

December 2017



Eastleigh Borough Local Plan

2016-2036

This version is as recommended to Council on 11 December 2017.
If approved, it will be subject to formal consultation prior to submission
for examination (subject to any further changes, the potential for which
are set out in the report to Council).



Eastleigh Borough Local Plan 2016-2036



Foreword

This document is Eastleigh Borough Council's new plan for the Borough which looks ahead to 2036.

We need a new plan because our existing plan (the Eastleigh Borough Local Plan Review 2001 - 2011) is now out of date. There have been many changes nationally and locally since it was adopted and we must have new policies to address these.

Preparing a new plan has given the Council a chance to look afresh at what sort of places and facilities we need for our communities now and in the future. To establish what our priorities should be, we have investigated a wide variety of existing and future needs in the Borough. From these investigations we are developing a plan to help guide development over the coming years up to 2036. Much of the development needed already has planning permission and the plan sets out the number of dwellings and location of sites with planning permission. The Council has been gathering evidence to inform decisions about the additional growth needed that cannot be located in existing urban areas. On the balance of the evidence currently available, the preferred approach is for a strategic growth option north of

Bishopstoke and Fair Oak delivering new homes, jobs, facilities and infrastructure including a new link road.

A draft of the Local Plan covering the period 2011-2029 was first published in October 2011 and further versions were published up to 2014. However the Government's Planning Inspector failed to support the Local Plan due to insufficient housing provision. This version addresses issues identified by the Inspector and extends the plan to cover the period 2016-2036. Consultation responses that were received on the revised pre-submission plan and the key strategic issues consultation have now been considered and the Local Plan has been updated.

This plan will be published for public consultation when the outstanding evidence is finalised and incorporated into the plan. This is the plan that the Council propose to submit to the Planning Inspectorate along with any changes as a result of the public consultation. The plan, additional changes and any objections to its soundness that cannot be resolved by the Council are sent to the Planning Inspectorate for examination.

Foreword	2	Transport	61
Chapter 1: Introduction	5	Key diagram	69
What is this about?	5	Chapter 5: Development Management Policies	70
How does this fit with the Corporate Plan?	6	General criteria for new development	70
What should I look at?	7	Climate change	74
What happens next?	7	Pollution	83
How to use this document	8	Public utilities and communications	87
Chapter 2: Eastleigh Borough – characteristics and issues	10	Nature conservation	89
General overview	10	Heritage assets	95
A prosperous place – housing, skills and employment mix, infrastructure and town and local centres	13	Transport	98
A green Borough – environment and transport	18	Economy	103
A healthy community	25	Housing	112
Environmental capacity and development issues	28	Community facilities	124
Chapter 3: Vision, Objectives and Strategy for new development	29	Community, leisure and cultural facilities	130
Vision	29	Implementation	133
Objectives	29	Chapter 6, Local areas – parish by parish policies and proposals	135
Strategy for new development	30	6.1 Bishopstoke, Fair Oak and Horton Heath	137
Chapter 4: Strategic policies	33	6.2 Bursledon, Hamble-le-Rice and Hound	153
Overview of strategic policies	33	6.3 Chandler’s Ford and Hiltingbury	172
Sustainable Development	33	6.4 Eastleigh	178
Settlement hierarchy	35	6.5 Hedge End, West End and Botley	201
New development	35	Chapter 7: Monitoring and Review	228
Strategic Growth Option	41	Appendix A: Policies to be replaced by this plan	230
Countryside, countryside gaps and the coast	51	Appendix B: Legislation and other plans and strategies	238
Green infrastructure	58	Appendix C: Monitoring framework	250
Community facilities	60	List of proposed policies	256



Chapter 1: Introduction

What is this about?

- 1.1 This is the new Local Plan for Eastleigh Borough. This plan sets out the policies and plans to guide future development to 2036. It identifies how much development is required and key locations for this development, the infrastructure and services needed to support new and existing communities and areas which will be protected from development.
- 1.2 This plan is based on the previous draft Local Plan covering the period 2011-2029. The Government’s Planning Inspector failed to support this on the basis that insufficient housing was being provided. Between December 2015 and February 2016 the Council therefore consulted on key strategic issues and options to deliver more housing. This plan covers the period 2016-2036, it updates previous plans and sets out a new approach to deliver development.
- 1.3 In response to the consultation on the key strategic issues and options paper and the responses received on previous plans, we received many representations suggesting that particular changes should be made to the plan. You can see these representations at localplan.eastleigh.gov.uk. We have considered all of them carefully (and the results of the recent public engagement) and the Council has decided to make some changes to the plan as a result of both these, the updated evidence on the Borough’s future land use requirements and new issues to be addressed.

- 1.4 This plan is informed by a range of evidence. However some of this evidence is being finalised. When the plan is published for consultation it will incorporate the findings of all the evidence. If this evidence, including ongoing Sustainability Appraisal, demonstrates that the policies and approach in the Local Plan are not suitable or appropriate, the final plan will be changed. Although this work is ongoing, the Council is confident that the initial findings of the evidence support the approach within the Local Plan.
- 1.5 There will be an opportunity to make formal representations on the Local Plan which will go forward to be considered at the examination of the Local Plan by an independent Planning Inspector appointed by the Secretary of State. The Planning Inspector conducting the examination will consider whether the plan:
 - a. Has been prepared in accordance with the duty to co-operate, other legal and procedural requirements, and is:
 - b. **Sound**. According to the National Planning Policy Framework (DCLG, 2012) soundness means:
 - **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is practical to do so



and consistent with achieving sustainable development;

- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

1.6 In preparing the Local Plan, the Council believes it has complied with all the necessary legal requirements. In terms of the 'duty to cooperate' which arises from the Localism Act 2011, the Council is a member of the Partnership for Urban South Hampshire (PUSH) and believes that the Local Plan is in conformity with the PUSH South Hampshire Spatial Position Statement June 2016 (this is the spatial strategy for development across south Hampshire). The Council has also worked with neighbouring authorities, statutory agencies and other consultees as specified in the Regulations¹ as necessary on detailed matters.

How does this fit with the Corporate Plan?

1.7 The Local Plan sets out the approach to development in Eastleigh. It reflects the Council's strategy² and the Borough Council's corporate priorities are of particular significance in providing a basis for the plan. The Council has three strategic priorities, which are:

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

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

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

1.8 These priorities have been used as the basis for the vision, objectives and policies included in this Local Plan.

1.9 When the new plan is adopted it will replace all the saved policies of the Eastleigh Borough Local Plan Review (2001 - 2011) as set out in Appendix A. The new plan makes provision for future needs in the Borough up to 2036 and also for some of the needs of the wider south Hampshire area in which the Borough sits.

1 The Town and Country Planning (Local Planning)(England) Regulations 2012.

2 Eastleigh Corporate Plan 2015-2025

1.10 There are currently no adopted neighbourhood plans in the Borough. Any future neighbourhood plans will form part of the statutory development plan when they are adopted and will be used to assess planning applications. They can set out policies about the development and use of land in an area and guide development and must be in general conformity with the strategic policies in this Local Plan.

a full Sustainability Appraisal Report³ to explain the alternative options that were considered for the strategy, sites and policies and the reasons for the choices made. There will also be a Habitats Regulations Assessment, which looks at the impacts of the plan on sites of European nature conservation importance, and a Transport Assessment which reviews its impacts on the Borough's roads. The plan has also been informed by a Strategic Flood Risk Assessment⁴ carried out for south Hampshire as a whole and a viability assessment.

What should I look at?

- 1.11 This document includes:
- **information** about the Borough and the main issues this plan is to address (Chapter 2);
 - a **vision, objectives** and an overall **strategy** for the whole Borough (Chapter 3);
 - **strategic policies** for the whole Borough and a key diagram (Chapter 4); and
 - the **development management policies** and **site allocations** that are needed to make this strategy work (Chapters 5 and 6).

1.13 To support the Local Plan, we will prepare a number of background papers. These will be published alongside other evidence on our web site at: **www.eastleigh.gov.uk/localplan**.

What happens next?

1.12 The sites identified in this Local Plan including the proposed strategic growth option have been subject to Sustainability Appraisal which assessed sites taken forward with potential for residential development against sustainability objectives. The Local Plan published for consultation will be accompanied by

1.14 The Council will continue working up the plan, taking account of evidence when this is finalised, working with partners to produce an effective strategy to deliver the development required in the Borough. Public consultation on the Local Plan will then take place.

1.15 Following the consultation we will endeavour to resolve objections through minor changes if necessary, and will then submit the Local Plan, the schedule of changes and any outstanding representations to the Secretary of State for Communities and Local Government for examination. They will appoint an

3 The interim Sustainability Appraisal Report is at: www.eastleigh.gov.uk/localplan

4 The Partnership for Urban South Hampshire Strategic Flood Risk Assessment is at: http://www.push.gov.uk/final_sfra_report.pdf



independent Inspector to conduct the examination. The Inspector determines what will be discussed at the examination, and who should attend. 1.19

How to use this document

1.16 The rest of this document is organised as follows:

Chapter 2: Eastleigh Borough – characteristics and issues 1.20

1.17 This sets out a brief portrait of the Borough, summarised from surveys and studies of the Borough and its communities, along with the key issues that the plan addresses and the Borough’s environmental capacity. This will continue to be updated until the plan is published for consultation. More details on the issues will be set out in the Sustainability Appraisal (SA) Report and a series of background documents and studies (our evidence base) which will be available on our website when finalised at www.eastleigh.gov.uk/localplan.

Chapter 3: Vision, Objectives and Strategy for new development

1.18 We have then considered what sort of Borough we would like – our vision – and identified a number of objectives that will help us achieve this vision and deal with the issues we have found. In order to address the issues, help to achieve the vision and meet the objectives, and having looked at the options for locating new development, we have put together a strategy for future development in the Borough. 1.22

Chapter 4: Strategic policies

The plan sets out broad strategic policies. These provide a spatial strategy for the Borough including identifying an area for strategic growth, the approach of new housing development and policies on infrastructure. The spatial strategy is illustrated on a ‘key diagram’.

Chapter 5: Managing development

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

Chapter 6: Local Areas

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

Chapter 7: Implementation and monitoring

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

Policies map

1.23 Finally, we will produce a policies map to set out the Council's policies and proposals for future development in the Borough on an Ordnance Survey map base, so you can see exactly where development is proposed, and what areas are protected from development. This will update information such as the urban area and revised countryside gaps boundaries.

References

1.24 Throughout the document there are references to other strategies and plans that are related to the Local Plan. These are listed in Appendix B, with links to the web sites where they can be found and in footnotes at the bottom of the page.



Chapter 2: Eastleigh Borough – characteristics and issues

2.1 This Chapter summarises the main characteristics of the Borough, including any major constraints on development, and local needs. Full details of these will be set out in the Sustainability Appraisal Report and background papers. This Chapter also confirms the main issues that the Local Plan seeks to address. This will continue to be updated to reflect the issues identified after community engagement.

2.2 Following a general introduction, the information and issues are divided into three broad sections that reflect the Council's corporate priorities as set out in Chapter one. These are reordered to reflect the role of the Local Plan in delivering these priorities: a prosperous place, a green Borough, and a healthy community.

General overview

2.3 Eastleigh Borough adjoins the eastern and northern boundaries of the city of Southampton, bordering Test Valley borough to the north-west, Winchester district and the South Downs National Park to the north, Fareham borough to the east (with a shared boundary along the River Hamble and its estuary) and New Forest district to the south-west via a shared boundary in Southampton Water (see Figure 1).

2.4 The main town in the Borough is Eastleigh. The Borough includes two other large urban areas – Chandler's

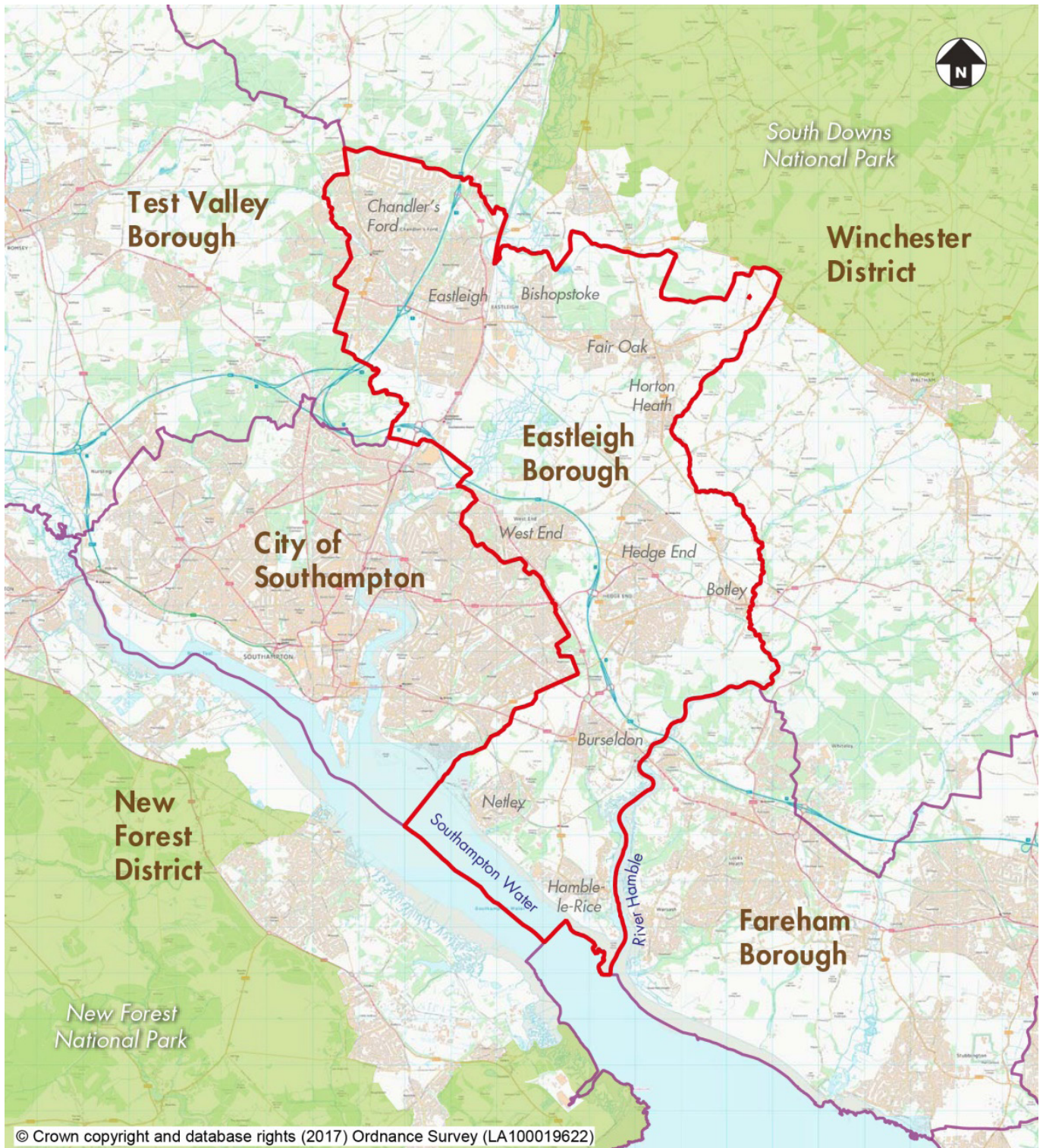
Ford and Hedge End – and some sizeable settlements at Bishopstoke, Fair Oak, Horton Heath, West End, Bursledon, Botley, Hamble and Netley. The Borough has an area of 79.8 sq. km. It is predominantly suburban in character, reflecting many of the pressures that might be expected in a location bordering a major city, but it retains some areas of countryside that are locally significant, mainly because of the separation they provide between settlements, but also because of their biodiversity and landscape characteristics.

2.5 Significant features of the Borough include internationally renowned sailing venues on the River Hamble, a national and international cricketing venue at the Ageas Bowl (formerly the Rose Bowl), Southampton Airport, dance and music venues of regional significance at The Point and the Concorde Club in Eastleigh, Fleming Park Leisure Centre at Eastleigh, The Berry Theatre at Hedge End, and an important maritime, rail and air heritage.

2.6 For administrative purposes, the Borough is divided into five Local Areas, each with its own particular characteristics and issues. Each area has a Local Area Committee that has been given devolved powers on many issues and which determines planning applications. There are 10 civil parishes. The only area that is not parished is the town of Eastleigh.

