads between Eastleigh and Chandlers Ford, Eastleigh town centre, the Bishopstoke/Fair Oak Road, at the A27/A3024 Windhover roundabout and on the main route to and from the Hamble peninsula. Congestion on these and other links is also predicted to increase, in line with traffic growth, in future.
- Traffic congestion has adverse effects on the borough's towns and villages including air and noise pollution and CO2 emissions, air quality impacts on biodiversity, decreased road safety, diminished quality of life, and impacts on economic activity.
- At some locations on the Borough's local and strategic road networks there may be a case for improvements to add capacity, for example at certain key junctions.
- There is a need to deliver transport solutions to support new development and areas of growth in the borough.
- There is a need to reduce car dependency given that in significant parts of the borough there is minimal use of any mode of travel other than private car. This can be achieved through maintaining and improving existing public transport, cycle and pedestrian networks; by location future development in location which take maximum advantage of these networks and ensuring that future developments are planned and designed in a manner which supports use of these modes.
- There is a need to build on successes in growth in rail patronage through working to improve access to stations and, increase train frequency and destinations served. There is also a need to address decline in use of bus networks for commuting journeys.
- There is potential to improve the connectivity of pedestrian networks in the borough. There may be substantial potential for growth of cycling for shorter journeys. Provision of improved cycle infrastructure and appropriate location, planning and design of new developments will be required to capitalise on this potential.

Note: Key issues related to accessibility and transports have also been discussed under the Community and Environment sustainability theme and topics, as follows:

- Quality of life: Green infrastructure provision;
- Air quality: Effect of traffic on air quality issues;
- Biodiversity: Effects on biodiversity on air and noise quality from traffic flows; and
- Climate change: Contribution of transport to greenhouse gas emissions.

6 ENVIRONMENT

Air Quality

- 6.1 Air quality is monitored across the Borough via 22 monitoring locations. As highlighted by the most recent Air Quality Progress Report for Eastleigh⁸⁵, nitrogen dioxide is the main pollutant of concern in the borough, with road traffic being the primary source of pollutants. This is linked to Eastleigh's position as a regional transport hub, adjacent to the Strategic Road Network (including the M3 and the M27), and localised congestion issues. Air quality is also affected by the location of a number of large industrial estates in around central Eastleigh, significant goods movement by road, and the large number of HGVs travelling through the borough. Overall, in the context of the development that has occurred in the borough, the levels of both nitrogen oxides (NOx) and particulates levels show a slight downward trend; however individual locations show a mix of changes, with rises in some areas and falls in others (see table 6.1 and figure 6.1 below).

Table 6.1: Trends in nitrogen dioxide and particulates levels at Leigh Road, Eastleigh AQMA 2007-2011

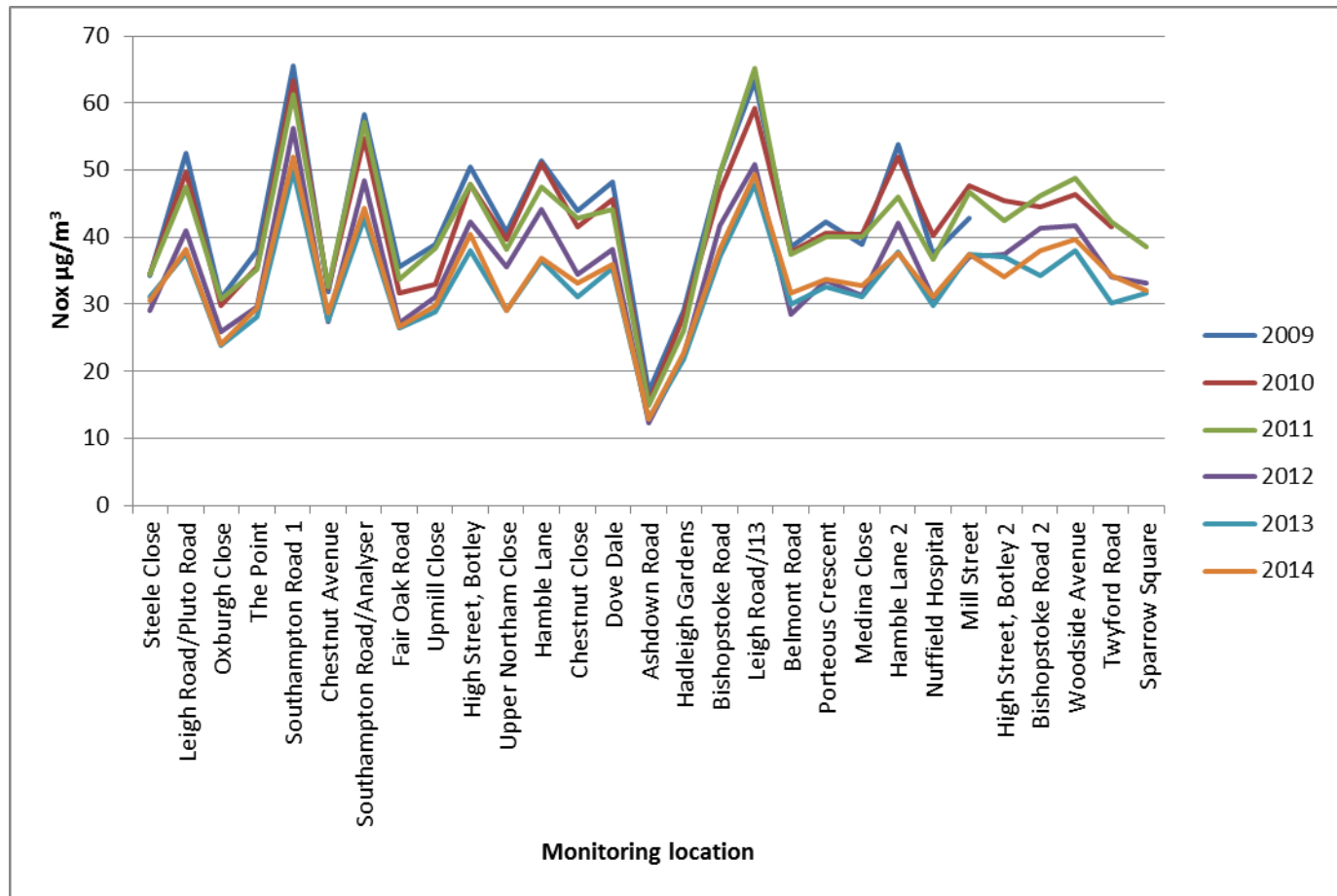
Eastleigh	Location	Pollutant levels – annual mean concentration (microgrammes per cubic metre)		
		2007	2009	2011
Nitrogen dioxide	Southampton Road	54.08	53.99	55.78
	The Point	39.78	43.45	41.71
	Steele Close	34.31	34.31	31.48
Particulates	Steele Close	22.92	23.71	24.79

Source: Quality of Life in Hampshire 2008, available from:

<http://www3.hants.gov.uk/planning/factsandfigures/othertopics.htm> [Accessed: 17th February 2010)

⁸⁵ EBC (2012) Air Quality Updating and Screening Assessment:
<http://www.eastleigh.gov.uk/pdf/EastleighUSA2012A.pdf>

Figure 6.1: NOx Monitoring data 2009-2014



6.2 Following the implementation of the Environment Act 1995, and since the publishing of the National Air Quality Strategy in 1997, EBC has been undertaking reviews and assessments of air quality. Where air pollution objectives have been deemed unlikely to be met, the borough has designated Air Quality Management Areas (AQMAS) and has inaugurated action plans to reduce pollutants.

6.3 EBC has declared four AQMAS in the Borough due to exceedance of the annual mean objective for nitrogen dioxide. The AQMAS cover the following areas:

- A335 – Leigh Road (from the junction with Bournemouth Road, Chandler’s Ford to the junction with Romsey Road, Eastleigh) Romsey Road, Southampton Road and Wide Lane (to the junction with the motorway spur road/Southampton Parkway rail station);
- M3 - junctions 12 to 14; and
- Hamble Lane, Bursledon – between the junctions with Portsmouth Road and Jurd Way.
- High Street, Botley – between the Woodhouse Lane roundabout and the Borough boundary.

Further information regarding these AQMAs and action plans to reduce the levels of nitrogen dioxide in them can be found on EBC's website at www.eastleigh.gov.uk under Air Quality.

- 6.4 It is also important to include the impact of air quality on biodiversity within the borough which in some cases may have more stringent critical levels. In particular consideration needs to be given to the impacts of road traffic in close proximity to designated sites, which may be at some distance from new development itself. This will also need to be included in the in the Habitats Regulations Assessment where European sites may be affected.

Biodiversity

- 6.5 The Eastleigh Biodiversity Supplementary Planning Document⁸⁶ provides details of biodiversity assets in the borough. The SA will utilise this information throughout the appraisal process alongside other information including the Eastleigh Biodiversity Action Plan 2012 - 2022, and the Authority Monitoring Report (published annually). This section therefore sets out a summary of the biodiversity information available locally and in the wider Hampshire sub-region.

Habitats

- 6.6 Eastleigh contains a range of biodiversity habitats, both in rural and urban areas. The borough contains 18 recognised national Biodiversity Action Plan priority habitats, which cover approximately 20% of the borough's land area. Hampshire BAP Habitat Action Plans have been prepared for the following habitats:
- Ancient and/or species-rich hedgerows;
 - Chalk rivers;
 - Coastal saltmarsh;
 - Coastal vegetated shingle;
 - Lowland heathland;
 - Lowland meadows;
 - Maritime cliff and slopes;
 - Mudflats; and
 - Reedbeds

Species

- 6.7 The Hampshire Biodiversity Action Plan, which is the strategic background for the local Eastleigh Biodiversity Action Plan, lists 582 Priority Species. Of these, 50 species, which are representative of the various habitat types present in Hampshire, are regularly reported on to gain an overall assessment of change in priority species status in a regular and consistent way. Based on reporting between 1995 and 2007, the Hampshire Biodiversity Information Centre⁸⁷ has developed a list of Hampshire BAP species which are present in the various local authority areas in Hampshire. This is accompanied by an assessment of whether their status changed between 1995 and 2007, i.e. whether numbers of each species are increasing, stable, declining, fluctuating or lost. Table 6.2 sets out the 21 BAP species deemed to be present in Eastleigh, and their status.

Table 6.2: BAP species reported on and condition found in Eastleigh

Scientific name	Common name	Trend 1995-2005 as assessed in August 2006	Trend 1996-2006 as assessed in June 2007	Trend 1997-2007 as assessed in October 2008
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⁸⁶ Eastleigh Borough Council (December 2009): Biodiversity Supplementary Planning Document

⁸⁷ Hampshire Biodiversity Information Centre: Monitoring Change in Priority Habitats, Priority Species and Designated Areas 2006/7 (2007)

Scientific name	Common name	Trend 1995-2005 as assessed in August 2006	Trend 1996-2006 as assessed in June 2007	Trend 1997-2007 as assessed in October 2008
<i>Triturus cristatus</i>	Great crested newt	Decline	Decline	Decline
<i>Bombus humilis</i>	Brown- banded carder bee	Unknown	Unknown	Increasing
<i>Lucanus cervus</i>	Stag beetle	Stable	Stable	Stable
<i>Alauda arvensis</i>	Skylark	Decline (slowing)	Decline (slowing)	Decline (slowing)
<i>Branta bernicla bernicla</i>	Dark-bellied brent goose	Decline (slowing)	Decline (slowing)	Decline (slowing)
<i>Luscinia megarhynchos</i>	Nightingale	Decline (possibly stabilising)	Decline (continuing)	Decline (continuing)
<i>Pyrrhula pyrrhula</i>	Bullfinch	Stable	Stable	Decline (possibly stabilising)
<i>Streptopelia turtur</i>	Turtle dove	Decline (continuing)	Decline (possibly stabilising)	Decline (continuing)
<i>Sylvia undata</i>	Dartford warbler	Increase	Increase	Increase
<i>Tringa totanus</i>	Redshank	Decline continuing)	Decline continuing)	Decline (possibly stabilising)
<i>Vanellus vanellus</i>	Lapwing	Stable	Stable	Decline (slowing)
<i>Argynnis paphia</i>	Silver- washed fritillary	Stable	Stable	Stable
<i>Plebejus argus</i>	Silver studded blue	Decline	Stable	Stable
<i>Coenagrion mercuriale</i>	Southern damselfly	Stable	Stable	Stable
<i>Orchis morio</i>	Green winged orchid	Rapid decline	Decline	Decline
<i>Arvicola terrestris</i>	Water vole	Stable	Stable	Stable
<i>Eptesicus serotinus</i>	Serotine bat	Decline (slowing)	Decline (continuing)	Decline (continuing)
<i>Lepus europaeus</i>	Brown hare	Stable	Stable	Stable
<i>Muscardinus avellanarius</i>	Dormouse	Decline	Stable	Stable
<i>Apoda limacodes</i>	Festoon moth	Stable	Increase	Increase
<i>Hypena rostralis</i>	Buttoned snout moth	Increase	Increase	Increase

Nature conservation sites

6.8 Approximately 7% of the Borough has been statutorily designated for its international, national and local nature conservation importance. In addition, approximately 10% of the Borough has been identified for its local nature conservation value as non-statutory 'Sites of Importance for Nature Conservation'.

Table 6.3: Proportion of land in Eastleigh Borough covered by nature conservation designations

Statutory Designation	EBC sites (no.)	EBC area (ha)	EBC area (%)
Local Nature Reserve (LNR)	6	232	2.73
National Nature Reserve (NNR)	0	0	0
Ramsar	1	184	2.16
Special Area of conservation (SAC)	2	296	3.47

Statutory Designation	EBC sites (no.)	EBC area (ha)	EBC area (%)
Special Protection Area (SPA)	1	184	2.16
Site of Special Scientific Interest (SSSI)	5	426	5.00
Statutory sites combined	15	631	7.40

See notes ⁸⁸ and ⁸⁹

Non-Statutory Designation	EBC sites (no.)	EBC area (ha)	EBC area (%)
Site of Importance for Nature Conservation (SINC)	143	814	9.54

See note ⁹⁰

Data taken from: Annual Monitoring Report 2013/14 appendix 6 - produced by the Hampshire Biodiversity Information Centre.

6.9 The internationally designated sites in and within 20km of the borough, and their location are presented in Figure 6.2. The following sites are located partly within the borough:

- River Itchen SAC
- Solent and Southampton Water SPA and Ramsar; and
- Solent Maritime SAC.