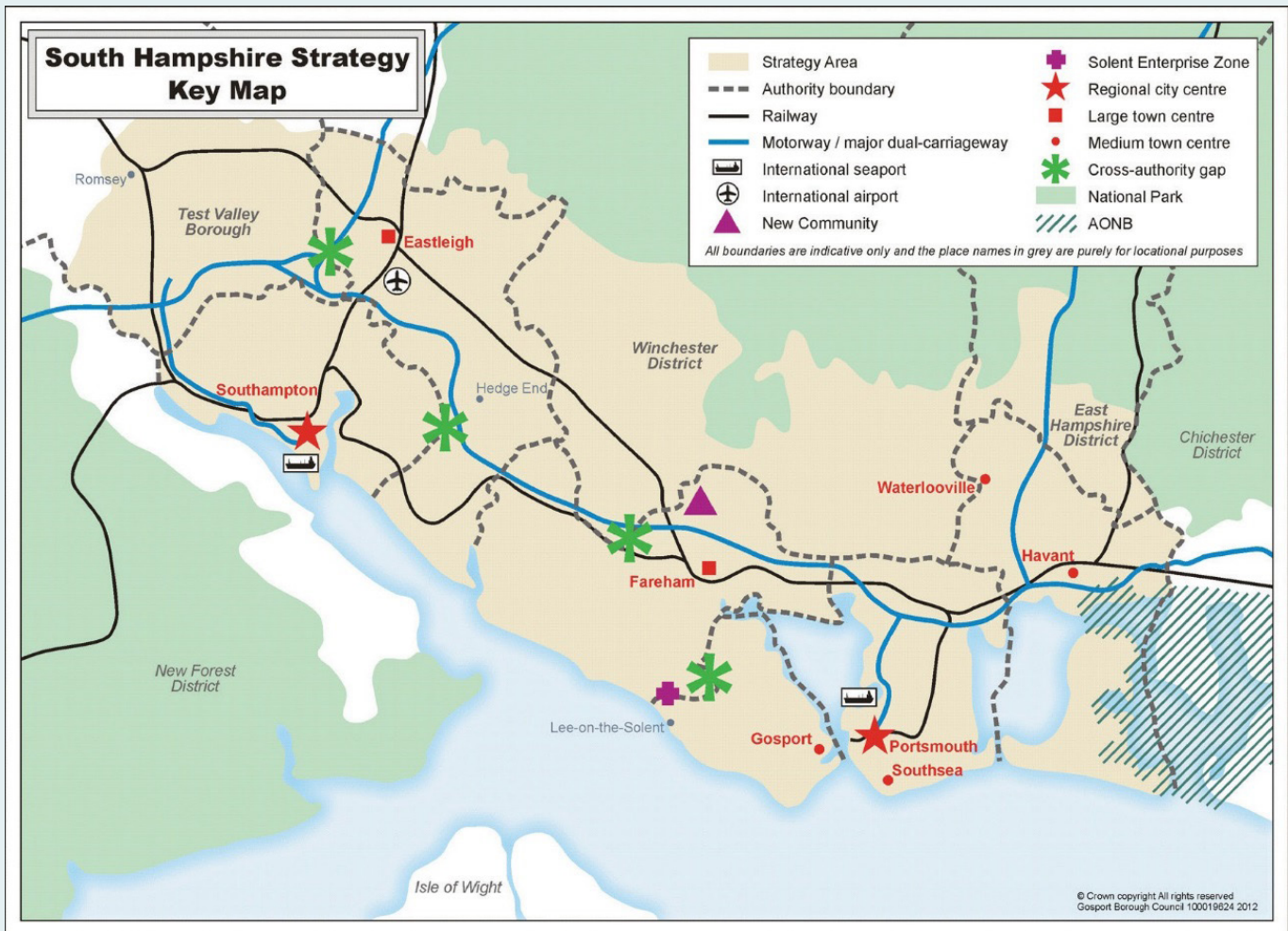
2.7 The Borough Council has joined with neighbouring authorities to form the Partnership for Urban South Hampshire

Figure 1: Eastleigh Borough Council area context



(PUSH)⁵, which is focused on the cities of Southampton and Portsmouth and their hinterlands, and seeks to encourage the economic growth of the sub-region. In 2012 PUSH produced a spatial strategy – the South Hampshire Strategy, see figure 2 overleaf. In 2016 this was replaced by the

Spatial Position Statement. A variety of other strategies have also been produced. The PUSH strategies have informed new plans across the sub-region including Eastleigh and are referenced as necessary in this Local Plan.



5 PUSH is a partnership of the unitary authorities of Portsmouth and Southampton, Hampshire County Council (HCC) and district/ Borough authorities of Eastleigh, East Hampshire, Fareham, Gosport, Havant, New Forest, Test Valley and Winchester. It now also includes the Isle of Wight and New Forest district

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

2.8 Most of the existing housing stock in the Borough is located in the parishes of Chandler’s Ford and Hedge End and in Eastleigh. Across the Borough the most common dwelling type is detached houses and bungalows (over one third of all properties according to the 2011 census) with three bedroom houses the most prevalent type in the Borough. This is reflected in an average population density of 15.7 people per hectare (2011 census), in comparison with 47.5 in Southampton and 15 in Fareham.

2.9 The 2011 census reported that only 35% of the housing stock was made up of one and two bedroom dwellings. Since 2011 however, 47% of market dwellings and 69% of affordable dwellings built were either two bedrooms or less.

2.10 A major challenge for the Borough is accommodating a significant increase in new housing to meet housing needs. New housing is needed to serve the Borough’s population and also to assist in meeting the wider needs of the sub-region of which the Borough forms a part. A total of 14,580 dwellings are

required to meet needs in Eastleigh Borough in the period 2016-36. This level of housing, in combination with planned supply in the other local authorities that form the Southampton Housing Market Area, is in accordance with the existing PUSH South Hampshire Spatial Position Statement (2016).

2.11 Again in common with many other places, there is a significant need for affordable dwellings in the Borough. In 2016, house prices in Eastleigh were 9.3 times the annual earnings, up from 8.0 times in 2011⁶. The Council’s Housing Register is managed through Hampshire Homechoice. In 2016 there were 1,890 households registered who could not afford to buy or rent a property in the private sector, of which 1,690 households (90%) were in the ‘reasonable preference’ category as they fall into a specific category of housing need. This figure has remained consistent in recent years (see 2017 ORS Affordable Housing Assessment).

2.12 The Borough’s economy is linked inextricably to that of south Hampshire, and it is influenced by a variety of sub-regional factors including the proximity of the port of Southampton, the motorway and rail network and the airport. The Borough lies wholly within the area covered by the Partnership for Urban South Hampshire (PUSH), and the Borough Council is fully committed to the PUSH Economic Development Strategy which seeks to promote economic growth in the sub-region. The Borough is also sited within the Solent Local Enterprise Partnership (LEP) area. The Solent LEP

6 ONS Affordability ratio for median property prices. Source – House Price Statistics for Small Areas and Annual Survey of Hours and Earnings <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/bulletins/housingaffordabilityinenglandandwales/1997to2016>



measures economic performance against other Councils within their boundary. The Council maintains contact with this body in terms of major infrastructure projects, skills and government grants.

2.13 The Borough is relatively prosperous, the third most prosperous economy in the Solent LEP with over 6,200 business units⁷ employing approximately 62,200 people (source: ONS business register and employment survey). It has around 1,100,000 sq. m. of employment floorspace. Of this, the majority of floorspace is in the form of factories and warehousing reflecting the Borough's industrial heritage, although relatively large amounts of office, factory and warehousing floorspace have been developed in modern times (since 1990). The most extensive industrial areas are at Eastleigh, Chandler's Ford, Hedge End and Hamble. In 2014 Eastleigh generated over £3.5 billion of goods and services (GVA)⁸.

2.14 When compared to the national picture, there is an above-average number of construction, professional, scientific and technical and transport and storage companies operating within the Borough. The Borough continues to have a 'high value high growth' engineering sector and has been active in supporting environmental technology businesses through the Future Solent partnership. In the past, there has been a relatively high rate of business formation and although this slowed, in line with national trends, with the financial crisis of 2007/8, established businesses have proved to be quite resilient compared to those in other areas. The Borough Council is active in supporting and promoting the creation of

new businesses, e.g. through its operation at Wessex House in Eastleigh providing business space for over 80 companies and a TEC HUB for emerging creative and high tech start ups.

2.15 The Borough retains its historic association with the marine, aviation and rail industries, and there is a related legacy of out-dated infrastructure, particularly in Eastleigh itself with its former railway works. However, the Borough also includes a wide variety of other industries, including high-tech computer enterprises and office headquarters. Eastleigh has four sectors that have a higher local share than the national average – distribution, construction, information and communication, and manufacturing⁹. Over half of the business units in Eastleigh are in the distribution or construction sectors.

2.16 Economic activity rates are high, with 82% employment compared to 76.1% in the Solent LEP and 73.7% nationally¹⁰. However, the levels of in- (32,500) and out- (3,400) commuting suggest a possible mismatch between the jobs available in the Borough (tending towards lower skill and pay levels) and those of the resident population. The Borough is a net exporter of professional and technical (Level 4 qualified) residents.

2.17 Development pressures have led to the loss of significant areas of employment land, particularly in Eastleigh. It is estimated that some 192,000 sq.m. of employment floorspace was lost to other uses (such as residential development) between 2001 and 2014. While this

7 Eastleigh Local Economic Profile 2016, EBIS report Hampshire County Council
 8 Eastleigh Local Economic Profile 2016 , EBIS report Hampshire County Council
 9 ONS Business units survey 2016
 10 ONS Survey 2016

does not seem to have resulted in an equivalent loss of jobs, it will be important for the future prosperity of the Borough and the sub-region to ensure that there are development opportunities for new employers and existing enterprises wishing to expand.

2.18 The Borough has one main town centre (Eastleigh) which is identified in the PUSH South Hampshire Spatial Position Statement as a 'large town centre' equivalent in size to Fareham. Over recent years the Borough Council, now based in Eastleigh town centre, has worked closely with partners to improve the visitor experience in the town with improved cleanliness, a comprehensive programme of public realm improvements, e.g. Market Place, Station Forecourt, street furniture and way-finding and a co-ordinated programme of cultural events. The Borough also has large district centres at Hedge End and Chandler's Ford, and a variety of local centres and neighbourhood parades serving local communities. In addition, the Borough has significant out-of-centre retail development, e.g. at Hedge End, and there is on-going pressure for more.

Prosperous place issues

2.19 In summary, the prosperity issues to be addressed through this Local Plan are as follows:

Issue P1 – Enough homes

We need to provide for the development of homes to help meet the Borough's housing needs, the objectively assessed needs of the Southampton Housing Market Area and the wider needs of south Hampshire and to accelerate housing delivery in accordance with the Housing

White Paper. The Council estimates that a minimum of 14,580 dwellings will be required between 2016 and 2036 to meet these needs. This growth will affect roads and public transport, water supply, drainage and community facilities such as schools and health provision. Taking into account sites with planning permission and other known sources of supply, at the time of preparing this Local Plan, additional greenfield sites needed to be found for a further 4,020 dwellings. In identifying these, we must also bear in mind other uses that need land such as economic development.

Issue P2 – Affordable homes

Like everywhere else there is a large demand for affordable housing in this Borough, and provision is not keeping up. We rely on market housing sites to provide affordable homes, but there are limits on what developers can afford and on the number of sites coming forward. We also need more affordable rented accommodation, because many cannot afford the alternatives such as shared ownership and there is a need for market rented properties. There are also special needs to meet, for example for older and/or disabled people, and for Gypsies, Travellers and travelling showpeople.

Issue P3 – Homes for our ageing population

In common with the rest of the country, Eastleigh Borough has an increasingly ageing population. The way some residents wish to live their lives is changing, and to be able to live independently in a home of their own remains the number one aspiration. This may involve adaptations to their current



home or the provision of purpose built accommodation. To help support older people, there will be an increased demand for specialist housing with care and support such as sheltered accommodation and extra care housing. We should encourage houses to be provided that can be adapted as peoples' needs change, as well as places designed especially for them including Extra Care housing (see also issue C2).

Issue P4 – Adequate homes

There is a need for family housing as well as smaller dwellings such as flats. The size of new dwellings and the internal space they provide are also a cause for concern. In an era of ever increasing fuel costs, new homes must be designed to be as energy efficient as possible (see also issue G8).

Issue P5 – New employment floorspace

The Borough Council's Employment Land Review shows that between 2016 and 2036, there is a need for around 144,050sq.m net additional employment floorspace to accommodate future economic growth.

Issue P6 – Eastleigh River Side

This comprises the former railway works north of the airport and adjoining areas including land at Tower Lane and Barton Park to the north. Many of the buildings are not fit for purpose, and there is a need to encourage the regeneration of this area. It has potential for high quality redevelopment, although because much of it is already in use for employment, net employment growth is likely to be limited. Although identified as a key strategic

employment site for south Hampshire in the PUSH Spatial Position Statement¹¹, this relies substantially on the provision of a new access road that may not be economically viable in this plan period.

Issue P7 – Local growth sectors

There is a need to encourage particular business sectors in the Borough that are growing or that will help to increase prosperity locally and in south Hampshire. These include high-tech, green economy and advanced engineering and manufacturing, the digital economy and cultural industries. Because the Borough is close to Southampton and its port, there is also likely to be demand for quality office, distribution and logistics floorspace.

Issue P8 – Pressure on existing employment land for other non-employment uses

A significant amount of employment floorspace was lost to other uses (mainly housing) in the last decade. Most of it has not been replaced. On-going pressures for residential development within the urban areas are resulting in continued losses of employment sites. A variety of sites and premises will however be needed to support the PUSH and Solent Local Enterprise Partnership (LEP) economic strategies, and to enable economic recovery and growth.

Issue P9 – Quality of local jobs

The Eastleigh Economic Profile 2016 suggests that not all the jobs available within the Borough are sufficiently well-paid or require sufficient qualifications to meet the needs of many of the Borough's

11 PUSH Spatial Position Statement 2016 E2 identifies Southampton Airport Economic Gateway as a Strategic Employment Location

working residents. This means that many travel outside the Borough to work. A lot of people also commute into the Borough. Due to the proximity to London and other thriving local economies the challenge will be to ensure and retain a range of jobs in the Borough as well as in high growth sectors.

Issue P10 – Non-Use-Class B employment

Many jobs in the Borough are not office or industrial jobs (planning land use classes B1-B8). For example, around 30% are in retail. In addition, many people work from home. We need to recognise that these non-industrial jobs contribute to the local economy and to the prosperity of the area. We also need to consider whether there are other jobs of this type that could contribute to the local economy, for example marine leisure, creative industries and tourism and ensure that land is available in the right locations to meet their needs.

Issue P11 – Provision for the needs of local employers

The Borough Council already helps small businesses through the provision of business support, grants and premises at our business centre (Wessex House), but more land needs to be found to accommodate these and other employers who are prospering and need to grow. We also need to provide for any businesses that could be displaced by regeneration schemes e.g. at Southampton / Eastleigh Airport expansion. Eastleigh Borough Council is also working closely with Hampshire County Council and British Telecom on the roll out of superfast broadband.

Issue P12 – Workforce skills

We need to make sure that the Borough's workforce has the right skills to meet the needs of local employers. Residents will also need help in adapting to likely future changes in employment opportunities. The Borough has two excellent Further Education colleges (Barton Peveril and Eastleigh College) and has close links through our Prosperity Board to the universities in Southampton, Portsmouth and Winchester. We should continue to develop our links with them and with our own local colleges and training providers to support apprenticeships and vocational skills training. The Borough has its own bespoke Learning Centre at Cableworks in the old Pirelli Cables site where IT skills training is delivered.

Issue P13 – Regenerating Eastleigh town centre and other district and local centres

Eastleigh town centre and the Borough's district and local centres have survived the effects of the financial crisis quite well compared to other centres in Hampshire. However, the way we use town and local centres has changed with a gradual shift away from the traditional high-street, with footfall numbers decreasing and larger retail centres, often with a leisure offer, now dominating the marketplace. Internet shopping has had significant impact on the retail sector in the last ten years, with many more people now shopping via their smartphone. In this new retail climate, there is a need to re-think the strategic positioning of our town and local centres, to create the right environment for business to grow, improving the evening economy and reclaiming the 'High Street' as a destination that serves



our communities as a place to live, work, socialise, access public services and cultural activities.

Eastleigh town centre: there are long-standing proposals to regenerate Eastleigh, by providing high-density, high quality development including retail, leisure, residential, healthcare and offices. There may also be potential to link across the railway to Barton Park. There are limits on how much Eastleigh can grow laterally because of surrounding residential development and height restrictions on land close to Southampton Airport. However there are real redevelopment opportunities. With the success of The Point and the Swan Centre Leisure Complex, there is potential to create a modern cultural centre.

District and local centres: these bring local shops and other facilities with easy reach for many people. However, some of these centres and parades have poor environmental quality, with buildings and external spaces in need of improvement and renovation, and pressures for uses other than shops. As a consequence some centres have high vacancy rates and the range of goods they provide has reduced. Eastleigh must remain the Borough's main retail centre, however there is potential to improve the larger district centres such as Hedge End centre. The local centres could also become more of a focus for community facilities such as medical, leisure and cultural uses.

Out-of-centre retailing: the Borough already has large out-of-town shopping areas, e.g. retail warehouses at Hedge End and Chestnut Avenue, Chandler's Ford and the Tesco Extra store in Bursledon. There is pressure from developers for more, particularly at Hedge End. If this is not controlled it could adversely affect

the viability of shops in Eastleigh and the other centres.

A green Borough – environment and transport

2.20 The Borough's countryside varies in character, from the relatively flat and open countryside bordering the coast to the gently rolling wooded areas to the north. It includes the valleys of the River Itchen and the River Hamble, and a coastline that borders Southampton Water from Netley to the Hamble peninsula, including the estuary and west bank of the River Hamble which is tidal as far north as Botley. The coast and rivers are important areas of biodiversity interest, which are subject to international and national designations. However the Borough is also locally important for its ancient woodland, wet woodland and hedgerow network that extend through much of the countryside and the interlacing stream and gully network associated with the main rivers.

2.21 With Southampton in close proximity, and the Borough's own network of settlements, the Borough's countryside has a particularly important role in separating settlements and ensuring that they retain their individual identity distinct from each other and from the city. Some areas of the countryside are suffering from poor management and pressures from development and public access. These activities, along with emissions for transport and industry, are impacting on the biodiversity value of the natural habitats and species populations within the Borough. Of particular concern is air quality, due to emissions from the motorways and transport networks and

- the water quality of the important river systems due to agricultural runoff and pollution from the urban area.
- 2.22 Quite a lot of the land in the countryside is of high agricultural quality, particularly in the southern parts of the Borough where there are areas of grades 1 and 2 agricultural land. With the rising costs of food imports and the costs and environmental impacts of transportation, the retention of opportunities for local food production is likely to be of increasing importance.
- 2.23 The green infrastructure network provides recreational space for the existing and future population, habitats for the Borough’s wildlife and connects natural habitats and settlements within the wider network including across Borough boundaries. The Eastleigh Borough contains a wide variety of green infrastructure with country parks, wildlife reserves, sports facilities, recreation grounds and allotments.
- 2.24 Eastleigh Borough contains four Country Parks; the Royal Victoria Country Park and the Manor Farm Country Park in the south, Lakeside Country Park at Eastleigh and the Itchen Valley Country Park at West End. Westwood Woodland Park at Netley is a local nature reserve and there is a wide network of International, national and local designated sites throughout the Borough.
- 2.25 Fleming Park contains a large area of formal and open space which acts as a green lung through the centre of Eastleigh and significant formal sports provision is available at the Bishopstoke Hub and within the new sports grounds associated with the development at Stoneham Park.
- 2.26 Footpaths, cycleways, bridleways, woodlands and river corridors link these spaces to adjoining areas with existing and proposed green recreation areas such as the Forest Park in Test Valley Borough, green linkages between Southampton and Eastleigh and the South Downs National Park to the north.
- 2.27 The Borough’s built heritage is varied in quality, ranging from older settlements of great charm and antiquity to more recent large residential suburbs, industrial areas and urban centres, some of which are now in need of regeneration. While it is important to make the best use of urban land, pressures to build within the urban areas can impact on their environmental quality and it will be important to retain and encourage the provision of green infrastructure to help alleviate water and air quality impacts and the effects of climate change.
- 2.28 The majority of the Borough’s buildings date from the twentieth and late nineteenth centuries. With greenhouse gas emissions from the construction and running of buildings accounting for approximately half of the total nationally, there is a need to encourage greater energy efficiency of existing buildings and to build new developments that have the highest feasible standards of sustainability.
- 2.29 In terms of heritage interest, the Borough’s settlements and other heritage assets reflect variously its links with the development of the marine, rail and aviation industries, as well as more ancient history. These contribute to the Borough’s varied settlement and community character and identity. The oldest settlements in the Borough are



on the coast and along the rivers, at Hamble, Netley, Bursledon, Botley and Bishopstoke. The centres of all these settlements are conservation areas and they contain the majority of the Borough's listed buildings. Most of the Borough's scheduled ancient monuments are in these areas. The Borough has a strong transport heritage through its longstanding connections with the marine industry, still in evidence on the River Hamble, the rail industry, in particular at Eastleigh, and the aviation industry, including the development of the Spitfire fighter aircraft and early helicopters at Hamble and Eastleigh. There are also numerous historic parks and gardens and elements of historic landscapes, including remnants of the Forest of Bere. Through their contribution to the character and quality of the Borough, these heritage assets have the potential to contribute to its economic well-being, but are also affected by on-going development pressures.

2.30 Although the Borough includes rivers and their tributaries and borders the coast, flooding and coastal erosion are not likely to be major issues in the plan period. However, there are localised instances of flooding, particularly surface water flooding, which are likely to worsen in the longer term with climate change. Water supply may be a longer term concern across the sub-region and the south-east in general. In terms of waste water treatment and disposal, the Borough includes a large treatment works at Chickenhall Lane, Eastleigh, but also relies on treatment works beyond its boundaries including Peel Common in Fareham Borough. The PUSH Integrated Water Management Strategy (IWMS) will help to assess the potential impact of development and measures required to address this.

2.31 The Borough suffers pollution of various types. There are significant areas of air pollution caused by road traffic, and the motorways, airport and railways give rise to noise pollution. There is some land contamination from past waste tipping and industrial activity, and potential for water pollution arising from this and from the waste water treatment works at Chickenhall Lane, Eastleigh. The latter is managed by Southern Water in line with environmental permits and abstraction licences put in place by the Environment Agency. There are also concerns regarding the impacts of agricultural run off on the water quality within the Itchen and Hamble water catchments and there are risks that pollution from surface water runoff from existing development could also be having an impact.

2.32 The Borough's environment is affected by transport issues including peak hour traffic congestion on the motorways and many of the Borough's roads and associated pollution. It is traversed by two major motorways, the M3 and the M27, and a network of strategic and other roads. Bus services run on many of these roads. It includes a main-line railway (London-Weymouth line) with stations at Eastleigh and Southampton Airport Parkway and other railway lines linking the Borough to the Fareham/ Portsmouth area to the east and Romsey and Salisbury to the north-west. The long distance transport corridors however are also known to provide long distances corridors for commuting wildlife. The Borough also includes Southampton Airport, which is identified as one of three key 'gateways' for the sub-region (the other two are the ports of Southampton and Portsmouth). While the Borough has a good range of public transport facilities, it can be difficult to access them. Although the airport is served by the M27 and the mainline railway, it lacks

direct rail connections to the Portsmouth conurbation and other areas to the east.

Green Borough issues

2.33 In summary, the environmental and transport issues to be addressed through the Local Plan are as follows:

Issue G1 - Maintaining the identity of, and separation between, settlements

Pressure for development, non-rural uses such as commercial uses and recreation, and poor land management are threatening the character of the countryside and diminishing the gaps between settlements. This is threatening their individual identities.

Issue G2 - Managing the countryside

Some areas of the Borough's countryside, particularly adjoining the larger urban areas, are poorly managed and could do with improvement. Areas of higher grade agricultural land need to be retained for local food production (see also Issue G5).

Issue G3 - Biodiversity

The Borough contains some rare and valued habitats and species associated with the river catchments, the coast and the woodland, but many are showing signs of decline. The condition of the protected River Itchen is a cause of some concern, there have been declines in Southern Damselfly numbers, and there are recreational pressures on the River Hamble and disturbance issues in relation to the birds using the SPA. More development in the Borough could add

to pressures on the Borough's biodiversity and that of neighbouring areas.

Issue G4 – Green infrastructure

We must make sure that our green infrastructure meets the needs of the Borough's communities and the wider sub-region as well as providing habitat to ensure the pressures on wildlife can be mitigated. We must look at how to maintain and increase the landscape, biodiversity and recreational benefits of these spaces whilst providing and improving links between them and adjoining areas (see also issue C1).

Issue G5 – Local food

There is an emerging national issue of food security and sustainable food production. We need to consider what measures we can take locally to address this. These could include encouragement of food production within the Borough by means such as farming, community farms, allotments and home growing, and enabling local food producers to sell their produce within the Borough.

Issue G6 - Creating quality places and improving the quality of the Borough's built environment

The Borough will accommodate significant new development over the next 20 years. In addition, some buildings in the Borough are reaching the end of their useful life or are not well-designed (e.g. in Eastleigh town centre and some local centres). In dealing with new development proposals it will be important to ensure that they are based on principles of sustainability, including accessibility to facilities, services



and transport networks, and that design quality is improved.

Issue G7 - Historic environment

The Borough has an interesting heritage in its older settlements and in its marine, rail and aviation activities. There is scope to enhance the enjoyment of this heritage, and for this to provide some economic benefits in the form of jobs, as well as funding to help maintain these assets.

Issue G8 - Climate change and natural resources

Climate change in south Hampshire could affect water supply and sewage disposal, flooding, biodiversity, landscape, agriculture and our health. The main issues we must address are how to:

- limit emissions of carbon dioxide and other greenhouse gases from existing and new development, transport and other activity in the Borough;
- find ways of generating zero and low carbon energy, of securing local energy supplies and helping to address issues of fuel poverty (see issue P4);
- manage the use of water;
- make sure that new development does not worsen climate change or suffer from its effects, including flooding;
- find ways of mitigating and adapting to climate change, including the provision of green infrastructure within and beyond the urban areas;
- manage the use of non-renewable natural resources such as building materials and land and support projects to separate and recycle waste materials;

- mitigate for the impacts of Nitrogen Oxide NOx on the Natura 200 and Ramsar network and other natural habitat;
- ensure that new development alleviates the impacts of pollution on the Itchen and Hamble catchments

Issue G9 - Air quality and other forms of pollution

There is a need to address various forms of pollution in the Borough, including:

- air quality as a result of unacceptable concentrations of vehicle emissions including within the Borough's four air quality management areas
- nitrogen deposition as a result of unacceptable concentrations of Nitrogen dioxides from vehicle emissions
- noise pollution in the Borough from the major roads (including the motorways), the railways and the airport.
- water pollution in the River Itchen and River Hamble.
- contaminated land on some existing and former industrial sites, including Eastleigh River Side, and from waste tipping.

In locating development there is also a need to avoid hazards arising from the major oil and gas pipelines that cross the Borough.

Issue G10 – Waste water

The PUSH Integrated Water Management Strategy (IWMS) will also identify issues connected with waste water. The Local Plan published for consultation will address any issues for Eastleigh Borough.

Issue G11 – Congestion on major roads through the Borough.

The M3, M27 and many local roads across the Borough suffer congestion, particularly at peak hours, creating related problems of greenhouse gas emissions and air pollution. There is substantial commuting into and out of the Borough. We need to find ways of managing use of the car and other motor vehicles, for example by:

- improving the performance of key junctions across the road network, including better provision for the movement of public transport, pedestrians and cyclists;
- decreasing road congestion and the idling of cars;
- enhancing the attractiveness and efficiency of public transport to make it more competitive with car use on many journeys;
- providing public transport, footpath and cycleway links between homes and employment, retail, community and leisure facilities;
- improving the quality of jobs within the Borough (see issue P9) to reduce levels of long distance out-commuting by residents;
- enabling more flexible ways of working including working from home, for example by encouraging the roll-out of high-speed broadband facilities in the Borough; and
- providing enhanced verges to absorb the pollutants from the road and also provide natural habitat to provide

foraging and commuting routes for wildlife.

We also need to make sure that journey times are acceptable within the Borough and to other areas, in order to serve the needs of the community and business. In some cases this may necessitate consideration of new road links and/or improvement of existing links.

Issue G12 – Access to new development sites

We must be sure that we can provide adequate access to new development sites, bearing in mind the difficulties securing public funding to improve existing networks.

Issue G13 – Accessibility to public transport and integration of public transport and other non-motorised transport networks

The Borough is well placed in being able to offer public transport connections (by bus, rail and air) to many key local, national and international destinations. However capacity, integration between modes, service frequency and fares could all be improved to encourage greater use.

Additionally, some bus services are reliant on financial support from public funds to continue operating. Government funding reductions over the last decade have impacted the ability of authorities to provide this support and consequently some services have been lost and others may be at risk in future.

We need to investigate whether we can give more priority to buses, cycling and walking on key road links in the Borough



as well as taking other actions to improve the attractiveness of these modes. Lack of bus priority (and lack of road investment in general) particularly hinders this mode of transport from achieving its full potential by exposing it to traffic congestion.

Issue G14 – Rail network

We need to work with Network Rail, the train operating companies and other funders to develop services and supporting infrastructure improvements which will enable increased passenger and freight use. This means looking at ways of improving the services they offer, and how we get to stations (including car parking). In particular the Council would like to see improved train service frequency at stations serving smaller towns and villages (Netley, Hamble, Bursledon, Chandler’s Ford, Botley and Hedge End) as the current mostly hourly service at these stations is insufficient to offer an attractive alternative to driving for many trips. It could also mean improving the range of direct links provided by the rail network by, for example, improving rail access from the east to Southampton Airport. We need to continue to build upon the success of the Three Rivers Community Rail Partnership in promoting the connectivity provided by local stations and services.

Issue G15 – Southampton Airport

The airport is important for the economy of the Borough and of south Hampshire and has seen gradual increases in passenger numbers in recent years. Southampton Airport is a regional airport owned by AGS Airports Ltd. AGS Airports is a partnership established in 2014 to acquire Aberdeen, Glasgow and Southampton airports. We shall need to

consider the implications of any plans for expansion and general issues including:

- a likely requirement for additional airport-related development on land within the airport boundaries;
- a need to enhance access to the airport by modes other than the car, in particular by rail from the eastern part of the sub-region;
- airport car parking – quantity, location and accessibility;
- aircraft noise, which impinges on areas within and outside the Borough; and
- Public Safety Zone and building height restrictions to the north of the airport affecting Eastleigh River Side.

Issue G16 – Footpath/ cycleway/ bridleway network

The Borough contains a fairly extensive network of footpaths, cyclepaths and bridleways, but this network is fragmented in places and the quality and safety of some existing cyclepaths in particular could be improved. We need to look at how to provide new routes, maintain and improve existing routes, and provide links with other transport systems such as railway stations and bus routes. We also need to develop these networks to more effectively connect homes, workplaces, local centres and recreation areas and to contribute to green links across the Borough and to adjoining areas.

Issue G17 – Parking

There is a general issue of how people can get to public transport facilities such as railway stations and the airport, and whether it is better to provide more parking or to concentrate on other ways of getting to them.

There are several privately run park and ride operations within Eastleigh itself, in particular from areas near to M27 junction 5 serving Chandler’s Ford employment areas (for example from Eastleigh Football Club) and also event park and rides, operated from the University sports ground near Airport Parkway. There may be opportunities forthcoming in the plan period to capitalise more on park and ride opportunities, especially for Chandler’s Ford, to tackle traffic congestion and parking issues in the vicinity of this major employment area.

There is also an issue of the level of parking required for new residential developments and wider parking provision in the Borough.

statistics show that 6.4% of households in the Borough were fuel poor in 2011 compared with 7.6% across Hampshire and 8.2% in the South East. In parts of Eastleigh town this figure rises to 12.7% (DECC¹³). Although the Borough average compares well with the national average (10.9%), the prolonged period of austerity since 2008 together with the rise in household fuel costs (which is projected to continue) is likely to have exacerbated this situation further. There is a need to both improve the energy efficiency of the existing housing stock and ensure that new developments are designed to be as sustainable as possible, to help tackle the problem of increasing fuel bills, particularly for the most financially vulnerable households and the contribution of fuel poverty to excess winter deaths.