The River Itchen is an irreplaceable resource for water supply and wastewater disposal for Eastleigh as well as an international wildlife site.

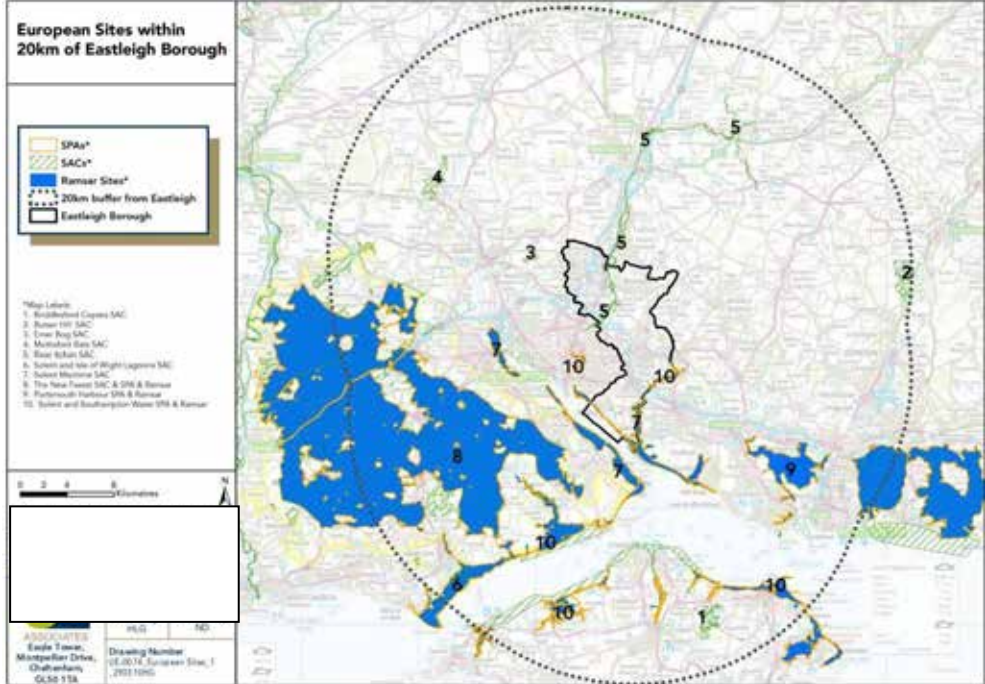
⁸⁸ Statutory Designation: **LNR**: Hackett's Marsh (20.36ha), Hocombe Mead (8.30ha), Manor Farm (144.06 ha), Mercury Marshes (6.36ha), Netley Common (7.51 ha), Westwood Woodland Park (45.68ha). **Ramsar**: Solent & Southampton Water (183.54ha). **SAC**: River Itchen (133.70ha), Solent Maritime (162.04ha). **SPA**: Solent & Southampton Water (183.54ha). **SSSI**: Lee-on-the Solent to Itchen Estuary (126.97ha), Lincegrove & Hackett's Marshes (37.22ha), Moorgreen Meadows (14.32ha), River Itchen (157.95ha), Upper Hamble Estuary & Woods (90.02ha).

⁸⁹ Statutory Designation: The areas total for 'Statutory sites combined' may not equal the total for each of the individual statutory site designations. This is because there is often a spatial overlap between statutory designations as they recognise different biodiversity interests on the same piece of land. For example, SSSI designations entirely underpin all Ramsar, SPA and SAC designations within the borough, and overlap with some areas of LNR. Ramsar and SPA designations completely overlap each other along the borough's coastline.

⁹⁰ Non-Statutory Designation: Some Sites of Importance for Nature Conservation (SINCs) overlap statutory site designations in the borough where locally important SINC interests are different to those recognised by the statutory sites.

6.10 In relation to development proposals across south Hampshire, particular concern was raised about the impact of migrating and over-wintering birds on the Solent shores from increases in recreational pressure on the coast. Increased recreational activity is likely to lead to increased disturbance of waders and wildfowl which reduce their opportunities to feed and mean they may have insufficient energy for the winter months, thus there could be a reduction in the bird population. The Solent Disturbance and Mitigation Project was established to conduct research into these concerns and provide advice on avoidance and mitigation. In response to this, local authorities and partner organisations in south Hampshire and the Solent area have established the Solent Recreation Mitigation Partnership, of which the Council is part of, which will coordinate implementation and monitoring of the interim strategy and, in due course, the definitive mitigation strategy. In principle, the interim strategy requires a contribution for every net additional dwelling toward the interim package of mitigation measures which include, for example, rangers, a project officer and monitoring scheme⁹¹.

Figure 6.2: Sites of European nature conservation designation within 20km of Eastleigh Borough

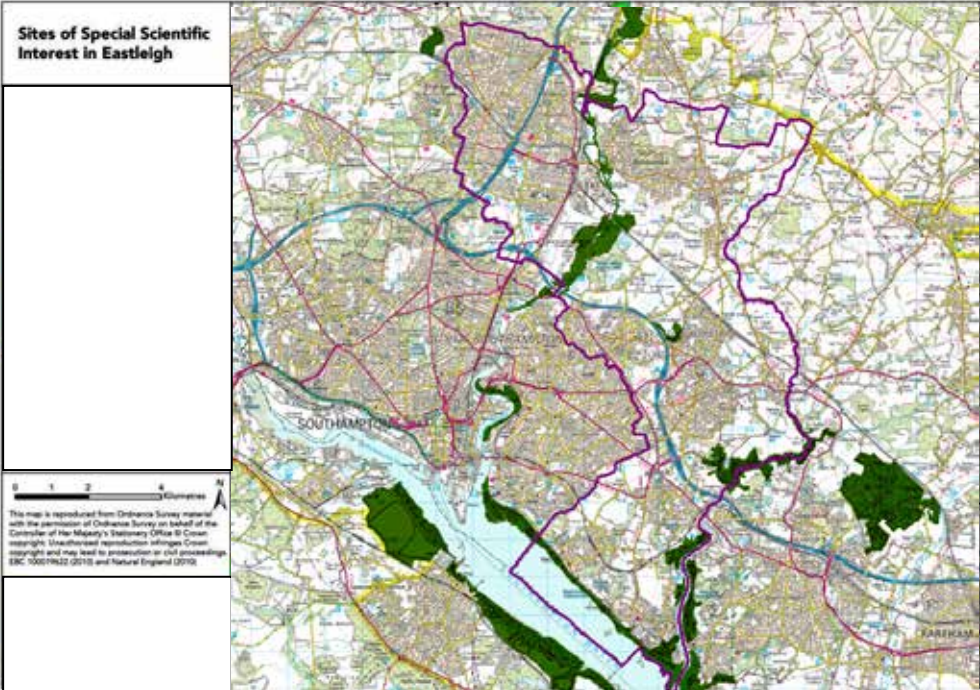


- 6.11 There are five nationally designated Sites of Special Scientific Interest (SSSIs) falling either wholly or partially within the Borough’s boundary. These include:
- Lee-on-the-Solent to Itchen SSSI;
 - Lincegrove and Hackett’s Marshes SSSI;
 - Moorgreen Meadows SSSI; and
 - River Itchen SSSI.
 - Upper Hamble Estuary and Woods SSSI

⁹¹ <https://www.portsmouth.gov.uk/ext/documents-external/env-srmp-interim-mitigation-strategy.pdf>

- 6.12 Natural England has advised that at 31 March 2014, 43.3% of Eastleigh’s SSSI area was classified as ‘favourable’, 46.4% ‘unfavourable recovering’, 7.2% ‘unfavourable no change’ and 2.95% ‘destroyed’.⁹² Overall 97% of SSSI land by area within the Borough was in a favourable or recovering condition. This is an improvement since 2007, when 85% was in a favourable or recovering condition.
- 6.13 The majority of the area covered by SSSIs assessed as remaining in an unfavourable condition is within the River Itchen SSSI. Natural England advises this SSSI is deteriorating in condition due to problems of inappropriate water levels, inappropriate weirs and dams, invasive freshwater species, siltation, water abstraction and water pollution (agricultural run-off and discharges).

Figure 6.3: Summary of the condition of SSSIs in and around Eastleigh Borough



- 6.14 Sites which are important for nature conservation at the county and borough level are called Sites of Importance for Nature Conservation (SINCs). Many support UK Biodiversity Action Plan priority habitats and species. These sites are not statutorily protected. They are identified and established criteria and may include areas of ancient semi-natural woodland, unimproved grassland, remnant heathland, wetland, coasts and estuaries or support priority species or geological interest.
- 6.15 SINCs are defined by the Hampshire Biodiversity Partnership using data from a variety of sources. These include an on-going county-wide habitat survey programme carried out with landowner permission and funded by the

⁹² Natural England SSSI Condition Statistics <http://www.sssi.naturalengland.org.uk/>

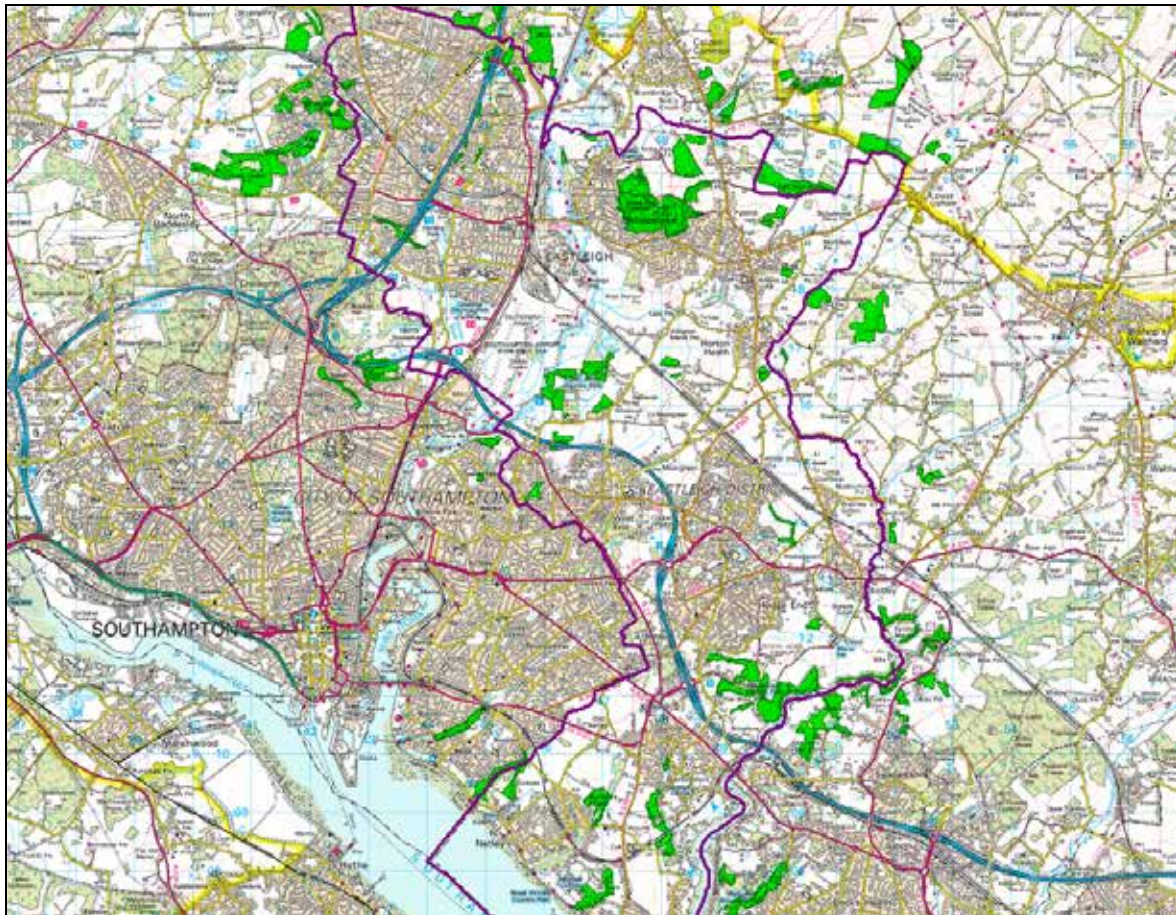
partnership, and additional records received from many voluntary recording groups and individuals.

- 6.16 Proposed SINC's are identified by the Hampshire Biodiversity Information Centre (HBIC) and submitted to a Local Sites Panel for ratification in accordance with the Local Sites Guidance issued by DEFRA in 2006, which this Council recognises. The Panel is convened by HBIC under the Hampshire Biodiversity Action Plan Partnership Steering Group and comprises representatives from Natural England, Hampshire and Isle of Wight Wildlife Trust and Hampshire County Council Ecology Group. SINC changes are observed and recorded annually in the HBIC Annual Biodiversity Monitoring Report which is reported in the Authority (annual) monitoring report (this can result in annual changes to SINC's where boundaries are reviewed or new SINC's are approved).

Ancient Woodland

- 6.17 There are pockets of ancient woodland throughout the borough and close to the borough boundary in neighbouring local authority areas. Ancient woodland is an irreplaceable resource and face a number of challenges including fragmentation and suitable management.

Figure 6.4: Ancient Woodland



Local Nature Reserves

- 6.18 Natural England encourages local authorities to formally designate appropriate sites as ‘Local Nature Reserves’ under section 21 of the National Parks and Access to the Countryside Act 1949. A Local Nature Reserve designation demonstrates a commitment by the local authority to manage land for biodiversity, protect it from inappropriate development and provide opportunities for local people to study and enjoy wildlife.
- 6.19 There are currently six Local Nature Reserves (LNRs) in the borough:
- Hackett’s Marsh LNR (Bursledon);
 - Hocombe Mead LNR (Chandler’s Ford);
 - Manor Farm LNR (Botley/ Bursledon)
 - Mercury Marshes LNR (Bursledon);
 - Netley Common LNR (near Thornhill);
 - Westwood Woodland Park LNR (Netley Abbey); and

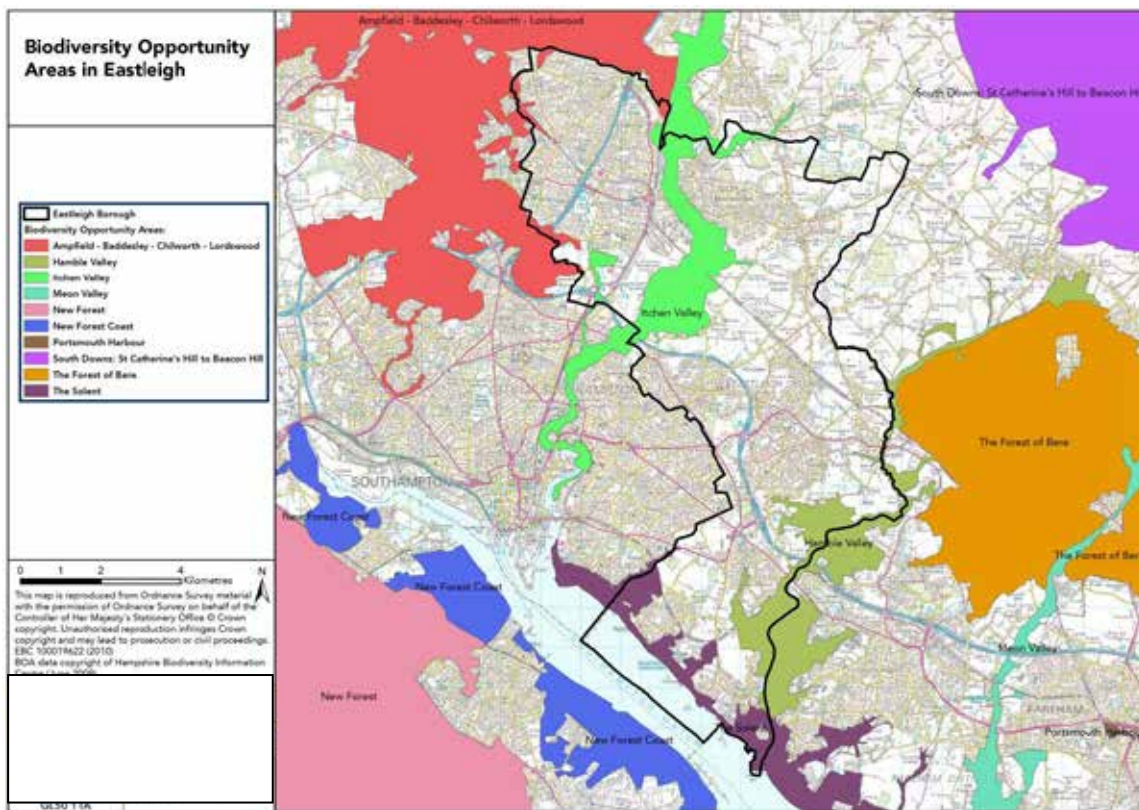
Biodiversity Opportunity Areas

- 6.20 Biodiversity Opportunity Areas (BOAs) are geographical areas identifying the best opportunities to restore and create habitats of regional importance. They are part of a ‘landscape-scale approach’ to nature conservation. BOAs do not include all the BAP habitats in a region. They are defined entirely on the basis of identifying those areas where conservation action is likely to have the most benefit for biodiversity based on existing biodiversity interest and opportunities for enhancement.
- 6.21 There are five BOAs present in or adjacent to Eastleigh (see Figure 6.4). These include the following BOAs:
- Hamble Valley;
 - The Forest of Bere⁹³;
 - The Solent;
 - Itchen Valley; and
 - Ampfield-Baddesley-Chilworth-Lordswood.
- 6.22 The descriptive statements, targets and opportunities for each BOA can be accessed at the South East England Biodiversity Forum’s website⁹⁴.

⁹³ The Forest of Bere is adjacent, but is buffered from the borough boundary by a few hundred metres by the Hamble Valley BOA which runs up Ford Lake.

⁹⁴ <http://strategy.sebiodiversity.org.uk/pages/biodiversity-opportunity-areas-description.html> .

Figure 6.5: Biodiversity Opportunity Areas in Eastleigh Borough



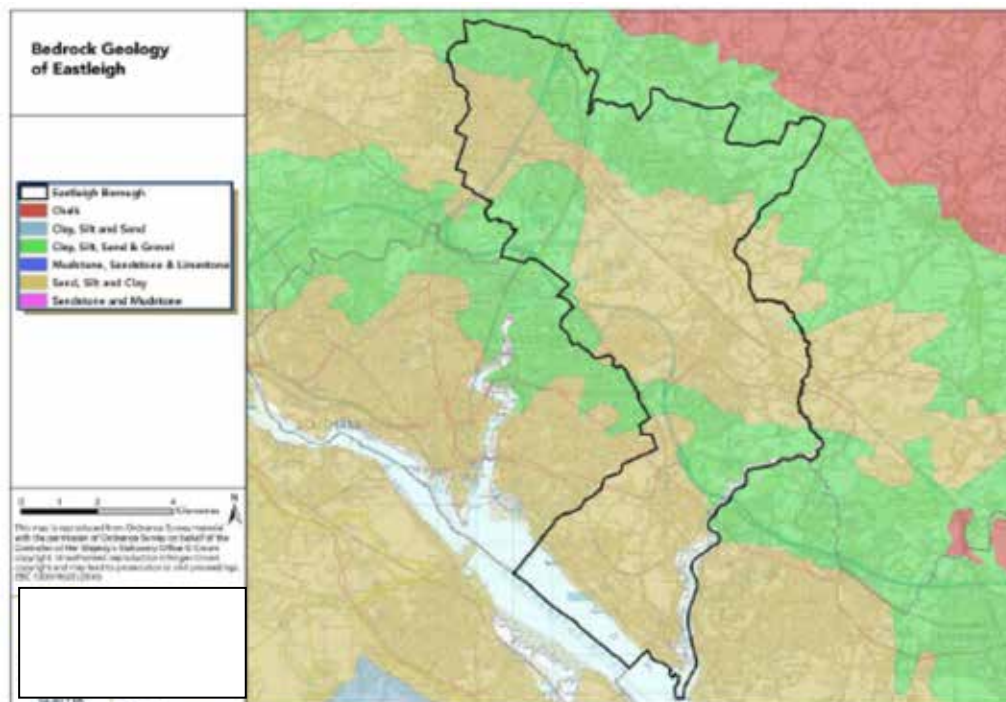
Geodiversity

- 6.23 The geodiversity of Eastleigh is an important asset for the borough. Geodiversity is the collective term describing the geological variety of the Earth's rocks, fossils, minerals, soils and landscapes together with the natural process which form and shape them. Geodiversity underpins biodiversity by providing diversity of habitat and the ecosystem, with the soil being the link between them. It also embraces the built environment by providing the basis for neighbourhood character and local distinctiveness through building stone and material.
- 6.24 Figure 6.5 highlights the geology of Eastleigh and surrounding areas. The basic geology of the borough is characterised by the overlay of Tertiary and Quaternary deposits over chalk bedrock. The Tertiary deposits are referred to as the Reading Beds, the London Clay, the Bracklesham Group and the Barton Group. The Quaternary deposits are generally river terrace deposits and alluvium, all of which are predominantly sands, silts and clays. At the southern end of the borough the London Clay and Bracklesham Group deposits reach thicknesses of up to 400m⁹⁵.
- 6.25 Whilst there are no Regionally Important Geodiversity Sites in the Borough, the Lee-on-the-Solent to Itchen Estuary SSSI has also been designated as a Geological SSSI. Geological SSSIs represent the best geology and geomorphology reflecting the UK's geodiversity. Sites are chosen for their

⁹⁵ From EBC (2002): Contaminated Land Inspection Strategy:
<http://www.eastleigh.gov.uk/PDF/ConLandStrategyOct2002.pdf>

past, current and future contributions to the science of geology and include coastal and upland areas, quarries, pits, mines, cuttings, and active landforms. The geological importance of the Lee on the Solent to Itchen Estuary SSSI based on the significance of exposures of terrace gravels of the former Solent River system found at the cliffs north of Hillhead, which allow the study of gravel sedimentology over a large continuous exposure and, in conjunction with other sites along the Solent coast, provide a cross-section through the 'staircase' of Solent terraces. The site is also known for its fossil remains⁹⁶.

Figure 6.6: Geology of Eastleigh Borough



Climate Change

Potential effects of climate change

- 6.26 Natural and man-made climate change is a relevant issue in Eastleigh. Local emissions are seen as contributing to national and international changes in climate with implications for a range of environmental and socio-economic receptors.
- 6.27 In June 2009 the outcome of research on the probable effects of climate change in the UK was released by the UK Climate Projections (UKCP09) team⁹⁷. UKCP09 gives climate information for the UK up to the end of this century and projections of future changes to the climate are provided, based on simulations from climate models. Projections are broken down to a regional

⁹⁶ SSSI citation: http://www.english-nature.org.uk/citation/citation_photo/1005846.pdf

⁹⁷ The data was released in June 2009: See: <http://ukcp09.defra.gov.uk/index.html>

level across the UK and are shown in probabilistic form, which illustrate the potential range of changes and the level of confidence in each prediction.

6.28 The research shows that central estimates of the effects of climate change for the south east England's climate by 2050 for a medium emissions scenario are likely to be as follows:

- increase in winter mean temperature of 2.2°C; it is very unlikely to be less than 1.1°C or more than 3.4°C. A wider range of uncertainty is from 0.9°C to 3.8°C.
- increase in summer mean temperature of 2.7°C; it is very unlikely to be less than 1.3°C or more than 4.6°C. A wider range of uncertainty is from 1.1°C to 5.2°C.
- increase in summer mean daily maximum temperature of 3.7°C; it is very unlikely to be less than 1.4°C or more than 7.5°C. A wider range of uncertainty is from 1.2°C to 7.3°C.
- increase in summer mean daily minimum temperature of 2.9°C; it is very unlikely to be less than 1.3°C or more than 5.1°C. A wider range of uncertainty is from 1.2°C to 5.7°C.
- change in annual mean precipitation of 0%; it is very unlikely to be less than -4% or more than 6%. A wider range of uncertainty is from -5% to 6%.
- change in winter mean precipitation of 16%; it is very unlikely to be less than 2% or more than 36%. A wider range of uncertainty is from 1% to 40%.
- change in summer mean precipitation of -18%; it is very unlikely to be less than -40% or more than 7%. A wider range of uncertainty is from -42% to 16%.

6.29 Graphs below illustrate UKCP09 information for south east England over a wider timescale to the end of the century. This is presented in five (10, 33, 50, 67 and 90%) probability levels for each 30-year time period:

Figure 6.7: Changes in mean temperature in the South East to 2099 as a result of a medium emissions scenario

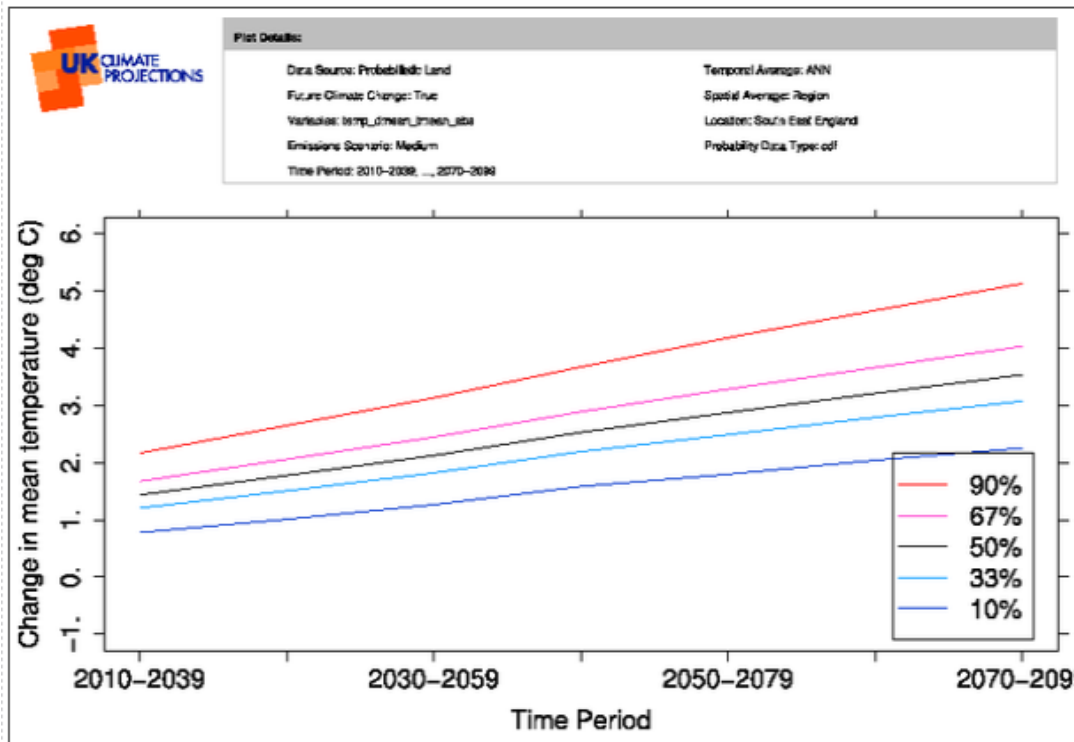


Figure 6.8: Changes in summer mean precipitation in the South East to 2099 as a result of a medium emissions scenario