A healthy community

2.34 According to the 2011 Census, the Borough had a population of approximately 125,200 which is anticipated to rise to about 162,000¹² by the end of the plan period. The increase will arise both from natural growth and new residential development. In common with many other communities, the population is ageing – the proportion of people over 65 is currently around 17% and this is predicted to rise to about 24% by the end of the plan period. This has obvious implications for the range of services, facilities and accommodation likely to be needed in the Borough.

2.35 In terms of the build quality of existing and new residential development,

2.36 The health of people in the Borough is generally better than the regional and England average but varies across the Borough and there is an increasing ageing population. The latest Health profile¹⁴ identified that Eastleigh Borough had a higher proportion of adults who are overweight and obese and a lower proportion of physically active adults than the regional and national averages. The Council is actively working with the health authorities and others to encourage healthy lifestyles, including maintaining substantial sport and recreation facilities. Most settlements have good access to medical facilities but there are some concerns about the need to travel outside the Borough to more specialised facilities.

¹² Figures from Hampshire County Council projections, Demography Background Paper

¹³ <https://www.gov.uk/government/publications/2011-sub-regional-fuel-poverty-data-low-income-high-costs-indicator>

¹⁴ Figures from Sport England Active Lives data January 2017



The future use of a partially redundant facility at Moorgreen Hospital, part of which has been redeveloped for housing, needs to be agreed with the health authorities.

- 2.37 Most settlements have access to at least one good quality community hall, with the exception of Allbrook which shares a community hall with a neighbouring parish outside the Borough. Most of these halls serve a variety of needs. There are seven libraries, of which all but one are considered too small to meet the needs of their communities. Hampshire County Council is seeking opportunities to improve access to its services by partnering libraries with other services in larger buildings; recent examples include the opening of a Children's Centre within Chandler's Ford Library and co-locating the Registration Office with Eastleigh Library.
- 2.38 The Borough has a variety of education facilities including further education colleges that are well-regarded in the wider sub-region. Demographic change and new development is leading to increasing primary and secondary school rolls in many part of the Borough. With some of these schools already at capacity, there is a need to increase the number of places available either through extensions to existing schools or the building of new schools. A number of the secondary schools in the Borough are also at or nearing capacity. Hampshire County Council Children's Services has advised of the need for additional primary and secondary school provision and new schools are being planned as part of recent large developments permitted or proposed in the borough.
- 2.39 The Arts Survey carried out in 2011 demonstrated a considerable improvement in arts and leisure provision

in the Borough in recent years. Particular highlights are the extension of The Point and the development of the Vue Cinema in Eastleigh and The Berry Theatre at Hedge End. There has also been a general improvement in provision for performance arts and other forms of cultural and leisure activity in community halls throughout the Borough. The survey indicated reasonably high levels of participation in arts and leisure activities within the Borough, and less need to travel outside the Borough to enjoy such experiences. The new Fleming Park Leisure Centre in Eastleigh is expected to open by the end of 2017. This is one of the biggest leisure developments in the south and will provide larger and better sports and recreation facilities than in the current leisure centre. The southern part of the Borough remains less well-served by such facilities than the north, and has poor public transport connections to Eastleigh and other centres to the north of the M27. The survey also demonstrated the increasing contribution being made by the arts to the local economy, including job and training opportunities.

Healthy Community Issues

- 2.40 The health and community issues to be addressed through this Local Plan are therefore as follows:

Issue C1 – Encouraging healthy lifestyles

The Borough's residents generally enjoy good health, but there are still problems relating to poor diet and lifestyle. The Borough has a good range of indoor and outdoor recreation facilities – the issues are how to maintain and improve their quality, how to achieve better linkages between them e.g. through the PUSH Green Infrastructure strategy, and how to get people to use them (see also issue

G4). New and additional facilities are likely to be required to replace facilities lost to development, and to improve provision to the required standards. There may also be a need for some additional facilities such as allotments and other community food-growing initiatives (see also issue G5).

Issue C2 – Health and care

There are local concerns that not enough medical facilities are being provided to meet the needs of a growing population in the Borough. People feel they have to travel too far to access hospitals, and would like more locally provided services, particularly in the southern part of the Borough. Although it is now accepted practice to keep people in their own homes for as long as possible, we may need special care facilities for our ageing population, including for people with dementia. It might be difficult to provide such facilities within the urban edge if land prices remain high, but they need to be located so that they are accessible to local services including public transport. We also need to keep up with changes in the way health care is likely to be provided in the future, and the future of potentially redundant health facilities in the Borough needs to be resolved. Policies should be sufficiently flexible to accommodate changes in the way that health services are being organised and delivered.

Issue C3 – Education

There is a shortage of pre-school and child-care places throughout the Borough. Increasingly, many primary and secondary schools are at or nearing capacity. There are some surplus secondary school places in Eastleigh but these will be required to meet the needs of development in the town. Large scale new development

will continue to give rise to a need for extra school places in both primary and secondary schools, which is likely to require the provision of new schools (some of which are already planned).

Issue C4 – Culture

The success of The Point and the Swan Centre Leisure Complex in Eastleigh could encourage further development of modern arts and culture that could also have economic benefits for the town. Similarly the success of The Berry Theatre at Hedge End could promote further cultural and economic activity there. However, provision across the rest of the Borough is uneven, and policies need to address the quality of these facilities in terms of the standard of provision, and their distribution and accessibility.

Issue C5 – Enhancing community safety

Incidence of crime and anti-social behaviour in Eastleigh Borough is relatively low and decreasing, but within the community there is a disproportionate fear of both. Addressing this issue involves partnership working between a variety of agencies. The design and layout of new development can help.

Issue C6 – Quality of life

Whilst deprivation in the Borough is low overall, there are some places where people do not have as high a quality of life as in other areas of the Borough, for example parts of Bursledon, Eastleigh, Bishopstoke and Netley.



Environmental capacity and development issues

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

- **Heritage** – the Borough’s heritage assets including designated conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens and archaeological sites;
- **Country Parks** – the Borough contains a number of country parks that serve both the Borough and the wider area of south Hampshire;
- **Biodiversity** – the sites designated as being of international, national and local importance for nature conservation both within and around the Borough, areas of priority/BAP habitat and the preservation and enhancement of Local Biodiversity Action Plan Priority Biodiversity Area and Priority Biodiversity Links both within and around the Borough;
- **Flood risk** – there are a few areas at risk of flooding along the river valleys and the coast, and within some urban areas where inadequate surface water drainage can lead to ‘flash floods’;
- **Transport constraints**, including traffic congestion, and conversely which parts of the Borough have good access to roads, railways, buses, cycleways and footpaths, or where there is potential to improve these. Some existing transport infrastructure also

imposes constraints on development – for example:

- ▶ Southampton Airport’s public safety zone, height limits on development and aircraft noise, which affect Eastleigh River Side and other areas to the north;
 - ▶ the air quality management zones alongside the M3 motorway, the A335 Leigh Road/ Southampton Road in Eastleigh, Windhover Roundabout and Hamble Lane at Bursledon and through Botley; and
 - ▶ noise from the motorways and other busy roads and railways.
- **Utilities infrastructure** – the Borough is crossed by major oil pipelines leading from the oil storage depot at Hamble, by a substantial gas pipeline, by sewers and water supply pipelines and by some large electricity lines.

2.42 A map will be produced to provide an overview of key constraints, showing the areas within the Borough where development might be difficult, and also helping to identify possible areas of opportunity. All such constraints have been taken into account in detailed work on the strategic land availability assessment, in sustainability appraisal of proposals and in work on the Local Plan.

Chapter 3: Vision, Objectives and Strategy for new development

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

Vision

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

Objectives

- i. **Tackling congestion** - Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;
- ii. **Developing green infrastructure** – Provide green links to and between local facilities and open space and a linked habitat network to safeguard wildlife and natural resources;
- iii. **Encouraging a sustainable community** - Ensure future development contributes to the Borough’s sustainability and resilience through effective low carbon planning and design;
- iv. **Maintaining the identity of towns and villages** – Protect countryside gaps necessary to maintain the separation of distinct settlements and ensure major new development is designed to create new communities and neighbourhoods supported by high quality infrastructure including education facilities;
- v. **Excellent environment for all** - Create a clean and attractive environment that provides for people’s social, occupation and recreational needs, and is desirable for all, including residents, employees, visitors and investors;
- vi. **Minimising waste and managing resources** - Use resources more efficiently and consume fewer of them, while ensuring maximum value is generated from any waste produced;
- vii. **Protecting and enhancing biodiversity** – Ensure protection and enhancement of designated and priority habitats within the Borough and endeavour to create a cross boundary landscape scale habitat network;
- viii. **Enabling healthier lifestyles / wellbeing** - Facilitate better physical and mental health and wellbeing by



improving the places people live and work, meeting the challenge of the ageing population, and promoting cultural and physical activity;

- ix. **Tackling deprivation** - Reduce health inequalities by engaging with and prioritising groups and communities in most need;
- x. **Increased provision and more diverse mix of housing** - Ensure a sufficient supply of well-designed homes to deliver the target of at least 14,580 homes between 2016-2036 and meet the diverse needs, and abilities to afford housing, of residents both now and in the future;
- xi. **Ensuring appropriate infrastructure including employment land** - Secure an ongoing provision of employment land and infrastructure that can support current and future business needs, and stimulate sufficient economic growth to sustain a rising population;
- xii. **Enabling the right skills and employment mix** - Developing an appropriately skilled workforce in the Borough and a varied mix of employment opportunities, ensuring the Borough is seen as desirable location to set up a new business or to relocate a growing business, so as to sustain economic demand and increase job security and satisfaction;
- xiii. **Reinvigorating town and local centres** - Creating vibrant, active places where people want to spend time.

illustrated on the Key Diagram and the strategic policies set out in Chapter four. The strategy is based on the principles of sustainable development set out in strategic policy S1 and in the context of:

- i. the issues and environmental capacity identified in Chapter 2;
- ii. the vision and objectives set out above;
- iii. the outcomes of the Council's Strategic Land Availability Assessment (SLAA);
- iv. the outcomes of studies including the transport assessment, sustainability appraisal and Habitats Regulations assessment of options; and
- v. consultation on previous versions of the Local Plan including the Key Strategic Issues 'Issues and options' document.

3.3

The strategy sets out how much and what type of new development should be provided over the plan period and development principles guiding where it should be located, along with related strategic transport proposals. It also sets out the Council's strategy for the Borough's countryside and coast, including its countryside gaps. An assessment of development viability is being undertaken in relation to the Local Plan. The Council will also consider whether to implement a Community Infrastructure Levy to provide some of the infrastructure that is required to deliver the Local Plan strategy.

3.4

The most significant element of the new strategy for the Borough is the location of new housing development. In preparing the Local Plan, the Council has identified a need to find land for a minimum of 14,580 dwellings 2016-2036.

Strategy for new development

3.2 The Council's preferred strategy for the Borough over the period 2016 to 2036 is

3.5 The Council has produced a housing trajectory for the Local Plan. The housing trajectory estimates that, taking into account sites with permission for development, existing allocations and the potential for further development within urban areas to 2036, the Council should identify greenfield sites sufficient to accommodate a minimum of 4,020 new dwellings in total.

3.6 In addition, land is required for other uses, in particular employment, in order to ensure that there will be local jobs for new residents, and to support the PUSH Spatial Position Statement (2016). The Council has estimated a requirement for 144,050sq.m. (net) of new employment floorspace (2016-2036). Alongside residential and employment development, there will be a need for new transport and utilities infrastructure, and for new green infrastructure and community infrastructure including schools and sport and recreation facilities.

3.7 The Council wishes to ensure that as much development as possible is accommodated within existing urban areas (on 'brownfield' sites), in order to ensure the sustainability of development, make best use of urban land and to support and utilise existing facilities and services. The Borough's settlement hierarchy set out in paragraphs 4.6-4.7 should be the main consideration in the spatial distribution of new development and development focused first on suitable brownfield sites within defined settlement boundaries of the Borough's most sustainable settlements.

3.8 Given the relatively compact settlement pattern of the Borough, in considering the need for a significant scale of new greenfield development in the Borough the Council's decisions were informed by the following development principles¹⁵:

- a. In accordance with the provisions of the NPPF, the opportunity to deliver a substantial proportion of this new greenfield development on a new Strategic Growth Option will be explored;
 - i. based on good practice and experience elsewhere, if there is to be a single Strategic Growth Option, it should be at least 1,500 dwellings in size in order to achieve a degree of self-containment and to achieve a critical mass sufficient to deliver new infrastructure provision, for instance in the form of new road links to the strategic highway network;
 - ii. the option of identifying a Strategic Growth Option will be derived from sites and areas identified in the SLAA, assessed through the Sustainability Appraisal and sites actively promoted for such development.
- b. Any strategic development must result in the creation of a new, sustainable, mixed use community and should demonstrate it will enable the provision of new and improved infrastructure and employment and other opportunities such as could not be provided by a series of smaller

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



- extensions to existing settlements alone;
- c. Even if a Strategic Growth Option is pursued, smaller greenfield extensions to existing settlements will still be required in order to ensure a continuity of housing supply throughout the plan period, to provide choice and variety in the housing market in terms of the size, type, tenure, mix and location of new development and to help ensure the Council maintains a 5-year supply of housing land;
 - d. All new development should result in the creation of high quality, well-designed sustainable communities providing for a range of housing and other needs and should seek to protect the environment, in particular avoiding harm to protected environments and landscapes;
 - e. The separate identity of settlements and local communities should be safeguarded by ensuring the retention of undeveloped countryside gaps between them and avoiding
- decisions which would result in their coalescence;
- f. Development should seek to maximise opportunities to improve the availability and access to community and recreation facilities and enhance the network of green infrastructure provision across the Borough;
 - g. New development should capitalise on opportunities to address existing deficiencies in the transport network, should not materially exacerbate problems in existing areas and where feasible should seek to encourage a modal shift away from reliance primarily on the private car;
 - h. There should be no significant additional development in the Hamble peninsula because of transport constraints, minerals safeguarding and the vulnerability of the open and undeveloped countryside gaps between settlements in this area and Southampton, the outer borders of which are clearly visible from many parts of the peninsula.

Chapter 4: Strategic policies

Overview of strategic policies

- 4.1 This Chapter sets out the strategy for the Local Plan starting with the underlying principles of sustainable development (policy S1), the hierarchy of settlements and development targets (policy S2). It then sets out the spatial strategy for:
- location of new housing, policy S3;
 - employment provision, S4;
 - a strategic growth option north of Bishopstoke and north and east of Fair Oak, S5 and S6;
 - countryside and countryside gaps, S7 and S8; and
 - the coast, S9.
- 4.2 The strategy then explains the Council's related strategic policies for infrastructure:
- green infrastructure, policy S10;
 - community facilities, S11;
 - transport, S12;
 - strategic links, S13.
- 4.3 Apart from Strategic policy S1, sustainable development, each strategic policy is accompanied by a note of the relevant issues and objectives identified in Chapters 2 and 3 and related local and national strategies which together provide the context and justification for the policy.

The spatial strategy is illustrated on a Key Diagram at the end of this Chapter.

Sustainable Development

- 4.4 The principles of 'sustainable development' are central to national planning policies, and they underpin the Council's approach to planning in the Borough. An accepted definition of sustainable development is that: "Sustainable development seeks to meet the needs and aspirations of the present without compromising the ability to meet those of the future" (Brundtland). The National Planning Policy Framework (NPPF) identifies three dimensions to sustainable development – economic, social and environmental – and derives from these a number of roles for the planning system (NPPF paragraph 7).

- 4.5 It is necessary to define what sustainability means for Eastleigh Borough. From a review of the character of this Borough and the issues that need to be addressed as set out in Chapter 2, the Council has arrived at a definition as set out in the following policy.

Strategic policy S1, Delivering sustainable development

To be sustainable, new development in the Borough should:

- meet community needs without compromising the identity of**



the Borough or its individual settlements, or the ability of future generations to meet their own needs;

- ii. enhance social equality by ensuring equal and easy access to a range of community facilities and services and by promoting the development of employment, education and skills training opportunities;
- iii. maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks;
- iv. have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions by promoting measures to design buildings and spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses;
- v. minimise the need to travel and, where travel is necessary, provide access to more sustainable forms of transport and alternatives to car use;
- vi. avoid impacts on the Hamble and Itchen catchments and associated flora and fauna species by preserving water

quality and flows from

- development and safeguarding potential yield of local water resources used for public water supplies having regard to the impacts of abstraction;
- vii. seek opportunities to maximise density of new development and redevelopments;
- viii. use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings; and
- ix. maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets;
- x. maintain, enhance, extend and connect the natural habitats within and landscape value of the Borough, extending natural habitats into new and existing development.