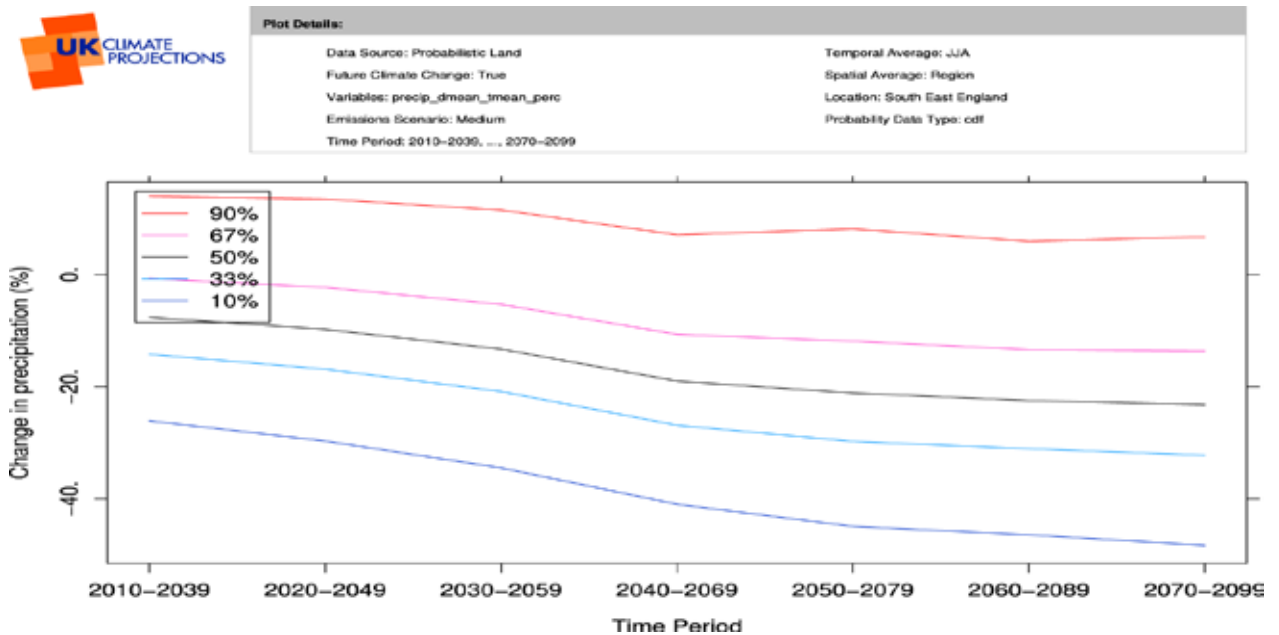
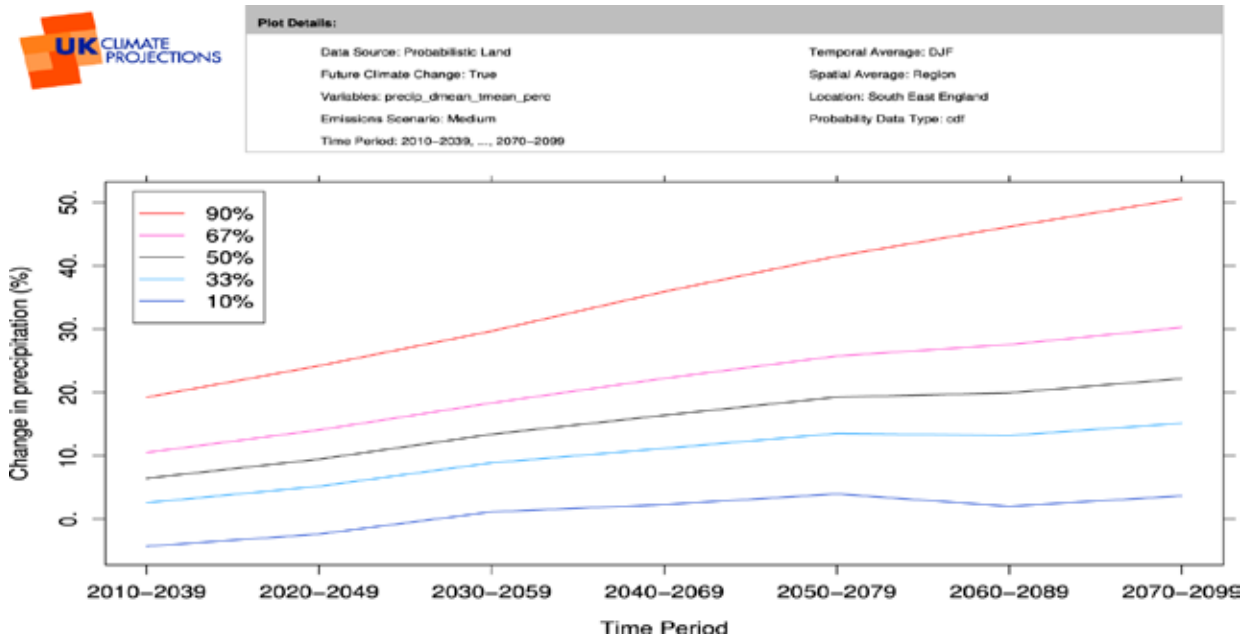


Figure 6.9: Changes in winter mean precipitation in the South East to 2099 as a result of a medium emissions scenario



Source for figures 6.6-6.8: UK Climate Projections 09:
<http://ukclimateprojections.defra.gov.uk/content/view/1553/543/index.htm>

6.30 Resulting from these changes, the study has suggested that a variety of risks exist for south east England. It is important to note that there are uncertainties with the climate change modelling. The risks relevant to Eastleigh resulting from climate change include the following:

- Increased incidence of heat related illnesses and deaths during the summer;
- Increase incidence of illnesses and deaths related to exposure to sunlight (e.g. skin cancer, cataracts);
- Increased incidence of pathogen related diseases (e.g. legionella and salmonella);
- Increase in health problems related to rise in local ozone levels during summer;
- Increased risk of injuries and deaths due to increased number of storm events;
- Effects on water resources from climate change;
- Reduction in availability of surface water in reservoirs and rivers for abstraction in summer;
- Adverse effect on water quality from low river levels and a reduction of water flow and conversely from turbulent river flow after heavy rain;
- Increased risk of flooding, including increased vulnerability to 1:100 year floods;
- Changes in insurance provisions for flood damage;
- A need to increase the capacity of wastewater treatment plants and sewers;

- A need to upgrade flood defences;
- Increased likelihood of summer droughts and soil and water deficits, leading to demand for increased irrigation;
- Soil erosion due to flash flooding;
- Loss of species that are at the edge of their southerly distribution;
- Spread of species at the northern edge of their distribution;
- Impact on the amount of grassland from a reduction in summer rainfall;
- Deterioration in working conditions due to increased temperatures;
- Changes to global supply chain;
- Increased difficulty of food preparation, handling and storage more difficult due to higher temperatures;
- An increased move by the insurance industry towards a more risk-based approach to insurance underwriting, leading to higher cost premiums for local business;
- Increased demand for air-conditioning;
- Increased drought and flood related problems such as soil shrinkages and subsidence;
- Impacts from an increased number of tourists due to warmer weather;
- Risk of rail tracks buckling due to increased temperature and road surfaces melting more frequently; and
- Flooding of roads and railways.
- The changes in groundwater recharge could have an adverse impact on the reliability and flows in the River Itchen for people and wildlife.

Greenhouse gas emissions

6.31 In relation to greenhouse gas emissions, Eastleigh has slightly lower per capita emissions than south east England and national averages. As Table 6.4 below highlights, in relation to CO₂ emissions by end user, the proportion of emissions from industrial/commercial, domestic and road transport as a percentage of total emissions in the borough are relatively similar at 31%, 34% and 36% respectively. Transport however remains the largest source of CO₂ emissions in the borough.

6.32 Overall, CO₂ emissions in the borough have been falling broadly in line with regional and national averages.

Table 6.4: CO₂ emissions in Eastleigh by source 2005-2012 (kilotonnes CO₂ and percentage)

	Industry and commercial	Domestic	Road Transport	Total
2005	260	287	302	850
	30%	33%	36%	
2006	268	290	290	840
	31%	35%	35%	
2007	260	270	285	816
	32%	33%	35%	

2008	264 33%	268 34%	262 33%	796
2009	230 31%	242 33%	262 36%	736
2010	239 31%	259 34%	270 35%	769
2011	214 30%	230 32%	281 39%	725
2012	234 31%	256 34%	274 36%	765

Source: <https://www.gov.uk/government/publications/provisional-uk-emissions-estimates>

Table 6.5: Per capita CO2 emissions in Eastleigh 2005-2012 (tonnes CO2)

	Per capita emissions Eastleigh	Per capita emissions South East	Per capita emissions UK
2005	7.2	8.1	8.7
2006	7.1	8.0	8.6
2007	7.8	7.8	8.4
2008	6.6	7.6	8.2
2009	6.1	6.9	7.4
2010	6.3	7.1	7.6
2011	5.8	6.4	6.8
2012	6.0	6.7	7.1

Source: <https://www.gov.uk/government/publications/provisional-uk-emissions-estimates>

Historic Assets

Designated and non-designated features

- 6.33 The historic environment of Eastleigh, which helps to give the borough its sense of place and identity, is defined both by its individual heritage assets, designated and non-designated, and the setting of these assets through the borough's historic landscapes and townscapes. The historic development of Eastleigh has been influenced by a wide variety of factors, including its railway, maritime and aviation history, and this is reflected by the borough's cultural heritage resource. Whilst this resource includes better known assets such as Netley Abbey and Bursledon Windmill, the historic environment in the borough is broad ranging, and incorporates a wide variety of features, sites and areas.
- 6.34 Many of Eastleigh's historic features and areas are recognised through historic environment designations. These include listed buildings, scheduled monuments and registered parks and gardens, which are nationally designated, and conservation areas, which are usually designated at the local level. Historic England is the statutory consultee for certain categories of listed building consent and all applications for scheduled monument consent.
- 6.35 The National Heritage List for England has 183 Grade II listing entries for Eastleigh Borough, some of which are for multiple structures. There are no Grade I listed buildings in the Borough.
- 6.36 Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local

authorities have the power to designate as Conservation Areas in any area of 'special architectural or historic interest' whose character or appearance is worth protecting or enhancing. This is judged against local and regional criteria, rather than national importance as is the case with listing. Conservation Area designation increases the local planning authority's control over demolition of buildings and over certain alterations to residential properties which would normally be classed as 'permitted development' and not require planning permission. The Council's Conservation Area Appraisals provide information and understanding of the significant, character and important features of the Conservation Areas. There are eight conservation areas in Eastleigh, as follows:

- Bishopstoke;
- Botley;
- Old Bursledon;
- Bursledon Windmill;
- Gaters Mill and Romill Close at West End;
- Hamble-le-Rice;
- Orchards Way at West End; and
- Netley Abbey.

6.37 There are over 500 archaeological records for Eastleigh on the Archaeology and Historic Buildings Record, the historic environment record for Hampshire. These include ten scheduled monuments, which are sites of national importance and protected by the Ancient Monuments and Archaeological Areas Act 1979. Scheduled monuments in the borough include a variety of features, from remains of abbeys, castles and hillforts, to aqueducts and Second World War gun emplacements⁹⁸. These may or may not be visible above ground.

6.38 The Register of Parks and Gardens of Special Historic Interest was first published by English Heritage (now named Historic England) in 1988. Although inclusion on the Register brings no additional statutory controls, registration is a material consideration in planning terms. Parks and gardens are registered as:

- Grade I - parks and gardens deemed to be of international importance;
- Grade II* - parks and gardens deemed to be of exceptional significance; and
- Grade II - deemed to be of sufficiently high level of interest to merit a national designation.

6.39 The one registered park and garden in the borough is the Royal Victoria Country Park in Netley. To accompany the national Register of Parks and Gardens, Hampshire County Council have compiled a non-statutory Hampshire Register of Historic Parks and Gardens, highlighting parks and gardens of local interest. The borough has around 35 entries on this local list including sites such as:

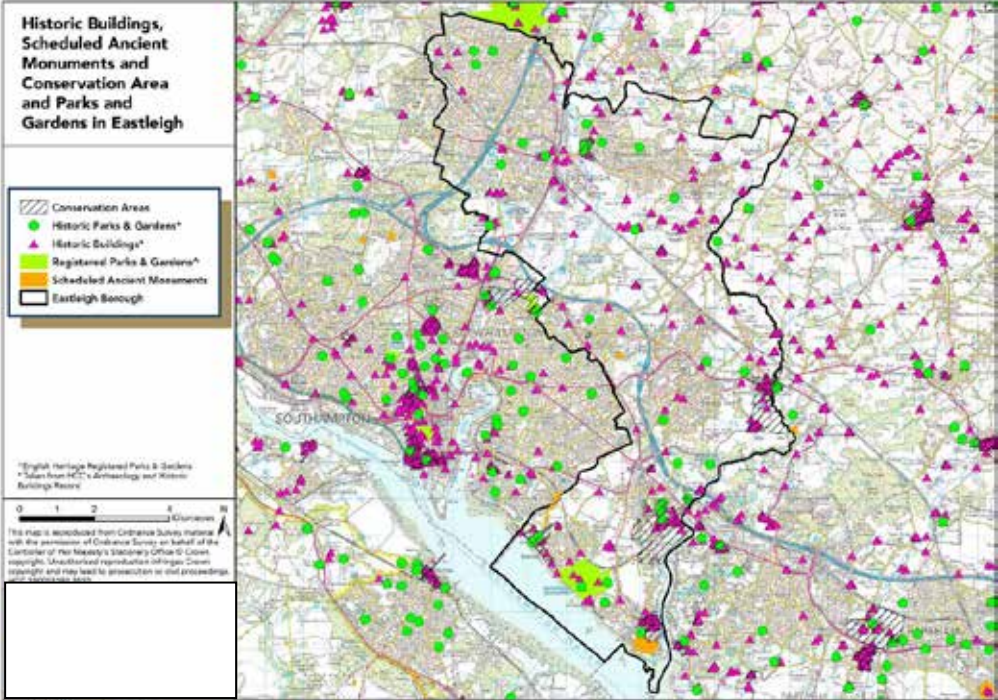
⁹⁸ Source: Hampshire Archaeology and Historic Buildings Record

- North Stoneham Park
- Hiltingbury Lakes
- Royal Victoria Country Park

- 6.40 The designated wreck of the *Grace Dieu* lies partly within the Borough.
- 6.41 Since 2008, Historic England (previously named English Heritage) has released an annual Heritage at Risk Register. This highlights the Grade I and Grade II* listed buildings, and scheduled monuments, wreck sites and registered parks and gardens in England deemed to be 'at risk'. No Grade I or II* listings in Eastleigh borough have been identified as 'at risk' on the 2014⁹⁹. Grade II buildings are not included in the Historic England Heritage at Risk Register, however the Council has identified one Grade II listed building, the Peach House in Bishopstoke which is considered to be at risk.
- 6.42 Historic features which do not meet the criteria for national listing or other national designation can comprise a significant aspect of heritage experienced on a daily basis by many people, and many buildings and other neighbourhood features are of general historic interest and important to local communities. Much of Eastleigh's historic environment resource is not subject to statutory designations. Buildings within the borough which do not meet the criteria for national listing but are considered locally important can be considered by the Council for the 'Local List'. Buildings on the Local List are encouraged to be retained because loss of the building and its setting would be detrimental to the appearance, character and townscape quality of the Borough. The 38 buildings on the Local List.
- 6.43 In conjunction with landscape features, historic landscapes are also an integral part of Eastleigh's historic environment resource. Historic landscapes in Eastleigh are discussed in more detail from paragraph 6.44 relating to landscape. The council have produced a number of urban character area appraisals across the borough which assist in the positive management of areas and provide guidance to ensure that new development in Eastleigh Borough is appropriate to its surroundings and helps to retain the character that gives each area its identity.