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate

otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- a. **any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- b. **where specific policies in that Framework or other international or national legislation indicate that development should be restricted.**

- shops (convenience goods) and post office;
- leisure and community facilities;
- education facilities;
- health care facilities (doctors, dentists, pharmacies);
- local employment (proximity of employment areas);
- public transport.

Table 1: Existing settlement hierarchy

Existing Settlement Hierarchy level	Settlement
1	Eastleigh
2	Chandler’s Ford
	Hedge End
3	Bishopstoke
	Botley
	Bursledon
	Fair Oak
	Hamble
	Netley Abbey
	West End
4	Allbrook
	Boorley Green
	Butlocks Heath
	Horton Heath

Settlement hierarchy

4.6 The Borough’s settlement hierarchy as set out in table 1 is the main consideration when considering the overall spatial distribution of new development and the appropriate scale of development. The settlement hierarchy is based on the facilities that already exist in local communities. It identifies both the most sustainable locations i.e. those which have the most employment, local services and amenities and where the need to travel is therefore reduced; and highlights areas where such facilities are needed, and could be provided through allowing sufficient development.

4.7 Most towns and larger villages in the Borough have a reasonable range of facilities, but obviously some have more than others. They have been classified into a settlement hierarchy based on whether the following services are available in the settlement or nearby:

New development

4.8 Chapter 2 sets out the issues connected to housing, employment and other forms of development in the Borough. The requirements for new development have



been established are based on a variety of evidence at a local and sub-regional level. The Borough Council considers that the strategy for new development proposed in the following policies will meet the needs of the Borough and will help to support the strategy for economic growth in south Hampshire.

Relevant issues and objectives

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

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

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

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

Strategic policy S2, Approach to new development

The Council will promote the delivery of a minimum of:

- i. 14,580 new dwellings 2016-2036;

The pattern of delivery is expected to involve (approximately):

- a. 7,570 dwellings with planning permission or resolution to grant permission
- b. 1,210 dwellings on carried forward proposed allocations (from the previously submitted Local Plan)

- c. 4,050 dwellings on new sites
- d. 1,860 allowance for windfall development

The Council will ensure a minimum 5 year supply (plus appropriate buffer) of deliverable sites across Eastleigh Borough.

The Council will support the provision of an average of 165 (net) new affordable homes per annum as part of the overall net additional homes provided each year (from 2016 to 2036).

The Council will monitor the delivery of all types and tenures of homes to ensure housing needs are being met.

- i. 144,050sq.m (net) of new employment development;
- ii. and related transport infrastructure, open space, sports facilities and other community facilities 2016 - 2036.

The urban edge as set out on the policies map defines the main built-up areas within which there is a presumption in favour of new development, subject to the policies of this plan. This will be revised to take account of permitted developments and allocations within this plan.

Housing

Relevant issues and objectives

Issues (Chapter 2): P1, G1, G6

Objectives (Chapter 3): iv, x, xiii

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

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

Strategic policy S3, Location of new housing

The Borough Council will focus as much new housing development as possible within the existing urban areas, with the remainder on greenfield sites in the form of one strategic growth area, strategic sites and urban extensions and a number of smaller sites to meet more local needs. The Council proposes:

- i. The development of approximately 605 dwellings on identified sites within existing urban areas (see Chapter 6);
- ii. The development of approximately 5,200 dwellings (3,350 within the plan period) on a strategic growth option north of Bishopstoke and north and east of Fair Oak (policy S5);
- iii. The development of approximately 5,680 dwellings on strategic sites at:

- a. **South of Chestnut Avenue, Eastleigh at Stoneham Park (1,100 dwellings);**
 - b. **West of Horton Heath (950 dwellings);**
 - c. **West of Woodhouse Lane, Hedge End (650 dwellings);**
 - d. **Boorley Green and Botley (1,700 dwellings);**
 - e. **Land at Fir Tree Farm, Fair Oak (450 dwellings); and**
 - f. **Land north of Hedge End Station (680 dwellings)**
- iv. **The development of approximately 4,400 dwellings on smaller sites which already have planning permission or will come forward as unidentified windfalls;**
 - v. **Provision for approximately 610 dwellings on new smaller greenfield sites adjoining the settlements of Allbrook, Bishopstoke, Bursledon, Fair Oak, Hedge End, Netley and West End.**

The Council anticipates that the new housing development identified in this policy will be delivered in accordance with the housing trajectory.

4.9 The development proposed, including development within the existing urban areas and the new greenfield allocations split into parishes and Eastleigh, will be set out in a table and also shown in the key diagram. This will explain how the supply of new housing that is proposed in policy S3 will meet the housing requirements established in policy S2 above. A housing trajectory has been



produced to illustrate the anticipated delivery of housing over the plan period. The total for the Borough exceeds the required 14,580 dwellings 2016-2036 by a small amount, providing some margin for variation in the development achieved on individual sites.

Employment

Relevant issues and objectives

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

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

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

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

Strategic policy S4, Employment provision

To contribute towards sustainable economic growth, provision will be made for additional floorspace for uses in the B Use Classes (B1, B2 and B8¹⁶) and other employment-generating uses through:

- i. **mixed-use regeneration and greenfield development at Eastleigh River Side, supported by the delivery of the Chickenhall Lane link road (see E6, Chapter 6, section 6.4);**
- ii. **further employment development adjoining Chalcroft Business Park, subject to the provision of a new road link between the distribution park and Bubb Lane (see policies WE1 and WE2, Chapter 6, section 6.5);**
- iii. **small-scale employment allocations at Botley, Bursledon, Chandler's Ford, Eastleigh, Fair Oak (Horton Heath), Hedge End and West End (see Chapter 6);**
- iv. **new employment development within the urban edge and by the re-use and/or redevelopment of buildings in the countryside (policies DM18 and DM19, Chapter 5);**
- v. **retaining existing employment sites which have the potential to contribute towards future employment needs, and intensifying their use (see policy DM15, Chapter 5);**
- vi. **regeneration of Eastleigh town centre in accordance with the**

16 The Town and Country Planning (Use Classes) Order 1987 as amended divides land uses into a number of categories, e.g. A Retail (subdivided into use classes A1 to A5), B Business etc. B1 business is further sub-divided into sub-categories e.g. B1(a) offices, B1(b) research and development, and B1(c) light industry, all of which should be capable of being carried out without detriment to residential amenities. Class B2 is general industry, and Class B8 is warehousing.

Council's 'Eastleigh Town Centre Vision' (see policies E3 and E4, Chapter 6, section 6.4) and of district and local centres, to include retail, office, leisure, cultural and residential development (policies DM21). This will include the restriction of out-of centre retail and office development.

Apart from a small-scale allocation at Hedge End, office development will be focused firstly in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, and in district and local centres. Employment land in the SGO could include office provision in accordance with policy S5. Retail development will be focused firstly in Eastleigh town centre, and in district, local and neighbourhood centres according to the role of each centre within the local retail hierarchy. Out of centre office and retail development must be in accordance with national policy.

In implementing this policy the Council will have regard to the PUSH South Hampshire Spatial Position Statement vision that south Hampshire will become a major centre in creativity, innovation and technology, and will encourage:

- a. a greater presence of high-value growth industries, building on the Borough's existing economic strengths in the marine, aviation, rail, creative industries, financial and business sectors, whilst also being open to support new growth

industries including low carbon and high technology businesses, and businesses that support the development of a low carbon economy¹⁷;

- b. the creation of jobs in forms of employment other than industry and commerce, for example in retail, leisure and cultural activities, education and health services, provided they do not compromise the contribution that existing businesses and sites make to the economy;
- c. the provision of starter and 'move-on' units for small firms;
- d. the provision of facilities for skills training that support the local economy, and secure training opportunities and new jobs in conjunction with new development (see policy DM16, Chapter 5); and
- e. the provision of high-speed telecommunication facilities to serve Eastleigh and the rest of the Borough's settlements (see policy DM9, Chapter 5).

4.10 Eastleigh River Side which is one of the largest employment areas in the Borough. Many of the buildings on the northern part of the site are of some age and combined with the large area of railway sidings adjoining this area, create a poor environment on the east side of the town centre and the important southern approach to the town. There is potential to regenerate the area known as Barton

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



Park/Deacon's Industrial Estate for a variety of uses including employment, in order to improve this part of the Borough and enhance the quality of employment provision. A number of other greenfield and brownfield sites have been identified within or adjoining the Eastleigh River Side area, all of which have potential to contribute to meeting the Borough's requirements for additional or replacement employment floorspace (subject to Habitats Regulation Assessment).

- 4.11 A number of other employment sites have scope to be used more intensively. In particular, although it is presently constrained by poor road connections, land at Chalcroft Business Park is under-used and could be developed for industrial, storage, distribution and ancillary office use, as part of a wider development that would include measures to improve accessibility to the strategic road network.
- 4.12 In order to meet the total employment floorspace requirement it will also be necessary to allocate some additional sites. A number of small-scale allocations are therefore proposed at Botley, Bursledon, Chandler's Ford, Hedge End, Horton Heath and West End (see Chapter 6), whilst a larger allocation is proposed at Chalcroft Business Park (West End parish).
- 4.13 The Local Plan published for consultation will include a table to show the amount of new employment floorspace that is anticipated in each parish and Eastleigh town over the Local Plan period, together with existing planning permissions. A table showing employment completions and allocations has been produced to illustrate the anticipated delivery over the plan period.

4.14 There will also be an Employment Land Delivery Schedule to set out the anticipated delivery of employment floorspace over the plan period. This will be divided into 5 year periods in order that progress can be monitored.

4.15 In accordance with the PUSH Economic Development Strategy, the Council will seek to focus office development in town and district centres that are readily accessible by alternative modes of transport, and where such developments can contribute to maintaining the vitality and viability of the centre. Proposals for substantial new office outside of town and district centres will be considered in accordance with the sequential test of the NPPF paragraph 24 and will include consideration of potential impact on other centres outside the Borough including the city of Southampton. In addition to the more traditional forms of employment, the Council recognises the contribution that is made to the local economy by other non-industrial/commercial sectors, for example retail, leisure and cultural activities, tourism, education and health services.

4.16 The Council's strategy for employment provision and the consequences for retail development are underpinned by a range of health checks and other background information on the town, district and local centres within the Borough. Eastleigh town centre provides the main focus for shopping, leisure and cultural facilities in the Borough. Parts of it are of some age, having evolved from the original railway town, and some retail premises are not of a size or quality commensurate with modern requirements. There is considered to be capacity within the town centre to accommodate additional retail floorspace, particularly in northern areas¹⁸. Redevelopment and/ or enhancement

18 Please see the 2016 update to the Council's SLAA and the Eastleigh Town Centre Background Paper (EC5) at www.eastleigh.gov.uk/PPIvidence

of these areas would help to improve the quality of shopping provision in the town, and increase its attractiveness to its catchment population.

4.17 The Borough is well-provided with other smaller shopping centres. Chandler’s Ford and Hedge End both have centres of sufficient size to provide a range of services and facilities. However, at Chandler’s Ford the shopping centres are fragmented, and parts of them (such as the Fryern Centre and Central Precinct) are in need of improvement. Hedge End town centre provides an important focus for Hedge End but is similarly in need of improvement. Other local centres also provide useful shopping and other community facilities, although many of them could benefit from environmental improvements. Once again, there are opportunities for expanding the current quantity of retail floorspace in many of these centres.

4.18 The Council’s strategy also takes account of the results and conclusions from the Eastleigh Retail and Leisure Needs Assessment (Carter Jonas 2017). The Borough has substantial out-of-town retail floorspace at Hedge End, and other out-of-town retail facilities including the Channon Retail Park at Eastleigh, the Chestnut Avenue retail park at Chandler’s Ford and large supermarkets at Chandler’s Ford and Bursledon. The retail study identifies that there is unlikely to be additional capacity for retail floorspace that would warrant any further developments of this kind. The Council will therefore seek to limit these forms of development outside the identified centres on the basis that they could threaten the regeneration of these centres.

Employment and housing

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

Strategic Growth Option

Relevant issues and objectives

Issues (Chapter 2): P1-5, G1, G4M G6, G11, G12, G13, G16, C3

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

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

Source	Reference/ title
Eastleigh Borough Council	Strategic Land Availability Assessment (May 2017)
	Comparative Assessment of Strategic Growth Options – 20 July 2017 Cabinet report
	Eastleigh Borough Local Plan 2011-2036 - Issues and Options paper (December 2015)
	Interim Sustainability Appraisal report (July 2017)



4.20 The Council's preferred approach for new greenfield development is the creation of two new communities to the north of Bishopstoke and Fair Oak. The scale of need for new homes and employment means there is a need for significant development on greenfield land in the Borough. Concentrating development in these locations enables whole new communities to be created with a mix of homes, jobs, services and open spaces and will secure more developer funding for transport and community facilities. This will have significant benefits for existing as well as new communities including: easing traffic congestion, and creating a new district shopping centre, more school places and better health facilities. If development were dispersed it could generate the same cumulative impacts on traffic and facilities but would not support a comprehensive approach to addressing them. However the development will inevitably have impacts. It therefore needs to be very carefully planned on a comprehensive basis as set out in the policy. This will both maximise the benefits of creating new communities; and avoid or mitigate the impacts.

4.21 The principles of development will be set out in a North of Bishopstoke and Fair Oak Supplementary Planning Document. This should inform the developer's detailed masterplan.

Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak

An area of land to the north and east of Bishopstoke and Fair Oak, as defined on the policies map, is allocated as a strategic location for two new communities. Development will be in accordance with the principles of

development set out in this policy, the North of Bishopstoke and Fair Oak Supplementary Planning Document (SPD) and a detailed masterplan to be approved by the Council. Development will include new homes, employment space, retail and community facilities, open spaces and a new link road (Allbrook Hill, north of Bishopstoke and Fair Oak link road, see policy S6).

Phases of the development will make timely provision for transport, community, environmental and other necessary infrastructure and measures.

To ensure a comprehensive development:

The area covered by each outline/full planning application will be sufficiently large to ensure each phase contributes to the effective 'place making' of the overall Strategic Growth Option (SGO).

The first planning application will be subject to the approval by the Borough Council of a detailed masterplan (including design codes) for the whole area covered by this policy. This will also include an infrastructure delivery and phasing plan which will set out the appropriate timing of the provision of the infrastructure, facilities and measures specified below, alongside phases of the development.

The development will meet the following principles (development quantum should be treated as minima and will be tested further through the SPD):

1. **Two distinct and separate communities will be created, separated by a countryside gap as defined on the policies map:**

- a. a new community to the north of Bishopstoke will provide approximately 1,000 dwellings and some employment land, a local centre, 1 primary school, and open spaces;
 - b. a new community to the north and east of Fair Oak will provide approximately 4,200 dwellings, most of the employment land, a district centre, 1 secondary and 2 primary schools and open spaces.
2. The layout and design of each community and its constituent mix of uses will create an integrated and distinctive 'place', with different character areas within each community, and clear and permeable connections for pedestrians and cyclists within the community and to surrounding destinations and for existing residents to access the new facilities.
3. The form and density of development, open spaces and landscape will accord with the following aims, to:
- a. ensure effective use of development land to appropriately maximise the number of new homes and other development;
 - b. protect the setting of the South Downs National Park, the River Itchen valley, countryside gaps with Colden Common; Lower Upham / Upham and Horton Heath (east of Knowle Lane), and other areas of high landscape sensitivity. Landscape buffers and woodland should be provided on the boundary of the countryside gaps. Precise countryside gap boundaries will be determined after masterplanning;
 - c. promote higher densities close to the district and local centres and public transport routes and to support bus operational needs; and
 - d. protect the amenity of existing properties immediately adjoining the proposed development.
4. There will be a mix of housing types including affordable housing and provision for older persons housing.
5. The district centre will be located to create close links to the existing Fair Oak village centre, and to serve both the existing and new communities of Fair Oak. It will include a supermarket, convenience retail and local service provision, and may include an element of local comparison retail provision. It will not generate a significant adverse impact on Eastleigh town centre. Measures will be provided to enhance the existing Fair Oak village centre.
6. The employment land will total approximately 30,000 sqm (gross) of floorspace, consist predominately of light industrial and office uses (B1 use class) and will be designed, operated and incorporated into the overall layout of the new communities to



protect residential amenity. Major office development (greater than 1,000 sq m gross) will only be supported if there are no suitable, available or viable alternative sites in or on the edge of Eastleigh town centre and it will not lead to exceeding the Borough wide office target (policy S4).