⁹⁹ Source: Heritage at Risk Register 2014, <http://risk.english-heritage.org.uk/>, [last accessed 2014]

Figure 6.10: Historic buildings, scheduled monuments, parks and gardens and conservation areas in Eastleigh and the surrounding area



Landscape

Landscape character

6.44 Eastleigh Borough falls under two Natural England character areas, as follows:

- South Hampshire Lowlands (128)
- South Coast Plain (126)

The description of these landscape areas can be accessed on the Natural England website at:

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

6.45 The Hampshire [Integrated Character Assessment](#) is a framework for other local authorities to develop strategies, plans and local action initiatives. It identifies 5 landscape character areas in Eastleigh Borough at county scale:

- Southampton Water;
- Netley Bursledon and Hamble Coastal Plain;
- Hamble Valley
- Forest of Bere West ; and
- Itchen Valley

6.46 The South Downs National Park adjoins Eastleigh Borough for a short stretch to the north east near Fair Oak and as such can be considered to be within the setting of the South Downs National Park. A Partnership Management Plan was prepared which sets out the objectives for managing the National Park between 2014 and 2019¹⁰⁰. These objectives generally seek to conserve and enhance the special qualities of the South Downs National Park, for example, the character of the protected landscapes. A number of development pressures have been identified which include impacts from traffic on air quality and tranquillity, and impacts on the landscape from urbanisation. The South Downs National Park Authority is preparing a Local Plan for the National Park and this is currently in draft form. Parts of Eastleigh borough are within the setting of the South Downs National Park.

6.47 The Eastleigh Borough Landscape Assessment (revised 2011) shows that the borough encompasses a variety of landscapes ranging from enclosure movement agricultural land and woodlands to river valleys and coastal areas including low cliffs and marshes. The Assessment divides the borough into a number of local character areas as follows, and as illustrated on figure 6.10 below:

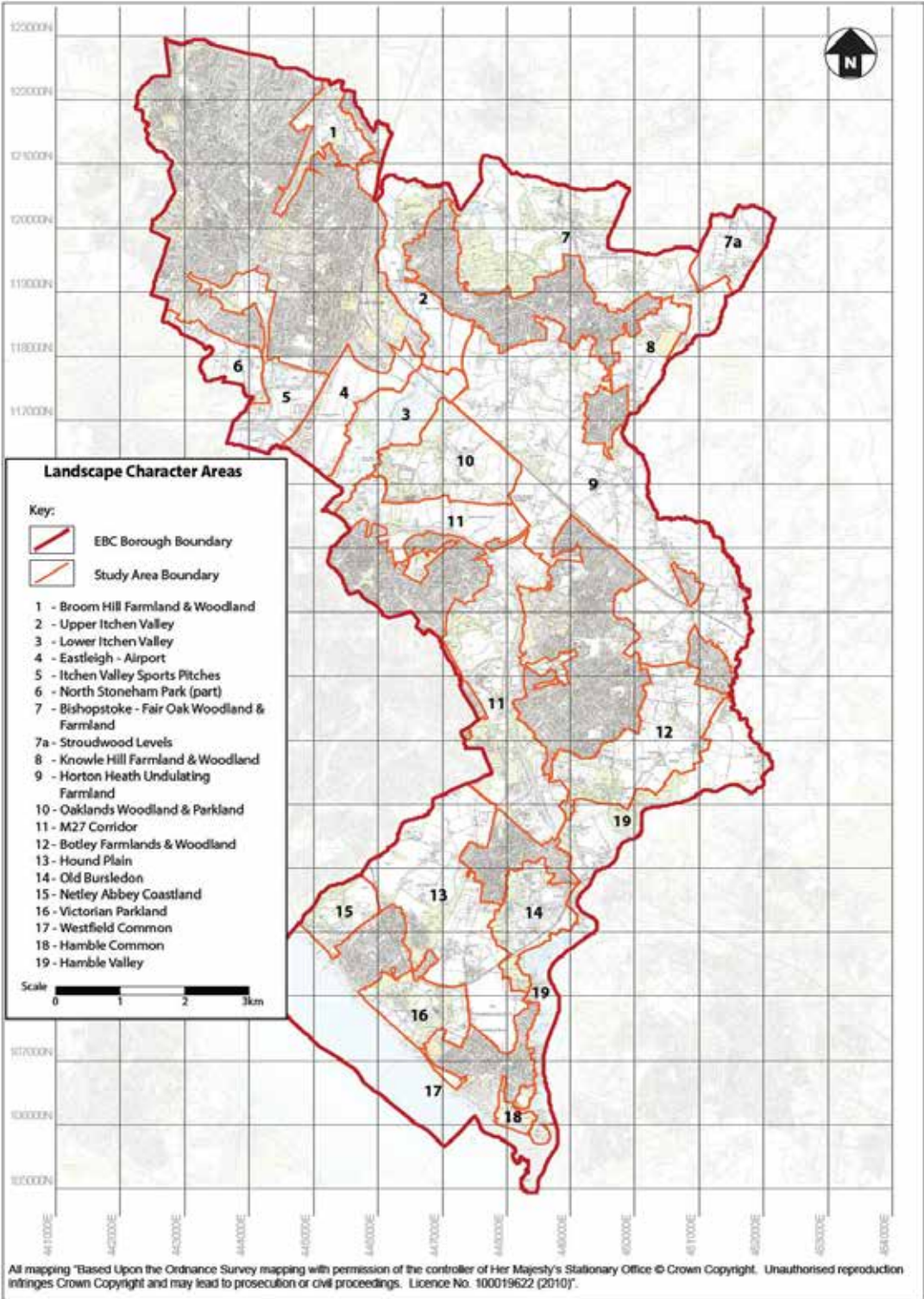
- Area 1: Broom Hill Farmland and Woodland
- Area 2: Upper Itchen Valley
- Area 3: Lower Itchen Valley Floodplain
- Area 4: Eastleigh- Southampton Airport

¹⁰⁰ South Downs National Park Partnership Management Plan 2014-2019
<https://www.southdowns.gov.uk/wp-content/uploads/2015/01/SDNP-Partnership-Management-Plan-2014-19.pdf>

Area 5: Itchen Valley Sports Pitches
Area 6: North Stoneham Park
Area 7: Bishopstoke- Fair Oak Woodland and Farmland
Area 8: Knowle Hill Farmland and Woodland
Area 9: Horton Heath Undulating Farmland
Area 10: Oaklands Woodland and Parkland
Area 11: M27 Corridor
Area 12: Farmland and Woodlands
Area 13: Hound Plain
Area 14: Old Bursledon
Area 15: Netley Abbey Coastland
Area 16: Victorian Parkland
Area 17: Westfield Common
Area 18: Hamble Common
Area 19: Hamble Valley

6.48 For each of these areas, the Assessment sets out a description, historic features, ecological features, key characteristics, landscape character types, landscape character sensitivity, visual sensitivity and key issues.

Figure 6.11: Landscape Character Areas in Eastleigh



Source: Landscape Assessment of Eastleigh Borough
<http://www.eastleigh.gov.uk/PDF/LCA%20Intro%20and%20Chap%201-3.pdf>

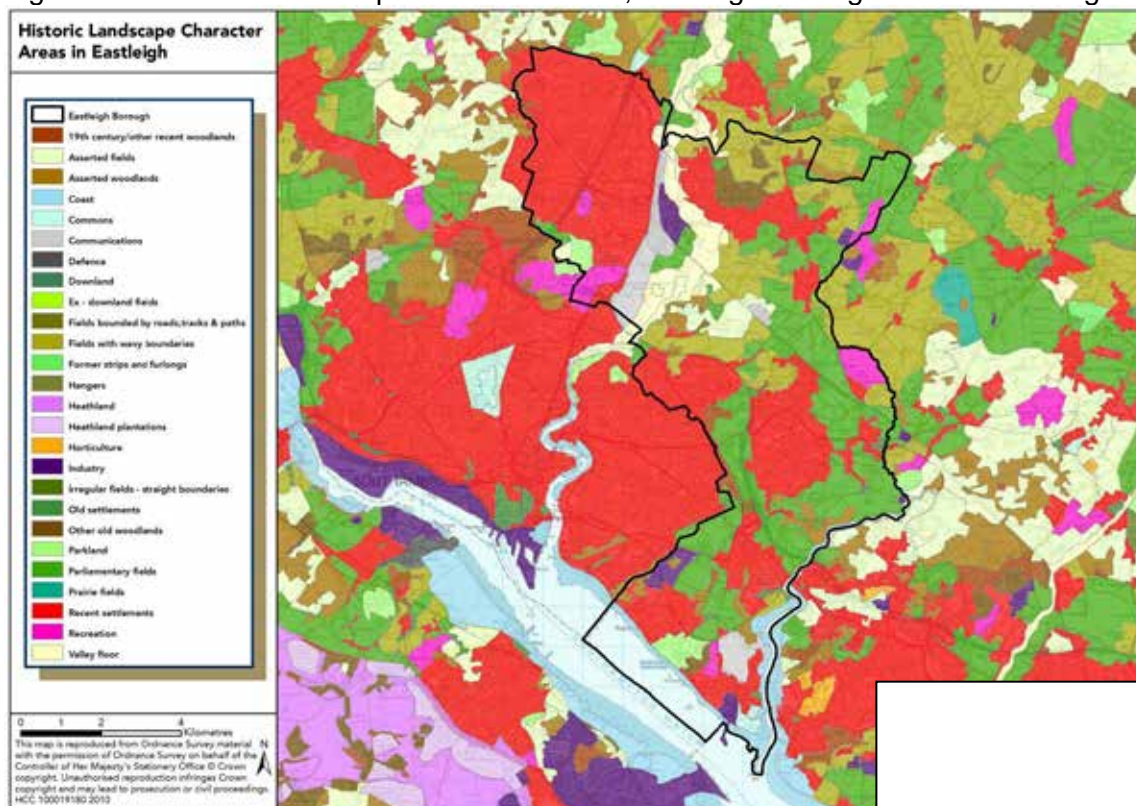
6.49 The landscape of the borough is not subject to statutory landscape designations, but parts of it are attractive and it contributes to creating and maintaining the character of the borough and its settlements. Its contribution is diminished in some areas by the intrusion of urbanising elements, particularly around the borders with Southampton but also in the narrowing gaps between some settlements. Close to the urban edges, there are

indications of degradation of land in anticipation of development. New development in these and other areas would change the landscape, impacting on landscape features and tranquillity. There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.

Historic landscape character

- 6.50 As highlighted in the ‘Historic Assets’ section above, historic landscapes are an integral part of Hampshire’s historic environment resource, and are a key influence on local distinctiveness and a sense of place. Figure 6.11 illustrates historic landscapes in the borough.

Figure 6.12: Historic landscape characterisation, Eastleigh Borough and surrounding areas



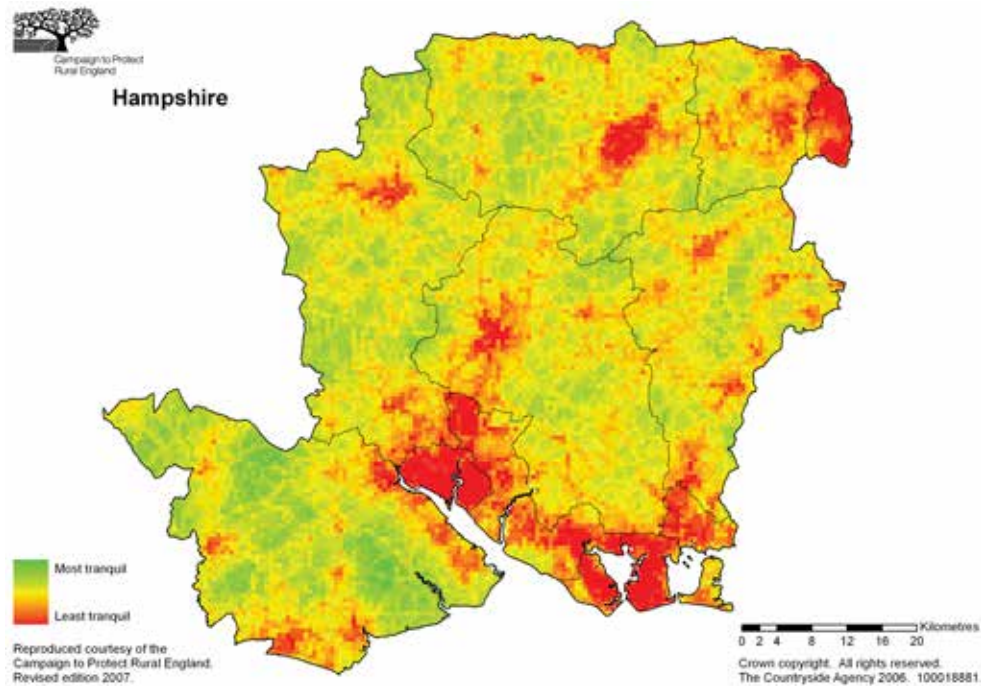
Noise, light pollution and tranquillity

- 6.51 Noise pollution throughout the borough primarily stems from road, rail and air sources. All other noise sources are subject to the nuisance tests as contained within the Environmental Protection Act 1990 legislation. The Environmental Noise Directive 2002/49/EC sets out requirements to reduce and manage impacts on people of high levels of noise from transport and industrial sources. It advises that quiet areas are designated and protected within the urban area to provide respite from high noise levels for local residents.
- 6.52 The borough’s borders with Southampton are dominated by urban and suburban residential areas. There are also major industrial estates and shopping complexes and two major motorways bisecting the borough. These factors have a strong influence on light pollution, and there are few areas in

the borough that are free of 'night glow'. Light pollution has also become an increasing issue in the wider area; according to the CPRE, light pollution in Hampshire increased by 13% between 1993 to 2000¹⁰¹.