7. The developer will provide the land for all the schools and associated playing fields. The secondary school will be designed to facilitate the community use of its buildings and open spaces by recognised sporting and community groups outside of school hours.
8. The developer will provide health services either through provision on site as part of the district centre or a financial contribution to the expansion of the existing Stokewood surgery to create a community health hub as agreed by the Council and Clinical Commissioning Group.
9. Development will support and not prejudice the delivery of the full link road as set out in policy S6. All phases of development will make a proportionate financial contribution to the link road. No development will be permitted until the link road (or at least phases 1-3) has full planning permission; and there is at least a strong likelihood that the full road will be delivered (e.g. in terms of land ownership and financial viability). Phases of development will not be occupied until phases of the link road are completed, as determined by the infrastructure delivery phasing plan.
10. The developer will make an appropriate financial contribution towards the provision of:
 - a. other transport measures (on and off site), including appropriate public transport, cycling, walking, horse riding and traffic management measures on surrounding local roads, including to divert traffic on surrounding roads to use the new link road, and within the South Downs National Park;
 - b. schools (on site);
 - c. and other measures as appropriate in accordance with policy DM 39.
11. Development will provide new utilities in accordance with policy DM 9 [water, waste water, energy, broadband], coordinating works to avoid disruption. The developer will assess, on the basis of the whole strategic growth option, whether appropriate low carbon energy generation and distribution systems can be provided, and provide them if viable.
12. Development will not be permitted unless it is demonstrated through project-level Appropriate Assessment (Habitats Regulations Assessment) that it (either alone or in combination with other plans or projects, and subject only to imperative reasons of overriding public interest in the absence of alternative solutions) will not adversely affect the integrity of the River Itchen Special Area of Conservation or any other European Site. Development will be required to protect headwater ecosystems and hydrological flows

and preserve the flood zone around Bow Lake. Buffers will be required in accordance with DM6.

13. Development will not adversely affect the ecological functioning of the Sites of Importance for Nature Conservation and priority habitats such as ancient woodland/hedgerow complex or the protected and priority species that use them. An appropriate area of land will remain undeveloped around the headwaters and tributaries of the River Itchen, the SINC's and ancient woodland, and other measures provided as required, including a visitor management plan for the woodland.
14. Development will appropriately manage the risk of flooding to the new communities and not increase the risk of flooding to existing communities. Development will include sustainable drainage systems which are appropriate to the overall design of the new communities, and preserve the water quality and flows in the Itchen and its tributaries and other flood risk management measures as required.
15. Development will include a range of 'green infrastructure' (including open spaces), broadly in accordance with the standards in policy S10, DM34 and DM35, to meet a wide range of recreational and sporting needs for existing and new communities, protect and enhance ecology, manage flood risk and protect the fish farm business. Where possible, green

infrastructure will be designed and located to meet multiple aims. Green infrastructure will be designed to create ecological networks, and attractive routes through the development for pedestrians, cyclists and horse riders. Mature trees and wherever possible hedgerow networks will be retained.

16. Development will not proceed until the appropriate prior extraction of minerals has taken place. Appropriate extraction will depend on amenity, environmental and other relevant considerations; the need to ensure the timely provision of new homes and other development, and that minerals are not needlessly sterilised. The strong preference will be for any minerals to be extracted and used on site as part of the construction of the development.
17. Heritage assets and their settings will be conserved and enhanced.

4.22

The development may come forward in a number of phases and planning applications. However to ensure the development is planned on a comprehensive basis the policy requires: first that each individual outline / full planning application is submitted for a sufficiently large phase of the Strategic Growth Option (SGO) to avoid small piecemeal development; and second, that in addition to the Local Plan, planning applications will be determined in accordance with two documents. The first is the North of Bishopstoke and Fair Oak SPD which is being prepared by the Council and will include an overarching



masterplan. The second is a more detailed masterplan which will be prepared by the developers in accordance with the Local Plan and SPD, and be approved by the Council. The Council will only approve the first planning application once it has approved the detailed masterplan. Both the SPD and detailed masterplan will cover the whole SGO policy area, and the wider green infrastructure area. The Council will discuss further with Winchester City Council the extent and nature of the wider green infrastructure area, to seek an appropriate countryside and landscape setting for the SGO.

4.23 Construction of the link road will enable the development itself to start in 2019/20. The full development may take up to 25 years to complete. It is anticipated that at least 3,350 dwellings will be complete by the end of the plan period in 2036.

4.24 The first new homes will be completed in 2019/20. Technical studies suggest the full development may take up to 25 years to complete, with at least 3,350 homes delivered by the end of the plan period in 2036. The Council continues to take actions and work with the Government and other agencies to accelerate housing delivery.

4.25 To create a distinctive and varied sense of place which responds positively to its setting, it is important to create two distinct communities (to the north of Bishopstoke and to the north and east of Fair Oak). These communities will be separated by a countryside gap. This will help maintain the distinct identity of each community, protect the setting of nearby woodland and provide public open space.

4.26 The policy sets out the range of facilities which will be provided in each community, according to their size. This will ensure people have access to local facilities,

and a vibrant identity is created for each community.

4.27 The layout and design of development will create a distinctive and varied sense of place, and an attractive network of streets and routes for pedestrians, cyclists, buses and other vehicles to move through the development and to surrounding destinations.

4.28 The form and density of development will ensure that effective use is made of development land consistent with achieving a high quality environment. The Council's initial view is that the two communities should deliver a combined total of approximately 5,200 dwellings. This will be refined in the light of the North of Bishopstoke and Fair Oak SPD masterplan. Higher densities will be supported close to the new district and local centres and public transport routes, to increase the number of people who can easily walk to these services. Medium densities will be supported across much of the development. Lower densities are likely to be needed in areas of additional landscape sensitivity close to the South Downs National Park, the River Itchen valley, and countryside gaps with Colden Common and Upham / Lower Upham.

4.29 The type of housing delivered will be in accordance with the mix of housing identified in policy DM26 and the levels of affordable housing in policy DM30.

4.30 The district centre will be located within the larger of the two new communities, to the north and east of Fair Oak. It will be located as close to the existing Fair Oak village centre as possible, subject to any topographical or other constraints as identified through the masterplanning process. This will help create links between the two centres and also ensure the new centre is located so that it effectively serves both the existing

and new communities in Fair Oak. It will significantly add to the range of facilities available to Fair Oak, strengthening the sense of community and reducing the need to travel further afield. To ensure this is achieved, the district centre will provide a new supermarket, and further convenience shops, services (e.g. banks, restaurants, etc.) and local comparison shops. A retail assessment will be required to be undertaken by the applicant to ensure there is no significant adverse impact on Eastleigh town centre. The secondary school will provide a wider community resource outside of school hours.

4.31 The provision of employment land will help deliver the Borough's overall targets as set out in policy S4, and provide jobs for local people, reducing the need to travel further afield. Given the nature of the area and surrounding road network, the employment will predominately be for light industry or offices (B1 use class). A small element of general industrial (B2) or warehouse (B8) uses may be suitable but will require careful justification. The layout, design and control of employment uses will need careful consideration to ensure that the residential amenity of communities is protected.

4.32 The provision of the new Allbrook Hill, Bishopstoke and Fair Oak link road, as set out in policy S6, is a critical part of the overall concept for the new communities. Without the link road, the scale of the full development proposed may generate severe and unacceptable congestion on surrounding roads. Conversely by delivering the link road, the new development may relieve congestion on these roads. The first stage of development should not be permitted

until it is clear that phases 1 to 3 of the link road can be completed This means that full planning permission has been granted for the road, to fully demonstrate that all environmental and other planning issues have been addressed; that the infrastructure, delivery and phasing plan (IDPP) has been agreed between the Council and all developers within the SGO, which will include position on the following points: that all the land required is within the control of the SGO developers; and there is clear evidence that the road will be funded by the developers (and partially with additional public funding if needed). The clear evidence regarding developer funding will include a detailed viability assessment based on the cost of the road which has received full planning permission; the detailed masterplan for the whole SGO including costings for other developer contributions. Where partial public funding is required there will be as much confidence as reasonably possible at that stage that this will be forthcoming. The completion and occupation of dwellings can be phased so that they are only completed alongside individual phases of the link road, according to a programme to be determined by a detailed transport assessment and set out in the approved infrastructure and delivery phasing plan. Any revision to this phasing will be determined by subsequent detailed Transport Assessments associated with a revision of the infrastructure delivery and phasing plan (IDDP) for the whole of the SGO. However no significant development to the north of Bishopstoke will be completed until phases 1, 2 and 3 of the link road is complete.

4.33 In addition to the link road, the developer will provide for or make a



financial contribution to other transport measures, which are likely to include on and off-site junction and public transport improvements and funding for sustainable transport links so the site can link into the existing cycle network. These measures will be informed by a Transport Assessment.

4.34 The developer will provide the land for and make an appropriate financial contribution towards the provision of the new schools. The secondary school, and the primary schools combined, will provide capacity for 12 forms of entry. The health infrastructure could be provided either within the site or by an appropriate financial contribution for the expansion of an existing surgery close to the development, as agreed by the Council and Clinical Commissioning Group.

4.35 Development will provide new utilities in accordance with policy DM9 which will require connection to the nearest suitable point off site. The applicant will consider whether a district energy (combined heat and power) network can be provided, and do so if it is viable.

4.36 The development lies close to important environmental designations. It is important that the layout and design of development does not adversely affect these designations. An Environmental Impact Assessment and a further Appropriate Assessment (Habitat Regulations) will be required at the planning application stage. However it is likely that the following measures will be required:

- **buffers left free of development around important features:**
 - ▶ [20 metres]* around headwaters and watercourses;
 - ▶ [50 metres]* around woodland Sites of Importance for Nature Conservation;

- ▶ Large enough to preserve the root zones of Trees and tree lines of value;
- ▶ 5 metres* around hedgerows that are retained;

*(Distances are indicative and will be refined by more detailed studies)

- sustainable drainage measures;
- a woodland visitor management plan;
- any other measures which are required to ensure there is no adverse impact.

4.37 The development lies within flood zone 1, the lowest area of flood risk. However it is important it is designed to manage flood risk and not increase flood risk in surrounding communities. This will require the provision of sustainable drainage in accordance with policy DM6 and other measures. Any planning application for development permitted by this policy will be required to be accompanied by a further full flood risk assessment.

4.38 Green infrastructure is connected 'networks' of multi-functional areas of green space and other environmental features. It includes all types of open space and playing pitches, hedgerows, trees, woodland streams and wetland. New and enhanced green infrastructure will be integrated into the overall layout and design of development and into the existing network of green infrastructure so as to achieve multiple aims. These include the creation of an attractive sense of place, a gap between the two communities and with adjacent settlements, a range of public open space and sports pitches for existing and new communities, attractive routes for pedestrians, cyclists and horse riders, an ecological network connecting and protecting important ecological features

and ancient woodland, and managing flood risk.

4.39 Parts of the development area are understood to have sand and gravel mineral reserves. In accordance with the Hampshire Minerals and Waste Plan (2013) and Minerals Safeguarding SPD (2016) the applicant will assess these mineral reserves and extract these minerals prior to the development proceeding if appropriate. The preference will be for minerals to be extracted and used on site as part of the construction of the development, to minimise traffic and amenity impacts, and to facilitate the timely delivery of new homes. These activities should only be undertaken if it does not impact on the biodiversity value and hydrology associated with the River Itchen SAC.

Strategic Policy S6, New Allbrook Hill, Bishopstoke and Fair Oak link road

A new link road is supported from the Allbrook Link Road to the B3037 east of Fair Oak, as defined on the policies map, serving the housing allocation at Allbrook Hill (policy AL1) and the new communities north of Bishopstoke and Fair Oak (policy S5). This link road has 4 phases:

- **Phase 1:** from the Allbrook Link Road to the junction of Allbrook Hill and Pitmore Lane.
- **Phase 2*:** the existing B3335 Highbridge Road. This will include a realignment of the road to improve the traverse of the Allbrook rail bridge for larger vehicles. It will also include more signs as needed warning of the rail bridge within

this phase and across the wider network.

- **Phase 3*:** from the B3335 through the new community north of Bishopstoke to the B3354 Winchester Road north of Fair Oak.
- **Phase 4:** from the B3354 through the new community north and east of Fair Oak to the B3037.

*Parts of phases 2 and 3 are within Winchester City Council's area.

Each phase of the link road will meet each of the following criteria:

1. include an appropriate design of the highway, junctions and crossings for vehicles, cyclists, pedestrians and where appropriate horse riders. The highway will be designed to act as a main road, including a main distributor road within the development area;
2. not adversely affect (either alone or in combination with other plans or projects; and subject only to imperative reasons of overriding public interest in the absence of alternative solutions) the integrity of the River Itchen Special Area of Conservation or any other European site. This will include the provision of appropriately designed bridges across the river and its tributaries, measures to manage hydrology, and any other measures required;
3. not adversely affect Sites of Importance for Nature Conservation;
4. not increase flood risk in the wider area and if possible reduce existing flood risk;



5. **be designed to manage and mitigate its:**
 - a. **visual effect on the landscape**
 - b. **noise effects on surrounding communities; and**
6. **integrate into the overall design for the new communities to the north of Bishopstoke and Fair Oak, in accordance with the masterplan required by policy S5. This will include space for sustainable drainage and a tree lined avenue.**

traffic can be improved by re-aligning the approach roads (to enhance sight lines) and improving warning signs. The re-alignment will include a new bridge which crosses the River Itchen Special Area of Conservation (SAC), and the remainder of the road also passes within 200 metres of the Special Area of Conservation. The road, including the realignment also lies within the flood zone and needs to be designed to mitigate flooding issues. The route of the re-alignment is within the control of the developers.

4.40 The new link road will connect the existing community at Fair Oak and the new communities north of Bishopstoke and Fair Oak with junction 12 of the M3. As well as serving the new communities, the link road will provide significant congestion relief along the existing Bishopstoke Road and in central Eastleigh (an air quality management zone).

4.41 The link road can be divided into a number of phases:

- **Phase 1 connects the existing Allbrook link road (and hence junction 12 of the M3) with the B3335.** This phase of the road relies on land in separate ownership to that in the new communities to the north of Bishopstoke and Fair Oak. However it is understood that the land will be released for the road in conjunction with development at Allbrook (policy AL1).
- **Phase 2 is the existing B3335.** This road passes under the mainline railway via a bridge with slightly constrained dimensions. Light vehicles can pass each other. However heavy goods vehicles cannot pass each other. The development and link road will generate some increase in heavy goods vehicles. However the situation for existing and additional

- **Phase 3 runs from the B3335 through the new community to the north of Bishopstoke to the B3354.** This road crosses tributaries and headwaters of the River Itchen SAC which are also within the flood zone. This phase lies within land controlled by the developers.
- **Phase 4 runs from the B3354 through the new community to the north and east of Fair Oak to the B3037.** This phase lies within land controlled by the developers.

4.42 The design and chronological phasing of the road will be informed by a Transport Assessment for the new development to ensure it appropriately accommodates all road users. The link road will be designed to encourage traffic to use it as a through route, to reduce congestion whilst appropriately managing traffic on the new route, particularly as it passes through new residential areas.

4.43 The road will require an Environmental Impact Assessment and project level Appropriate Assessment (Habitat Regulations). The road will require careful design to ensure it does not adversely affect the integrity of the River Itchen Special Area of Conservation. This will require a number of measures:

- The bridges across the River Itchen, its tributaries and headwaters must be appropriately designed. This means they will be single span bridges to ensure sufficient passage for otters, and migratory fish and preservation of the hydrological processes, unless strong and compelling evidence can be provided in the project level Appropriate Assessment (Habitat Regulations) HRA that an alternative design will not adversely affect the integrity of the River Itchen SAC.
- Management of surface water run-off.
- Measures will be put in place to mitigate any adverse effects on southern damselfly populations so as to ensure no adverse effect on the integrity of the River Itchen SAC.
- Measures will be put in place to enhance the habitats for the southern damselfly and connect the habitats of different populations to enhance the resilience of the overall population within the SAC.

4.44 The road will also avoid the buffers around the woodlands as set out in policy S6.

4.45 The road will require a project level flood risk assessment. Where the road is realigned and a new road is created compensatory storage areas will be provided elsewhere.