- 6.53 Since 2004 CPRE have undertaken a study of tranquillity in England, which has examined a range of factors including topographical factors, light pollution, noise pollution, the location of man-made features, people's perceptions of tranquillity and other influences. Based on these factors an appraisal of tranquillity has been carried out for the whole of England, which has mapped the country through 500m by 500m quadrants¹⁰².
- 6.54 The study concluded that Hampshire as a whole is ranked 22nd out of 87 county and unitary authorities in England in terms of tranquillity scores (where 1 is the most tranquil). The Eastleigh area was however evaluated as one of the least tranquil local authorities in the county - see Figure 6.12.

Figure 6.13: Tranquillity in the wider Hampshire area



Source: CPRE: <http://www.cpre.org.uk/campaigns/landscape/tranquillity/national-and-regional-tranquillity-maps>

Material Assets

Renewable energy

- 6.55 The Council has a Climate Change Strategy for reducing CO2 from its own operations and from the Borough. Delivery of Energy Schemes and

¹⁰¹ CPRE: How light polluted are you?: <http://www.cpre.org.uk/campaigns/landscape/light-pollution/light-pollution-in-your-area>

¹⁰² A more detailed description of the methodology used can be found on: CPRE: <http://www.cpre.org.uk/campaigns/landscape/tranquillity/our-tranquillity-map-explained>

Renewable Installations forms an important part of meeting the Council's ambitions and its drive to become more efficient and reduce costs.

- 6.56 Fleming Park is the Council's largest energy consumer and to manage the costs, in 2007 we installed Combined Heat and Power (CHP) the electricity is used on site and the heat is used to warm the Leisure Centre pools and the nearby Civic Offices via a district energy pipe link.
- 6.57 The Council has embarked on an exciting programme of installing Photovoltaic (PV) solar panels on some of its buildings to generate electricity and reduce carbon emissions. So far we have 1435 PV panels installed on 15 sites around the Borough which generate around 266,000 kWh of electricity. To put this into context the average home uses 3,900 kWh per year so these schemes are expected to generate enough electricity to power around 68 homes for a year. By producing energy in this renewable form, the scheme will avoid producing approximately 121,000 kg of CO2 per year.
- 6.58 The Council is still considering more installations on its own stock and in partnership with other organisations. The Council also have Solar Thermal Panels at Lakeside, Ground Source Heating at the Lowford Centre, both Ground and Air Source Heat Pumps at the Point and Itchen Valley Country Park (IVCP) and a Wind Turbine and new Biomass Boiler also situated at IVCP.

Table 6.6: Solar panel locations and outputs in Eastleigh Borough

Installation	Date Commissioned	Panels	Output (kWh)
Fleming Park Leisure Centre, Eastleigh	31st Jul 2011	288	67.68
Energy Youth Centre, Eastleigh	1st Dec 2011	16	4
Itchen Valley Country Park - Solar Panels	7th Dec 2011	16	4
YZone Youth Centre, Fair Oak	1st Mar 2012	36	8.82
Black Horse House, Eastleigh	31st Mar 2012	40	9.6
Wessex Centre, Eastleigh	31st Mar 2012	76	18
Pavilion on the Park, Eastleigh	31st Mar 2012	132	32
The Hub, Bishopstoke	22nd Apr 2012	144	34
Shakespeare Business Centre (Unit 16)	1st Aug 2012	27	6.75
Fleming Park Bowling Club, Eastleigh	1st Dec 2012	16	3.76
Wildern School - Wave, Hedge End	31st Oct 2013	76	19
Wildern School - Sports Hall, Hedge End	Jan-14	304	76
Lowford Centre - Doctors Surgery, Bursledon	1st March 2014	40	10
Lowford Centre - Community Centre, Bursledon	1st March 2014	24	6
Eastleigh House, Eastleigh	17th March 2014	200	49.75

Waste and minerals

- 6.59 In comparison with national and regional averages, recycling rates in Eastleigh Borough are good. The borough achieved 40.23% of waste recycled or

composted in 2012/13, currently best in Hampshire. The household waste collected per head has reduced since 2006/7, from 351kg to 302kg in 2012/13.

Table 6.7: Kg of household water per head and % recycling rate, Eastleigh Borough 2006-2012

Year	Kg of household waste collected per head for Eastleigh	Percentage of household waste sent for reuse, recycling or composting
2006/07	351	37.16
2007/08	343	39.13
2008/09	332	41.14
2009/10	325	43.76
2010/11	326	43.00
2011/12	320	43.30
2012/13	302	40.23

6.60 There are four household waste recycling centres in the borough. These are located at Woodside Avenue, Eastleigh; Knowle Lane, Fair Oak; Shamblehurst Lane, Hedge End; and Grange Road, Netley. The site at Woodside Avenue is to be replaced on a site adjoining the M3 off Chestnut Avenue, east of Stoneycroft Rise.

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

Previously developed land

6.62 The proportion of completions of housing taking place on previously developed land was consistently high in the borough between 2001/2 and 2006/7, but a significant reduction in this proportion has occurred since then. This reflects developments such as South Street, Eastleigh and Dowd's Farm, Hedge End, both of which are greenfield sites but specifically planned for within the adopted Local Plan Review.

Table 6.8: Housing completions on previously developed land

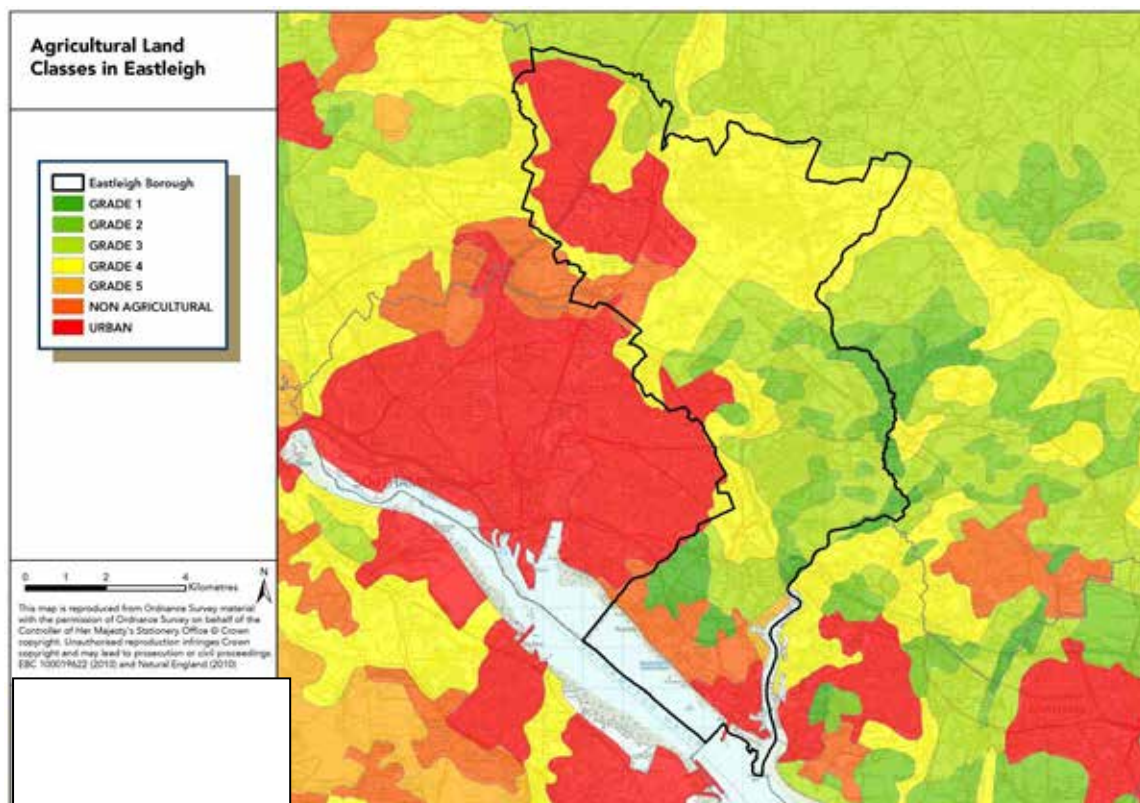
Year	Percent of new homes built on previously developed land
2001/02	100%
2002/03	93%
2003/04	100%
2004/05	90%
2005/06	98%
2006/07	88%
2007/08	44%
2008/09	35%
2009/10	72%
2010/11	33%
2011/12	65%
2012/13	47%
2013/14	57%

Source: Eastleigh Annual Monitoring Report 2013-2014

Soil

- 6.63 Soil quality is fundamental to the quality of agricultural land. The Agricultural Land Classification system provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. It classifies land into five grades, with Grade 3 subdivided into Subgrades 3a and 3b. These grades reflect complex interactions between underlying geology, landform, past and existing land use and climate. The best and most versatile land is defined as Grades 1, 2 and 3a, which is deemed to be the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non-food uses such as biomass, fibres and pharmaceuticals¹⁰³.
- 6.64 Eastleigh has rich and diverse soils which have developed since the last ice age 10,000 years ago, and with farming practices over the centuries. A large proportion of the eastern and southern part of the borough includes areas of the best and most versatile agricultural land (see Figure 6.15).

Figure 6.14: Agricultural land quality in Eastleigh



Source: DEFRA

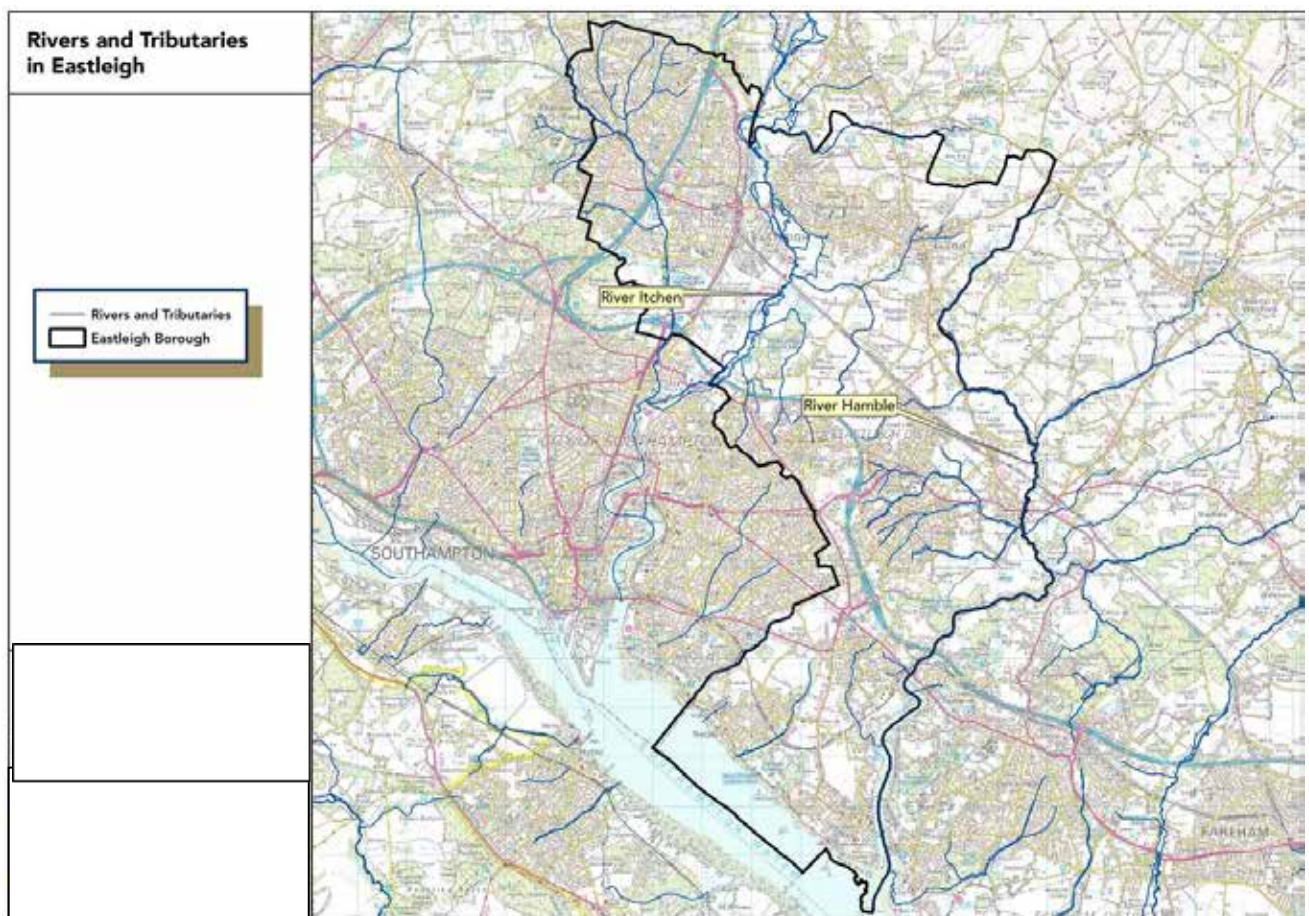
Water

¹⁰³ ODPM (2004) Planning Policy Statement 7

Rivers

- 6.65 Eastleigh Borough is within the catchment area of a number of main river systems; the River Itchen and the River Hamble (see Fig. 6.16).
- 6.66 The River Itchen flows into the borough at Highbridge, south west of Colden Common, and continues past Eastleigh before leaving the borough near Swaythling. It then enters Southampton Water south-east of Southampton city centre.
- 6.67 The River Hamble forms much of the eastern boundary of the borough. There are two main tributaries of the River Hamble above the tidal limit at Botley. The eastern arm of the river flows into the borough from its source near Bishops Waltham. This is joined by the western arm of the Hamble at Maddoxford Stream, which flows from the Lower Upham area in Winchester district. The river then flows through Botley, Swanwick and Bursledon, before entering Southampton Water at Hamble-le-Rice and Warsash. The lower tidal reaches, south of Botley, are popular for sailing.

Figure 6.15: Location of the Main Rivers and their tributaries

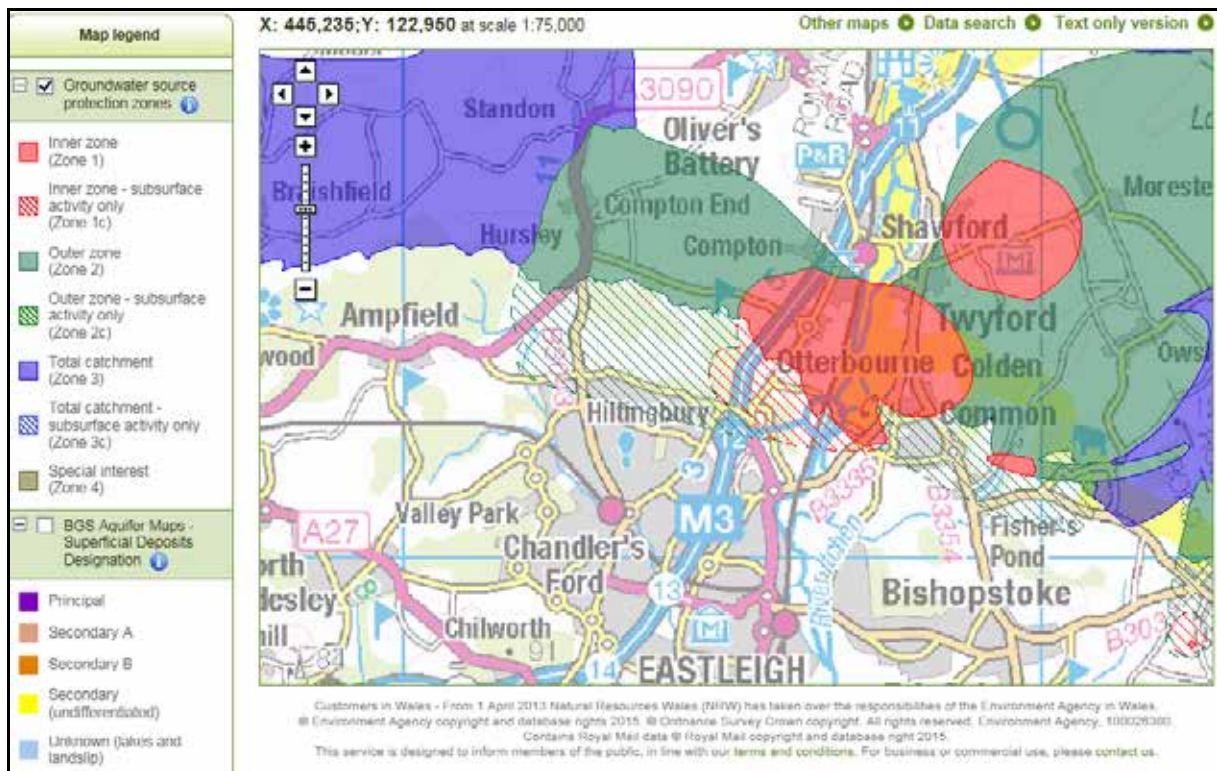


Water resources and water quality

- 6.68 In terms of water resources, the wider Hampshire area has a significant reliance on groundwater. A major source of groundwater is the chalk aquifer of the Hampshire Downs, which forms a regionally significant aquifer for potable and agricultural use, and provides baseflow to the River Itchen, which relies on groundwater to maintain flows.
- 6.69 The vulnerability of groundwater to pollution is determined by the physical, chemical and biological properties of the soil and rocks, which control the ease with which an unprotected hazard can affect groundwater. Groundwater Source Protection Zones (SPZs) indicate the risk to groundwater supplies from potentially polluting activities and accidental releases of pollutants. Designed to protect individual groundwater sources, these zones show the risk of contamination from any activities that might cause pollution in the area. In this context they are used to inform pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluting activities nearby.
- 6.70 The Environment Agency has graded SPZs into four zones, as follows:
- Zone 1 (Inner protection zone):** Any pollution that can travel to the borehole within 50 days from any point within the zone is classified as being inside zone 1. This applies at and below the water table. This zone also has a minimum 50 metre protection radius around the borehole. These criteria are designed to protect against the transmission of toxic chemicals and water-borne disease.
- Zone 2 (Outer protection zone):** The outer zone covers pollution that takes up to 400 days to travel to the borehole, or 25% of the total catchment area – whichever area is the biggest. This travel time is the minimum amount of time that it has been established pollutants need to be diluted, reduced in strength or delayed by the time they reach the borehole.
- Zone 3 (Total catchment):** The total catchment is the total area needed to support removal of water from the borehole, and to support any discharge from the borehole.
- Zone 4 (of special interest):** Where local conditions mean that industrial sites and other polluters could affect the groundwater source even though they are outside the normal catchment area.

There are a number of SPZ'S to the north of the borough. The outer zone (subsurface activity only) of zone 2C extends into the northern part of Chandlers Ford (see Fig. 6.17). There are also a number of small private abstractions in the borough which do require a 50m source protection zone. These abstractions may be within private households and must be protected.

Figure 6.16: Source Protection Zones in the vicinity of Eastleigh Borough



Source: Environment Agency

Source: Hampshire County Council

6.71 The Environment Agency manages water resources at a local level through the Catchment Abstraction Management Strategy (CAMS) process along with abstraction licensing strategies. The Eastleigh area is covered by the following:

- Test and Itchen Abstraction Licensing Strategy (March 2013); and
- East Hampshire Abstraction Licensing Strategy (April 2013).

Resource availability is understood by assessing river flows throughout the year to determine the availability of water resources for further abstraction.

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

6.68 Drinking water is supplied in the borough by Southern Water who abstract water from the River Itchen and import groundwater supplies from outside the

borough. Water is also taken from the River Itchen by Portsmouth Water but is supplied mainly to areas out of the borough. There is only one private water supply in the borough¹⁰⁴.

- 6.69 The Environment Agency has been monitoring the water quality/health of all receiving waters (watercourses receiving effluent discharges) for a number of years. When the monitoring regime change in 2007 it meant that previous results are no longer directly comparable with the current regime. The monitoring was changed to align more fully with the Water Framework Directive (WFD). WFD standards help drive future improvements to water quality. Under the WFD programme, water quality targets are set in the River Basin Management Plans (RBMP)¹⁰⁵, with the aim of reaching 'Good Ecological Status' in all natural water bodies, or 'Good Ecological Potential' in all heavily modified water bodies. Good status is determined by the biological and chemical status of the water body.
- 6.70 The main River Itchen is designated as a Heavily Modified Water Body due to many historic modifications made to allow for flood defence, urbanisation and water regulation (impoundment release). It is currently at 'Good Ecological Potential', but is subject to change (for example, annual monitoring results been both at Poor and Moderate Ecological Potential since 2009). Water chemistry, flow and habitat are the three areas that affect this Natura 2000 (N2K) site (Special Area of Conservation). Furthermore, the Itchen is subject to N2k targets (or objectives), which are more challenging than WFD ones. Currently, the Itchen does not meet all of its Protected Area N2K objectives. The overall ecological status is poor primarily as a result of the chemical phytobenthos. Water issues are likely to arise from the historical phosphate loading into the river via sewerage treatment works (such as Chickenhall at Eastleigh). Phosphate stripping has now been installed, and in time the chemical levels in the water should improve at the one site this classification is based on.
- 6.71 The section of the River Hamble north of Botley Mill, the Main River Hamble is currently classified as 'moderate' status, based on phosphate and fish.. It is predicted that the fish element classification will improve by 2021 and the overall status will be 'good' by 2027. The reasons for not achieving good status for phosphates include rural diffuse pollution and discharge from sewerage treatment works. Farm compliance inspections and pollution prevention visits are currently being undertaken. Fish status is not achieving good because of barriers to migration and poor physical habitat. Fish passes will continue to be installed where possible and appropriate, and areas where habitat enhancement can take place have been identified. There is a new overflow pipe at Botley Mill, which provides a more consistent upstream water level and reduces the mill owner's workload in constantly adjusting the sluices. However, hatches still need to be operated to prevent flooding following any significant rainfall event. An automated hatch is still seen as the way forward to maintain sufficient water for the fish pass to operate correctly.

¹⁰⁴ All private water supplies are required to be registered with the local authority where the source of the supply is located.

¹⁰⁵ <https://www.gov.uk/government/publications/south-east-river-basin-management-plan>

- 6.72 The Monks Brook is a heavily modified water body designated for flood protection. It is currently at 'moderate' status (as at 2015) and is not predicted to get to 'good' by the end of the Second Cycle (2021). This is primarily due to the fact that it's currently technical infeasibility and affordability.

Wastewater

- 6.73 Southern Water provides wastewater services in the borough, operating two waste water treatment works within the borough's boundary (Chickenhall, Eastleigh and Bursledon) along with three others which serve the borough but are located outside of the borough boundary. In relation to wastewater, the PUSH South Hampshire Integrated Water Management Strategy¹⁰⁶ suggests that there is tension between proposed growth in south Hampshire and the potential impact of existing and future wastewater discharges on the internationally designated river and coastal waters in the area. On this basis, there may be little or no "environmental capacity" left in the receiving waters for the consented loads of pollutants to be increased. Wastewater capacity will be considered further at a sub-regional level as part of the updated to the PUSH Spatial strategy which will consider waste water treatment through to 2036.

Flooding

- 6.74 According to the Strategic Flood Risk Assessment and Catchment Flood Management Plans which have been carried out in the area¹⁰⁷, the four main types of flood risk which exist in Eastleigh are as follows:
- 6.75 Fluvial (river) flooding: occurs when river levels increase to the extent that they burst their banks. According to the PUSH SFRA, flooding from rivers is the primary source of flood risk within the borough, with parts of the borough at risk from the River Itchen, the Monks Brook and some of the River Hamble's tributaries. Chandler's Ford and Eastleigh town centre are highlighted by the SFRA as key areas at risk from fluvial flooding in the borough.
- 6.76 The SFRA suggests that climate change will result in an increase in fluvial flood flows in the borough, leading to a in a 10% increase in flows up to 2025 and 20% from 2025 to 2115. This is likely to put additional pressure on areas of Eastleigh near the River Itchen and in Chandler's Ford near the Monks Brook¹⁰⁸.
- 6.78 Coastal flooding (including tidal flooding): caused by high tides and/ or inclement weather breaching sea defences, leading to inundation. These events will be worsened by sea level rise arising from climate change. Whilst some areas of the coast of Eastleigh are susceptible to this type of flooding, including the lower lying areas at Hamble Quay, Ferrymans Quay and the

¹⁰⁶ Atkins on behalf of the Partnership for Urban South Hampshire (2009) South Hampshire Integrated Water Management Strategy

¹⁰⁷ These include the Test and Itchen CFMP and the South East Hampshire CFMP; and the PUSH SFRA.

¹⁰⁸ Atkins on behalf of the Partnership for Urban South Hampshire (2007) PUSH Strategic Flood Risk Assessment

beach between Weston Sailing Club and Netley Castle, the topography of much of the coast is such that coastal flooding is less of a risk. Many coastal areas also benefit from coastal defences. The SFRA and the North Solent Shoreline Management Plan¹⁰⁹ however suggests that, due to the relatively small number of properties to protect, future levels of investment in these defences are likely to be limited.

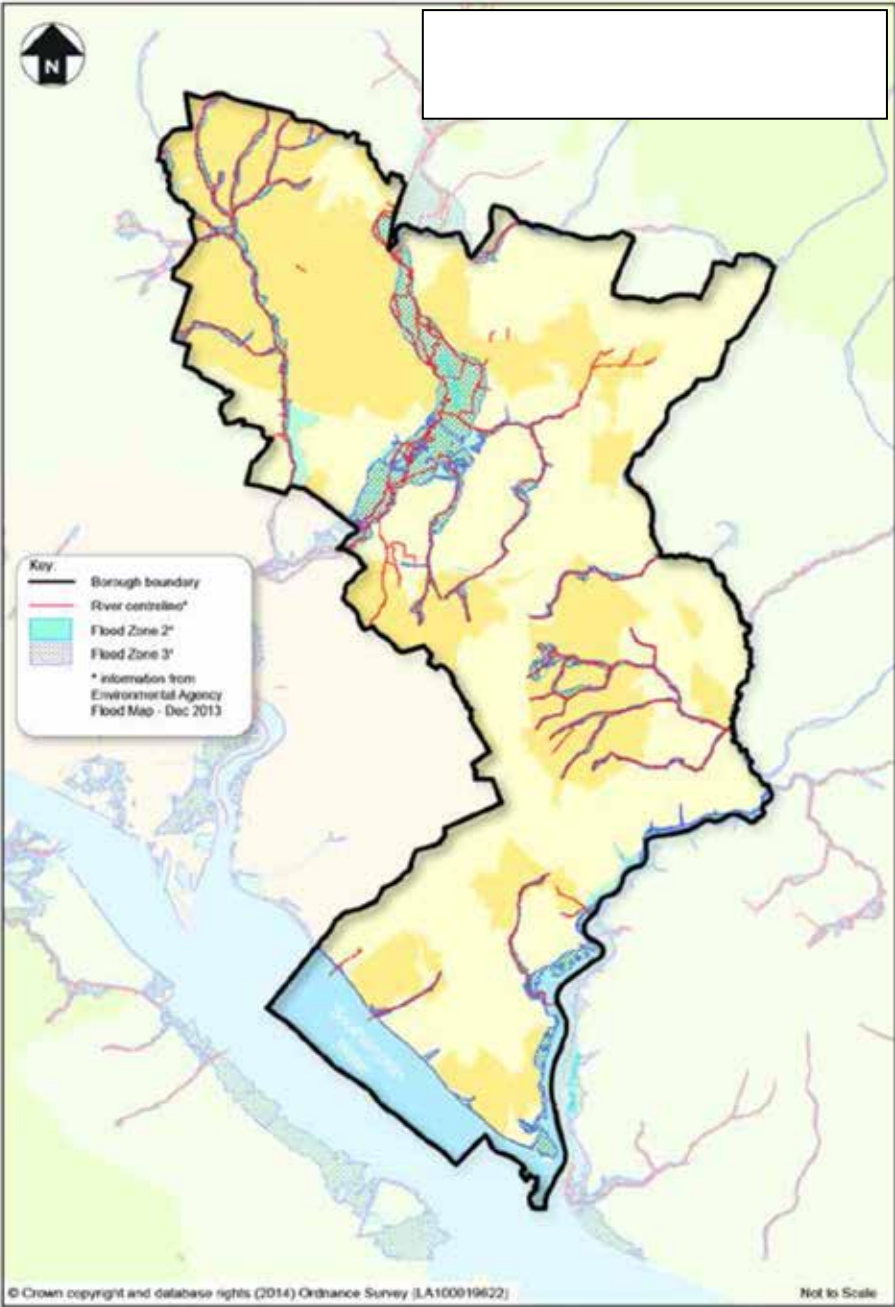
- 6.79 Surface water flooding: takes place when the ground, rivers and drainage systems cannot absorb heavy rainfall. Typically this type of flooding is localised and occurs quickly after heavy rain. It is often a significant issue in areas where natural drainage has been heavily modified. The Surface Water Management Plan¹¹⁰ (SWMP) concludes that surface water flooding in the borough affects some of the more built up areas but is fairly sporadic and there are relatively few substantial surface water flooding incidents. There are three hotspots specifically identified; the Monks Brook catchment, Quob Lane/Allington Lane in West End and The Quay in Hamble.
- 6.80 Groundwater flooding: takes place when prolonged rainfall over a long period raises the water table above ground level. The SFRA indicates a number of incidences of groundwater flooding in the River Itchen catchment area upstream of Eastleigh and Bishopstoke. The Hampshire Groundwater Management Plan¹¹¹ prepared by the County Council doesn't identify any locations within the borough in its list of 'risk areas'.