4.46 The road will require project level landscape and noise assessments and be designed to mitigate these effects.

4.47 The road will be designed to appropriately manage and cater for all different

road users including pedestrians and cyclists, and to integrate into the new communities as places.

Countryside, countryside gaps and the coast

Relevant issues and objectives

Issues (Chapter 2): G1, G2, G3

Objectives (Chapter 3): ii, iv, vii

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

Source	Reference/ title
Eastleigh Borough Council	Biodiversity Action Plan 2012 - 2022
PUSH	Green Infrastructure Strategy Framework for Gaps
North Solent Shoreline Management Plan Client Steering Group	North Solent Shoreline Management Plan (see policy Units 5C04 - 5C10).
Hampshire County Council	Hamble River Harbour Authority Strategic Vision, Strategic Plan and Management Plan Hampshire Integrated Character Assessment ¹⁹ 2011 Countryside Access Plan for Hampshire
Marine Management Organisation	Draft South Marine Plan ²⁰

19 <http://www3.hants.gov.uk/landscape-and-heritage/hampshire-integrated-character-assessment.htm>

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



Source	Reference/ title
NPPF	Paragraphs 17, 109 - 114

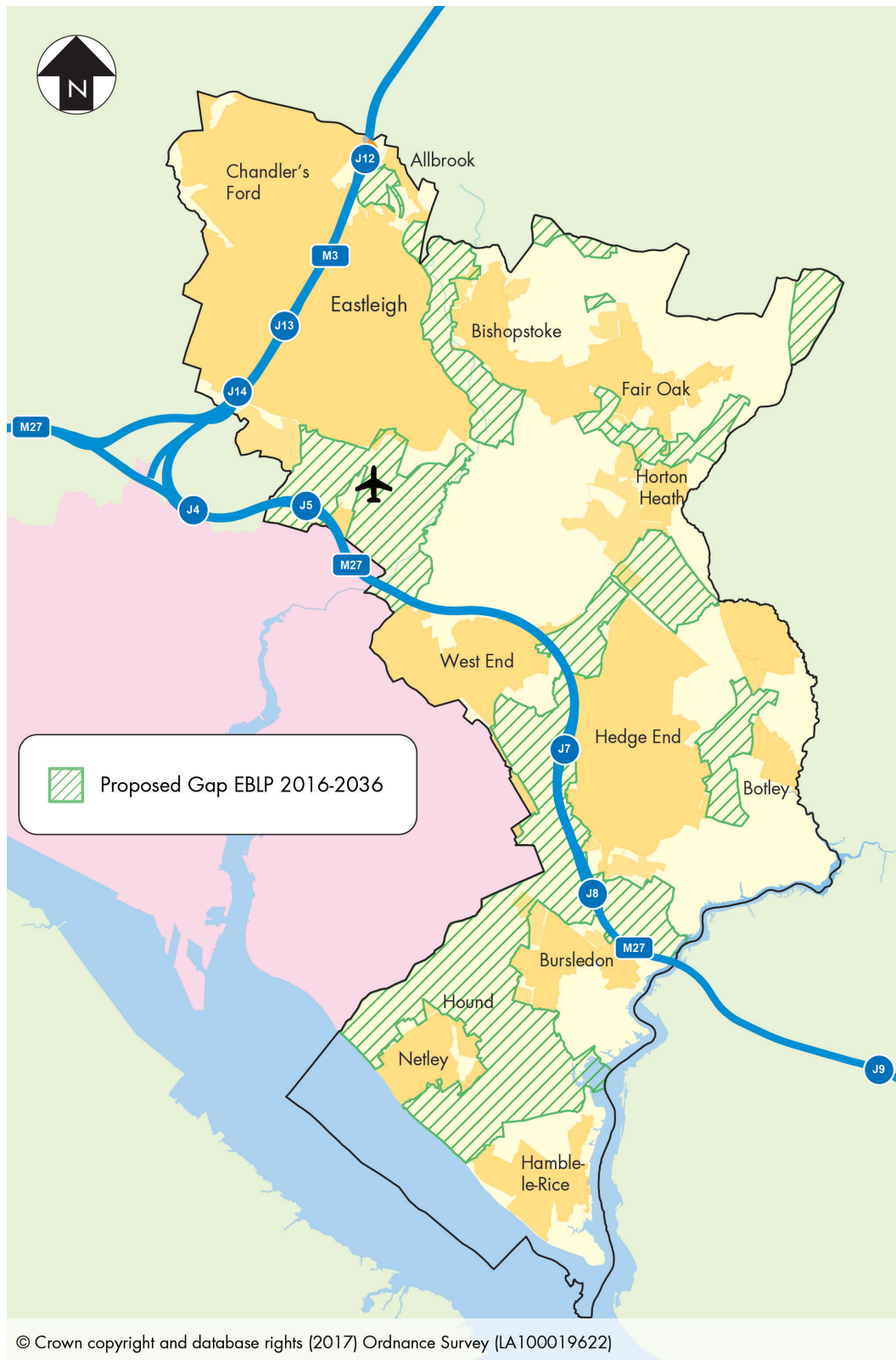
Countryside and gaps

- 4.48 The issues set out in Chapter 2 suggest that the Borough’s countryside is under pressure from development and non-agricultural uses, with some areas in need of improved management, in particular those adjoining the urban edges of settlements. Quite a large proportion of the Borough’s countryside is in use for recreational horse-grazing, with related development pressures for stabling and other built facilities.
- 4.49 The Borough’s countryside is an important and diminishing resource. It is valued for many reasons, including agriculture and community food production, its landscape qualities and biodiversity value. Habitats of value include the special characteristics of the valleys of the rivers Itchen and Hamble and the networks of ancient woodlands, streams and wetlands throughout the Borough. The countryside is also important for the setting it provides for towns and villages, and the opportunities it provides for recreation. The Council is keen to protect and enhance the countryside within the Borough and maximise its opportunities for people and wildlife, from the urbanising impacts of development.
- 4.50 However, there are particular needs arising from rural activities and the rural communities require housing and services, the strategy allows for limited development to ensure these needs are met. In permitting such developments, the

- 4.51 The Borough’s countryside performs an important role in separating and providing a setting for the Borough’s settlements. Maintaining the individual identities of the Borough’s communities is an important priority for the Borough Council. The most obvious way of achieving this is keeping them physically separate from each other and from Southampton. Development over recent years has tended to cause some merging of settlements – for example West End has now merged with Southampton. The Council considers that designating areas between settlements as countryside gaps to be kept free of urbanising development is the best way of preventing further loss of local identity, and has defined a number of such gaps, see figure 5, having regard to the criteria set out in the PUSH Framework for Gaps.
- 4.52 Parts of the countryside are underlain with mineral deposits. As the minerals planning authority for this Borough Hampshire County Council seeks to avoid the sterilisation of such resources by permanent non minerals development. Areas safeguarded because they contain important minerals are identified by the County Council in the Hampshire Minerals and Waste Plan (2013), and they are also shown on the Local Plan policies map. The Hampshire Minerals and Waste Plan identifies the former Hamble Airfield as an area for the extraction of sand and gravel.

21 The Forest of Bere is an area of approximately 26,000 hectares which stretches across south-east Hampshire from the Itchen Valley in Eastleigh to the border with West Sussex. It covers the northern part of the Borough mainly north of the M27. See Hampshire County Council’s Countryside Access Plan for the Forest of Bere 2008-2013: <http://www.hants.gov.uk/rh/countryside/access/forestofbere.pdf>

Figure 5: Countryside gaps



4.53 The countryside within Eastleigh Borough is not regarded as being a rural area for the purposes of applying the provisions of the NPPF in relation to supporting a prosperous rural economy. Much of it has the characteristics of urban-fringe where careful management is required to avoid urbanisation and the coalescence of settlements, and the Local Plan's policies are framed accordingly.

Strategic policy S7, New development in the countryside

There is a presumption against new development in the countryside, subject to other policies of this Local Plan. Countryside is defined as all the areas outside the urban edge as defined on the policies map, including river valleys, ancient woodland and the undeveloped coast.

Planning permission will be granted for new development in the countryside provided it is related to:

- i. the provision of employment through agricultural development (policy DM17), the extension and replacement of existing employment uses (policy DM18) and the re-use of existing buildings (policy DM19);
- ii. residential extensions and replacement buildings (policies DM18 and 27), limited residential conversions (policy DM19), rural workers' dwellings (policy DM29) and accommodation for Gypsies, Travellers and travelling showpeople (policy DM33);
- iii. community, tourist, or visitor uses through the re-use of buildings including facilities for the

interpretation of heritage assets (policies DM12);

- iv. **outdoor recreation and open space (policies DM34 and DM35);**
- v. **allotments and community farms (policy DM34);**
- vi. **cemeteries (policy DM39); and**
- vii. **essential public utilities (policy DM9).**

In permitting new development in the countryside the Borough Council will seek to:

- a. **avoid adverse impacts on the rural, woodland, riparian or coastal character, the intrinsic character of the landscape including the avoidance of adverse landscape impacts on areas adjoining national parks and their settings, and on the biodiversity of the area;**
- b. **secure long-term beneficial management practices that will enhance the landscape and biodiversity of the countryside and coast; and**
- c. **avoid sterilisation of mineral resources, in accordance with the Hampshire Minerals and Waste Plan.**

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

Strategic policy S8, Protection of countryside gaps

In order to maintain the separate identity of settlements and separation from Southampton, countryside gaps are defined between:

- **Eastleigh and Southampton;**

- Eastleigh and Bishopstoke;
- the two new communities at the Strategic Growth Option*;
- the Strategic Growth Option and Colden Common*;
- the Strategic Growth Option and Lower Upham/Upham*;
- Fair Oak (including the Strategic Growth Option) and Horton Heath*;
- Botley and Boorley Green;
- Hedge End and Botley;
- Hedge End and Southampton;
- Hedge End and Horton Heath;
- Hedge End and Bursledon;
- Bursledon/Netley and Southampton;
- Bursledon and Hamble/Netley;
- Boyatt Wood and Otterbourne Hill;
- Boyatt Wood and Allbrook;

as set out in the key diagram and on the policies maps. *The precise boundaries of countryside gaps connected to the Strategic Growth Option will be determined following masterplanning.

In countryside gaps, development which physically or visually diminishes the gap, or has an urbanising effect detrimental to the openness of the gap, the character of the countryside or the separate identity of the adjoining settlements will not be permitted. Proposals for development within gaps will also be assessed against other

relevant policies but will be resisted where this approach is not met.

4.54 Policies S7 and S8 restrict development in the countryside principally in order to maintain its rural character and to limit urbanisation. In accordance with the Hampshire Minerals and Waste Plan it also seeks to limit the sterilisation of mineral resources by new development.

4.55 Residential development includes houseboats, of which a number exist on the River Hamble estuary - any proposals to moor additional houseboats along the coast will be treated in the same way as proposals for new residential development in the countryside.

4.56 Please note that a number of sites in the countryside are covered by special policies in the Local Plan including policies for recreation facilities at the Ageas Bowl (policy WE4), the employment and travelling showpeople site at Netley Firs (policy HE5) and boatyards (policy DM20).

The coast

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

4.58 The character of the coastline ranges from low, crumbling cliffs at Netley to



the open mudflats and marshes of the estuary and the more enclosed upper tidal reaches of the river Hamble, which is tidal as far north as Botley. There is some slow erosion of the cliffs at Netley which provides opportunities for the sandstone cliffs to be colonised by rare mining bee and wasp colonies. There is some risk of coastal inundation at Hamble, but the risks are relatively low and the areas affected are not of sufficient scale to warrant the identification of a Coastal Change Management Area²². There is a slow but progressive erosion of saltmarsh habitat along the tidal reaches of the Hamble and the Hamble Harbour Authority have undertaken initial studies to assess the feasibility of saltmarsh recharge. The Council would be keen to work in partnership with the Harbour Authority on a project if the opportunity arises. The North Solent Shoreline Management Plan²³ proposes no active intervention for the coastline or the Hamble estuary within this Borough, apart from in two areas; a small part of the frontage in Hamble village and some stabilisation of the cliffs at Netley with proposals to 'hold the line' along these frontages.

4.59 The Marine Management Organisation (MMO) operates within the terms of the Marine and Coastal Access Act (2009) and the Marine Policy Statement. It is responsible for the preparation of Marine Plans and Marine Licensing. The MMO is finalising a new marine plan for the Southern Inshore area of the coast which includes the coastline of Eastleigh Borough. Marine plan area boundaries extend up to the level of mean high water. The Marine Management Organisation require marine licences for activities

involving a deposit or removal of a substance or object below the mean high water springs mark or in any tidal river to the extent of the tidal influence. As a result of the spatial overlap between the plans, regard will need to be given to this Local Plan as the marine plan is finalised.

4.60 The whole of the Borough's coast is of national and international importance for nature conservation, and is included in the Solent Maritime Special Area of Conservation and the Solent and Southampton Water Special Protection Area and Ramsar site nature conservation designations. In response to concerns of increased recreational pressure on birds within protected areas of the Solent as a result of the proposed development in south Hampshire, the Solent Recreation Mitigation Partnership (SRMP) was established. An interim mitigation strategy for PUSH local authorities is in place and the partnership is working towards a definitive strategy.

4.61 The River Hamble also has a long heritage of boatbuilding and other marine activity and is of considerable local and national significance for recreational sailing. Related to this are supporting commercial activities including boatyards and other marine-related enterprises. These make an important contribution to the economy of the Borough and of south Hampshire. Recreational sailing contributes significantly to the local economy as well as providing an important local amenity. The boatyards are also part of the Borough's marine heritage. The Council therefore considers it important in principle to retain the existing boatyard sites in marine-related business uses.

22 NPPF paragraphs 106-108

23 www.northsolentsmp.co.uk

4.62 Other forms of water-related recreation include coastal and riverside walks, fishing and other water sports. The coast and River Hamble are attractive in landscape terms and highly valued locally. Efforts are in progress to extend the proposed national coastal path along the River Hamble up to Bursledon Bridge.

4.63 On the River Hamble there is potential for conflict between protection of the international designation and the commercial and recreational activities on the river. Careful management is needed to achieve a balance between them. The River Hamble Harbour Authority (Hampshire County Council) manages the river, and has produced a Strategic Plan, Strategic Vision and a Business Plan²⁴.

4.64 The harbour authority for Southampton Water is Associated British Ports, which has responsibility for the provision and maintenance of harbour facilities (quays, wharves, piers etc.); navigational safety in the harbour, including maintenance dredging; the movement and berthing of ships; licensing construction of works in the harbour; and nature conservation and the prevention of pollution.

Strategic policy S9, The coast

The coast is defined as including:

- the Hamble river estuary between Hamble Point Marina and Botley, extending to the Borough boundary in the centre of the river and around the Marina; and
- the coast of Southampton Water extending to mean low water.

On-shore areas relating to the coast are defined as areas adjoining coastal waters, or related to the coast in visual, landscape, biodiversity, heritage or functional terms.

On the Borough’s coast, the Borough Council will protect the Natura 2000 and Ramsar designations and recognises the national and international importance of the River Hamble and Southampton Water for recreational sailing and marine-related enterprises that contribute to the local and sub-regional economy and recreational activities. The Council therefore seeks to:

- i. **Protect and enhance the landscape, biodiversity and heritage interest of the coast including views from coastal waters (see also strategic policies S9, S10 and S11, and policies DM1, DM11 and DM12, Chapter 5);**
- ii. **Retain existing boatyards and marinas on the River Hamble in marine-related uses (see policy DM37, Chapter 5);**
- iii. **Enable the provision of infrastructure related to recreational sailing within the developed frontages of the river, subject to the River Hamble Harbour Authority Strategic Plan and Strategic Vision, whilst protecting more sensitive locations (see policy DM20, Chapter 5);**
- iv. **Maintain and enhance other coast-related recreational activities, including enhancing coastal access where this can be achieved**

24

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



without detriment to biodiversity, landscape, heritage or economic interests, and/or can help to manage recreational impacts; and

- v. **Achieve coast protection and flood management measures where necessary in accordance with the adopted North Solent Shoreline Management Plan²⁵ (see policy DM7, Chapter 5).**

4.65 The policy recognises the unique characteristics of the River Hamble and the Southampton Water whilst enabling the continuation of recreational and commercial uses traditionally associated with the river and that contribute to the local and sub-regional economy. The Council will seek to protect the coast and its inshore areas from development detrimental to their character.