¹⁰⁹ <http://www.northsolentsmp.co.uk/index.cfm?articleid=6554&articleaction=nthsInt&CFID=4621402&CFTOKEN=58085445>

¹¹⁰ <http://www3.hants.gov.uk/surfacewatermanagement.htm>

¹¹¹ <http://www3.hants.gov.uk/flooding/hampshireflooding/surfacewatermanagement/groundwater.htm>

Figure 6.17: Fluvial flood risk in Eastleigh Borough



Source: Environment Agency 2010

6.81 NPPF section 10, Meeting the challenge of climate change, flooding and coastal change, provides a Sequential Test to enable local planning authorities to apply a risk-based approach to site allocations. The test classifies sites into one of four flood risk zones based on the annual probability of flooding as follows:

Zone 1, Low Probability: This zone comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).

Zone 2, Medium Probability: This zone comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.

Zone 3a, High Probability: This zone comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year.

Zone 3b, The Functional Floodplain: This zone comprises land where water has to flow or be stored in times of flood. This is land assessed as having a 1 in 20 (5%) or greater annual probability of river flooding in any year or is designed to flood in an extreme (0.1%) flood, or at another probability to be agreed between the Local Planning Authority and the Environment Agency.

6.82 Site specific Flood Risk Assessments will need to consider and assess other sources of existing flood risk (ordinary water courses, surface and ground water) and the management of any risk.

Key Environmental Issues:

6.83 From section above, the following emerge as key environmental issues in the borough:

- **Air quality** in the borough is of variable quality, and is sufficiently poor in parts for Air Quality Management Areas (AQMAs) to be designated. The principal cause of poor air quality is traffic. Development growth in the borough has the potential to add to this problem by increasing traffic flows.
- **Biodiversity** in the borough is under pressure from both existing and future potential development, and from climate change. Impacts on biodiversity arise from:
 - Recreational pressures on sites subject to European, international and national designations, in particular those centred on the river valleys and the coast;
 - Pressures on water resources including abstraction from the River Itchen, and disposal of waste water, both of which can contribute to diminishing water quality;
 - Other forms of pollution including poor air quality (which can affect levels of nitrogen and acidity in soil and water), contaminated land, and surface water run-off from urban areas and from intensively farmed land. These are also affecting water and soil quality and hence biodiversity;
 - Direct loss and/or fragmentation of habitats. This can arise from development and related infrastructure, but also from other causes such as those relating to climate change. These include sea level rise, which contributes to erosion and coastal 'squeeze';
 - Increases in noise and light pollution, particularly in the vicinity of the larger settlements, can cause disturbance, reduction in food sources etc;
- **Climate change** is being accelerated by man-made greenhouse gas emissions. These need to be reduced, but ways also need to be found to adapt to the effects of climate change. In this borough:
 - Continued growth of traffic has the potential to worsen greenhouse gas emissions (although these have started to reduce in recent years);
 - Drought arising from hotter summers has the potential to affect water supplies;
 - A substantial proportion of the existing housing stock is in need of improved insulation and other measures to help reduce consumption of gas and electricity;
 - Elements of this borough's **historic environment**, including archaeological remains and historic landscapes, may be at risk from neglect, and from development pressures. Development can create opportunities for new uses in old buildings and the enhancement of heritage assets. A degree of commercial exploitation of these resources, e.g. by encouraging visitor and tourism activity, has the potential to benefit the local economy, and to generate the funds needed to maintain these resources. This would also have benefits in terms of helping to maintain local character and distinctiveness.
- The **landscape** creates and maintains the character of the borough and its settlements, but in parts, particularly around the urban areas, it is under pressure

from non-rural uses and poor management including degradation of land in anticipation of development. Green field development will inevitably impact on its character. There are significant opportunities to improve linkages between areas of open space, parks and the open countryside.

- Significant areas of land in the borough are of **high agricultural quality**, classified as 'best and most versatile' (Agricultural Land Classification Grades 1, 2 and 3a). These areas would obviously be threatened by green field development.
- The main sources of **flood risk** in the borough are from the main rivers including the Itchen, Hamble and the Monks Brook, although the areas involved are not large. Any increase in flows, e.g. from increased rainfall and surface water run-off arising from climate change, could increase flood risk from these sources. There is also risk of inundation from the sea, with some risk of tidal flooding on the coast of Southampton Water and in the Hamble estuary. Sea level rise caused by climate change could worsen this in the longer term. However, as there are relatively few properties at risk from this source, future levels of investment in coastal defence for the borough are likely to be limited. There is also some potential for conflict between coastal defence measures and other priorities such as nature conservation and recreation.
- The PUSH South Hampshire Integrated Water Management Strategy suggests that there is tension between growth in south Hampshire and the potential impact of existing and future **wastewater** discharges on the internationally designated river and coastal waters in the area. This strategy will be updated to cover the period to 2036. On this basis, there may be little or no "environmental capacity" left in the receiving waters for the consented loads of pollutants to be increased.
- Increased occurrence of drought as a result of climate change is likely to reduce **water availability** in the wider Hampshire area through reducing groundwater levels. Groundwater is the main source of water in the wider Hampshire area.
- Significant improvements to **Water quality** in the borough are therefore required to meet the target of all watercourses to reach 'good' biological and chemical water quality status, as required by the Water Framework Directive. New development should not cause deterioration in water quality and schemes should be undertaken to enhance water quality wherever possible.
- In terms of other **non-renewable resources**, demand for building materials for development in the borough will add to pressures on local and regional resources. Rates of recycling of waste materials are favourable – a key challenge will be to support the Waste Development Framework and local waste management strategies by helping to promote continued improvements in recycling and reuse rates. There will be pressures on green field land arising from growth in development.

7 THE SUSTAINABILITY APPRAISAL (SA) FRAMEWORK

- 7.1 The Eastleigh Borough Local Plan 2011-2036 will be assessed by testing its objectives, policies and proposals against a framework of SA objectives and related decision making criteria (see paragraph 7.1 below). The development of the SA Framework is a key output of the scoping process (see paragraph 1.5 of this report) and provides a way in which sustainability effects can be described, analysed and compared.
- 7.2 SA objectives and indicators can be revised as further baseline information is collected and sustainability issues and challenges are identified. They can also be utilised in monitoring the implementation of the Local Plan.
- 7.3 The SA objectives are derived from all the sustainability topics (policies and plans, baseline data and issues) set out in Chapters 2-6, and incorporate the SEA topics identified in Annex 1(f) of the SEA Directive. The SA objectives are high-level and potentially open-ended, and to expand on the central focus of each one the SA Framework includes a series of questions or ‘decision making criteria’ for use when applying the SA Framework to the assessment of proposed Local Plan policies.

Table 7.1: SA Framework

SA Objective	Will the policy approach under consideration...
Community	
1. Provide sufficient housing to meet identified local needs, including affordability and special needs	<ul style="list-style-type: none"> • Contribute to meeting the objectively assessed housing need/the housing requirement identified in the Local Plan, including an appropriate mix of housing? • Meet need within the local area as well as the wider housing market? • Help to deliver affordable housing to meet Eastleigh’s identified housing needs?
2. Safeguard and improve community health, safety and well being	<ul style="list-style-type: none"> • Improve opportunities for people to participate in cultural, leisure and recreation activities? • Promote healthy lifestyles, safety and well-being? • Provide good access to existing services, open space, facilities and community infrastructure? • Protect and enhance public rights of way? • Reduce crime, deprivation and promote social inclusion in the borough?
Economic	
3. Develop a dynamic and diverse economy.	<ul style="list-style-type: none"> • Deliver new diverse and knowledge- based employment opportunities? • Support or encourage new business sectors and contribute to GVA in South Hampshire? • Encourage and support business start-ups and assist the development of SMEs? • Provide good access to a range of employment areas? • Enhance the vitality and viability of Eastleigh town centre and other district and local centres? • Help to develop and maintain a skilled workforce to support long- term competitiveness? • Ensure a wide cross section of the community benefits from economic prosperity?

SA Objective	Will the policy approach under consideration...
4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.	<ul style="list-style-type: none"> · Improve the capacity of the transport network? · Provide opportunities to encourage sustainable travel choice? · Improve road safety?
Environment	
5. Protect and conserve natural resources.	<ul style="list-style-type: none"> · Have potential impact on natural resources? · Lead to the loss of the best and most versatile agricultural land? · Lead to the more efficient use of land, for example by utilising brownfield sites?
6. Reduce air, soil, water, light and noise pollution.	<ul style="list-style-type: none"> · Reduce air quality? · Impact on soil pollution? · Help to remediate land affected by contamination? · Have an impact on water pollution? · Have an impact on light pollution? · Have an impact on noise pollution?
7. Plan for the anticipated levels of climate change	<ul style="list-style-type: none"> · Have an impact on green infrastructure (including extent and quality of open space and linear routes for recreation)? · Increase or reduce the number of new properties at risk of flooding? · Manage development in areas affected by coastal change?
8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.	<ul style="list-style-type: none"> · Promote a reduction in carbon emissions?
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.	<ul style="list-style-type: none"> · Provide, or be accessible to, facilities for the separation and recycling of waste?
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range. Avoid, mitigate or, at last resort, compensate for adverse effects on biodiversity.	<ul style="list-style-type: none"> · Have an impact on biodiversity and geodiversity (including protected species, habitats, sites and landscapes at international, national and/or local levels of nature conservation designation)? · Provide new creation, restoration and/or enhancement opportunities for habitats and species? · Prejudice future biodiversity restoration? · Support creation, protection, enhancement and/or management of networks of biodiversity
11. Enhance the Borough's multifunctional green infrastructure networks.	<ul style="list-style-type: none"> · Help to reduce deficiencies in open space provision? · Support local and/or strategic Green Infrastructure networks? · Protect and enhance public rights of way? · Deliver good access to existing and/or create new Green Infrastructure?
12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	<ul style="list-style-type: none"> · Have an impact on landscape? · Achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality? · Protect the character and distinctiveness of the borough's settlements and countryside e.g. will the development adversely affect the separation of the borough's settlements?
13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.	<ul style="list-style-type: none"> · Impact on the historic environment and features and areas of archaeological importance? · Conserve and enhance the significance of heritage assets and their settings? · Increase access to heritage assets?

8 NEXT STEPS OF THE SA PROCESS

Refining options and assessing effects

- 8.1 Once the scope of the sustainability appraisal has been decided, the next activities include:
- developing and refining options for the development plan document
 - predicting and appraising the significant effects of the options
 - considering ways of mitigating adverse effects and maximising beneficial impacts
 - proposing measures to monitor the significant effects of implementing the development plan document.
- 8.2 The assessment of options (or alternatives) is an important requirement of the SEA Directive, which requires that the Environmental Report¹¹² includes the following information about reasonable alternatives: “an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (see Appendix A of this report).
- 8.3 Reasonable alternatives for the policies and proposals in the local plan will be assessed through the SA process, enabling options to be explored; this will be carried out by a combination of assessment matrices and narrative. It is important to understand that the requirement is only to assess ‘significant’ effects. Important considerations include:
- A description of the predicted effect;
 - The duration of the effect: whether the effect is long, medium or short term;
 - The frequency of the effect: will it be ongoing?
 - Whether the effect is temporary or permanent;
 - The geographic significance: whether the effect is of localised, regional, national or international significance;
 - The magnitude of effect;
 - The severity of significance; and
 - Whether mitigation is required/possible to reduce the effect.

Draft Sustainability Appraisal (SA) Report

- 8.4 The above process will lead to the preparation of a Draft SA Report. This version will be designed to provide sustainability feedback to the plan makers at an important time in the Local Plan’s preparation. It will be included in the

¹¹² Or, for SA, the Sustainability Appraisal Report.

community consultation processes that form part of the regulation 18¹¹³ Local Plan preparation requirements. The purpose of the Draft SA Report is to enable plan makers to take on board assessment findings, and proposed mitigation and monitoring, before finalising the regulation 19 consultation version of the Local Plan, which is the plan that the Council propose to submit to the Secretary of State for examination (also known as the pre-submission Local Plan). The SA Report will be written in a form suitable for public consultation and use by decision-makers. In line with the requirements of the SEA Directive, it will include a Non-Technical Summary.

SA and Publication/Submission

- 8.5 Once plan-makers have received and considered representations on the Draft SA Report, any amendments which are made to the Local Plan as a consequence are re-appraised through the SA process. The result of this will be a finalised SA Report to accompany the regulation 19 'publication' of the Local Plan (the pre-submission Local Plan). At the regulation 19 stage, consultees are invited to comment on the 'soundness' of the document, and the SA will inform their deliberations.
- 8.6 Following the publication consultation period (six weeks), all representations will be analysed, and any minor changes to the Local Plan that are proposed in response will be appraised separately.
- 8.7 The documents submitted to the Secretary of State for examination will include the Local Plan, the SA Report and all other appraisals and assessment, all the representations received on these and other published documents, any proposed changes and their accompanying SA, all the evidence that supports the Local Plan and a statement of the consultations that have taken place on all published documents (regulation 22).

SA and Examination

- 8.8 At the examination, the SA report forms part of the evidence base used by the Inspector to assess the soundness of the Local Plan. If the Inspector requires changes to the Local Plan, these will also need to be subject to SA.
- 8.9 SA procedures require that a post-adoption statement is produced at the very end of the process, when the Local Plan is adopted. This sets out how sustainability consideration have been integrated into the Local Plan, how the outcome of consultations has been taken into account, the alternatives considered and the reasons for choice made between them, and measures to monitor the sustainability effects of implementing the Local Plan.

¹¹³ The relevant regulations are the Town and Country Planning (Local Planning) (England) Regulations 2012.