4.66 The influence of the coast extends inland, although the extent of it can be difficult to define by means of a boundary. For the purposes of the Local Plan, on-shore areas relating to the coast are defined as areas adjoining the water, or related to the coast in visual, (including views of the coast from the water), landscape, biodiversity, heritage or functional terms.

Green infrastructure

4.67 Green infrastructure in the Borough includes a network of natural and semi-natural habitats, green spaces and features linked by green and blue corridors. The Council will produce a background paper on Green Infrastructure setting out the definition of green infrastructure employed in this Plan, and the nature, scale and location of such infrastructure within the Borough. Other

evidence will explore more detailed aspects of green infrastructure relating to the Borough's landscape and biodiversity, and the Council's work on sport and recreation.

Relevant issues, vision, and objectives

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

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

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

Source	Reference/ title
Eastleigh Borough Council	Biodiversity SPD ²⁶
	Biodiversity Action Plan 2012-2022
	Draft Health and Wellbeing Strategy (2016)
	Sports Facility Needs Assessment and Playing Pitch Strategy Update 2017
	Open Space Needs Assessment 2017
	Play Strategy and Action Plan 2007-2017
PUSH	Green Space Audit 2017 Green Space Strategy 2017
	Green Infrastructure Strategy Solent Disturbance and Mitigation Study

25 www.northsolentsmp.co.uk

26 www.eastleigh.gov.uk/PDF/PPD091210BiodiversityAdoptedSPD.pdf

Source	Reference/ title
Hampshire County Council	Countryside Access Plan for Hampshire Hamble River Harbour Authority Strategic Vision Strategic Plan and Management Plan Hampshire Integrated Character Assessment 2011
Hampshire Biodiversity Partnership/ Hampshire Biodiversity Information Centre	Hampshire Biodiversity Action Plan Biodiversity Opportunity Areas Countryside Access Plan for Hampshire
Hampshire Wildlife Trust	A Vision for the Forest of Bere 2011
NPPF	Paragraphs 17, 74-75, 109-114, 117-119

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

4.69 The term 'multi-functional' refers to the variety of functions that the network can satisfy. These could include providing safe green links between community facilities such as GPs, schools, places of work and local shopping centres, encouraging active

lifestyles by providing leisure spaces within walking distance of people's homes, improving physical and mental wellbeing through exercise, local food production, flood alleviation, mitigating climate change, safeguarding and linking valued habitats and providing safe routes through the urban environment for biodiversity. The framework of green spaces and other natural features will support the sustainable development of settlements and increase the environmental capacity of the locality and region as a whole.

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

Strategic policy S10, Green infrastructure

Through new development and other initiatives the Borough Council will seek to achieve the provision, retention and/or enhancement of the following forms of multi-functional green infrastructure, including provision of:

- i. **landscape scale strategic links across the Borough boundary, to and between the Borough's settlements, the countryside, the coast, and the major areas of open space including the country parks (see policy S13);**
- ii. **interlinked publicly accessible open space through new and existing**



development including for example formal sports facilities and informal amenity spaces and cemeteries (see policies DM34-DM36, Chapter 5 and detailed proposals in Chapter 6);

- iii. green infrastructure incorporated into all new development with multifunctional spaces connected by primary, secondary and tertiary green links;
- iv. interconnected urban green infrastructure within the fine grain of existing and new development including green, cycle ways, paths and linkages between community facilities and open spaces to link community facilities;
- v. green stepping stones such as street trees, green roofs and walls, pocket parks and urban copses (see policy DM1, Chapter 5);
- vi. connected habitats linking the network of designated sites and existing priority habitats (see policy DM11, Chapter 5);
- vii. incorporation of historic buildings and landscapes, including historic parks and gardens within the wider Green Infrastructure to protect their setting (see policy DM12, Chapter 5); and
- viii. opportunities for local food growing including allotments, community orchards and farms (see policies DM34 to DM36, Chapter 5 and detailed proposals in Chapter 6).

places, places of worship and cemeteries. They can also include privately owned facilities such as public houses.

Relevant issues and objectives

Issues (Chapter 2): C2, C3, C5

Objectives (Chapter 3): iv, v, viii

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

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

Strategic policy S11, Community facilities

The Borough Council will work with Hampshire County Council, the health authorities, emergency services, town and parish Councils, churches and voluntary groups to ensure the adequate provision of facilities to serve the Borough's communities. In association with new residential development the Borough Council will seek the provision of:

- i. new schools and enhancements to existing schools as advised by the education authority, including
 - a. new primary schools as required for the strategic growth option (policy S5) and larger development sites (Chapter 6);

Community facilities

4.71 Community facilities include a wide variety of uses such as schools, medical facilities, community halls and meeting

- b. **new secondary schools in the strategic growth option (S5) and for the east of the borough;**
- ii. **new and enhanced medical facilities as advised through engagement with all relevant healthcare service commissioners and providers in the area including an extension to the Stokewood surgery (policy S5);**
- iii. **cemeteries to meet local needs (see policy DM39, Chapter 5 and detailed proposals in Chapter 6); and**
- iv. **other new and enhanced community infrastructure necessary to ensure the sustainability of the development. This could include new multi-purpose community halls, improvements to existing halls, and, where feasible, local shops.**

4.72 The new housing proposed will give rise to a need for new community facilities, including schools, medical facilities and other community infrastructure such as cemeteries.

4.73 With regard to schools, the new development proposed will require the provision of additional school places at both primary and secondary levels. At north of Bishopstoke / Fair Oak, there is a requirement for three primary schools and a secondary school to serve the new development. The large strategic sites (at Boorley Green; south of Chestnut Avenue, Eastleigh; Chalcroft Farm; and west of Horton Heath) are required to include a new primary school. For secondary education, the education authority (Hampshire County Council) is developing new secondary schools in the Borough at west of Horton Heath and west of Woodhouse Lane, Hedge End to serve

the new developments in the east of the Borough. In addition to new schools, there is a programme of expansion to existing schools to increase the number of places available per year group.

4.74 With regard to medical services, the Council is working closely with the Clinical Commissioning Group to identify health care facilities required to serve existing and new development. This may include the expansion of existing surgeries and new facilities. No new hospital provision is required. Planning policies will need to be sufficiently flexible to enable on-going changes in patterns of provision of medical services and care.

4.75 Also in association with the new developments the Borough Council will seek to secure the provision of new multi-purpose community halls and/or improvements to existing halls and where feasible, local shops. The intention is that these should be grouped with the new schools to form new local centres within each new community.

4.76 A number of town and parish Councils in the Borough have also identified a need for new cemetery provision. This is addressed through general policy DM39, Chapter 5 and through site-specific allocations in Chapter 6. The community facilities being sought for each new strategic site and to resolve local deficiencies are set out in the site-specific policies in Chapter 6.

Transport

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



Relevant issues and objectives

Issues (Chapter 2): G11-G17, C1

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

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

Source	Reference/ title
Eastleigh Borough Council	Cycling Strategy Walking Strategy 'Residential Parking Standards' SPD ²⁷
PUSH	Green Infrastructure Strategy
Hampshire County Council/Solent Transport	Local Transport Plan 2011 – 2031 (HCC 2011) Local Transport Plan - Strategy for South Hampshire (Solent Transport 2011) Transport Delivery Plan 2012-2026 (Solent Transport 2013) Eastleigh Borough Transport Statement (HCC 2012) Eastleigh Strategic Transport Study – Interim report – Issues and Options (HCC 2015) Countryside Access Plan
Solent LEP	Solent Strategic Transport Investment Plan (2016)
Highways England	Roads Investment Strategy 1 (2015)

Source	Reference/ title
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy Network Rail Wessex Route Study (2015)
NPPF	Paragraphs 17, 29-41

4.78 The Borough Council has undertaken a transport assessment to identify where improvements to transport infrastructure are likely to be needed.

4.79 HCC and Solent Transport documents including the Local Transport Plan, the Transport Delivery Plan, the Public Transport Delivery Plan and the Eastleigh Borough Transport Statement have identified key road junctions and routes in the Borough where improvements are likely to be required to resolve existing transport issues. These include routes where there is already significant peak hour congestion, such as the Fair Oak Road - Bishopstoke Road corridor extending into Eastleigh, Hamble Lane and the Windhover roundabout and Junction 8 on the M27 motorway. Note: the Eastleigh Borough Transport Statement is currently being updated and may need to be updated further to reflect additional proposals arising from this Local Plan.

4.80 In connection with new development proposals, the development strategy also includes some new road proposals. These include the North of Bishopstoke Relief Road, Road and associated junction improvements including at M3 Junction 12, a new road link between Burnetts Lane and Bubb Lane to facilitate development at Horton Heath and resolve existing

27 www.eastleigh.gov.uk/pdf/ppdadoptedparkingstandards0109downsize.pdf

issues of access to the Chalcroft Business Park (this scheme is now committed), the Botley bypass and a link from the south-eastern part of Hedge End to M27 Junction 8 to facilitate new development at Boorley Green, Botley and east and south of Hedge End and to help resolve existing transport issues (this scheme is now under construction). The Transport Assessment with this plan identifies the implications of the proposed developments and identified proposed improvements to junctions and routes to mitigate adverse effects.

4.81 The Council is also proposing improvements that are needed for other reasons, in particular the provision of the Botley bypass, which is needed to relieve the village of significant flows of through traffic that are affecting air quality, its historic environment, the quality of life for residents and visitors and its economic viability as a local centre and heritage asset (see BO4 and related text, Chapter 6, section 6.5).

4.82 In terms of public transport, the Borough Council (in conjunction with other local partners) will continue to variously work with and/or lobby train operators, Network Rail, the Department for Transport and the Three Rivers Rail Partnership regarding improvements to the rail network in the Borough and wider sub-region. The Council has sought (and will continue to seek) the following improvements in particular:

- Regular direct services to Southampton Airport Parkway from the east (i.e. Portsmouth area);
- A minimum half-hourly service at all stations serving the Borough (as most local stations currently only receive an hourly service that is often viewed as an inadequate alternative

to driving even on routes where rail offers a direct alternative to the car);

- Direct rail services that better replicate journey opportunities provided by the M27 and M3 and provide a better alternative to driving e.g. Hedge End to Southampton Airport and Central, Bursledon to Eastleigh and Winchester;
- Sufficient space on all services, including at peak hours, for commuters in trips within the Borough / South Hampshire to have a seat.

4.83 Some of these improvements may be deliverable utilising the existing infrastructure and hence could be delivered via the rail franchising process. However it is likely that some of these improvements would not be feasible without investment in infrastructure. Potential improvements could include redoubling current single track areas on the Botley line, and improvements in the Eastleigh station area to support more reversing trains (e.g. a fourth platform). One proposed infrastructure intervention which the Council is less supportive of is the Eastleigh Chord proposal, as it is felt that this would result in improved train services bypassing Eastleigh town centre. It could also complicate delivery of the Chickenhall Lane Link Road. This is a high priority road scheme that the Council strongly supports. It could also impact on current employment land and could complicate development at Southampton Airport. At present, it is unlikely that any of these rail infrastructure improvements could occur until towards the end of the Local Plan period.



- 4.84 In addition the Council will continue to work with Network Rail, the train operators and local stakeholders (including the Three Rivers Rail Partnership) on more localised improvements to railway stations and related facilities in the Borough.
- 4.85 The Council also works closely with bus operators to improve their services in and through the Borough. This includes discretionary provision of financial support for a range of commercially unviable but socially necessary bus services (especially in the evenings and at weekends) and Council funding and delivery of improvements to bus stops, shelters and other minor schemes. The Council will also work with HCC to deliver bus priority to address the issue of congestion on key bus routes.
- 4.86 Southampton Airport is a major 'gateway' to south Hampshire and is located almost entirely in Eastleigh Borough. The Council works with Southampton Airport Ltd through a local Airport Consultative Committee on development of the airport and surface access to it. The Local Plan policy for development at Southampton Airport is at E9, Chapter 6 section 6.4.
- 4.87 There are opportunities for park and ride northways from Stoneham Lane playing fields to serve the Chandler's Ford business parks and potential other areas including Eastleigh town centre and Southampton city centre.

Strategic policy S12, Transport infrastructure

In conjunction with new development and having regard to the associated transport assessments the Borough Council will, in consultation with the highway authority and the Highways Agency, safeguard routes/sites, and work with partners to deliver, the

following new and improved transport infrastructure:

- i. **a new link road connecting the north of Bishopstoke, Fair Oak strategic growth option with M3 Junction 12 via Allbrook, with associated changes to/ new junctions onto the existing network where required (see policy S6)**
- ii. **the Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane (see BO5, Chapter 6, section 6.5);**
- iii. **a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see WE1, Chapter 6, section 6.5);**
- iv. **a new road to the south of Hedge End bypassing the Sunday's Hill junction between Heath House Lane and Bursledon Road (the Sunday's Hill bypass - see BU7, Chapter 6, section 6.2);**
- v. **a new road to the south of Hedge End linking the western end of the Sunday's Hill bypass with St John's Road (see HE5, Chapter 6, section 6.5);**
- vi. **junction improvements at**
 - a. **Bishopstoke (as set out in Chapter 6 section 6.1);**
 - b. **Botley (as set in Chapter 6 section 6.5);**
 - c. **Eastleigh (as set out in Chapter 6 section 6.4);**
 - d. **Fair Oak (as set out in Chapter 6 section 6.1);**

- e. Hedge End (as set out in Chapter 6 section 6.5)
- vii. highway, pedestrian and cycle improvements along key corridors consistent with Hampshire County Council's Eastleigh Borough Transport Statement, including the A27, A335 and B3037 (see Chapter 6);
- viii. improvements to junctions 5, 7 and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Highways England Roads Investment Strategy, Hampshire County Council Local Transport Plan, the Solent Transport Delivery Plan, the Hampshire County Council Eastleigh Borough Transport Statement the transport assessment of the Pre-submission Local Plan and other strategy documents, including improvements to the Windhover roundabout in Bursledon and the creation of smart motorways;
- ix. new or improved road accesses into Eastleigh River Side (see E6, Chapter 6, section 6.4);
- x. a public transport priority route from Hedge End/ West End to Southampton centre (HCC's preferred option is a Botley Road bus corridor although other potential options also exist);
- xi. the Eastleigh Cycle Route Network and improved pedestrian routes as set out in the TfSHIOW Transport Delivery Plan, the Hampshire County Council Eastleigh Borough Transport Statement, the Eastleigh

Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S13 below;

- xii. enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and
- xiii. local improvements to railway stations and bus services and infrastructure to enhance accessibility and use.

The Borough Council will work with developers, the highway authority, Solent Transport, the Solent LEP, the Solent Local Transport Body and Highways England to secure funding to implement these schemes.

4.88

Details of, and justification for, each of these proposals are set out within the site specific policies in Chapter 6 and/or in the TfSH Transport Delivery Plan and the Hampshire County Council Eastleigh Borough Transport Statement. In addition, information regarding the costs and timing of these proposals are included in the Council's Infrastructure Delivery Plan (IDP) and will be kept under review in future updates of the IDP. Detailed transport assessment required in support of proposals to develop the Local Plan site allocations may also reveal a need for off-site works additional to those identified in strategic policy S12 and in Chapter 6 of the Local Plan.

4.89

Implementation of the proposals listed under policies S12 and S13 and detailed in Chapter 6 as well as any other off-site works that are required will take place through related development and/ or be fully or partly funded through developer contributions (community infrastructure



levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found. These could include funding from the Solent LEP or secured through Solent Transport (the Local Transport Body), Borough Council funds, government grants and other sources.

4.90 In the collection and apportionment of developer contributions, priority will be given to securing an appropriate proportion of this funding towards mitigating the impact of development proposals on the highway network, in liaison with Hampshire County Council as highway authority. Proposed mitigation measures are set out in strategic policy S12 above and the detailed transport proposals in Chapter 6. They reflect those set out in the Transport Assessment and are also included in the Infrastructure Delivery Plan. Further guidance will be provided in an update to the Council's Planning Obligations Supplementary Planning Document.

Footpaths, cycleways and bridleways

4.91 As part of its cycling and walking strategies (subject to future update), the related work to encourage use of alternative transport modes as part of the climate change strategy, and its contribution to the PUSH Green Infrastructure Strategy, the Borough Council wishes to improve the network of multifunctional non-vehicular routes in the Borough, including footpaths and cycleways. Given the importance of recreational horse-riding in the Borough, bridleways also form an important part of recreational provision, as well

as contributing to road safety. (Note, however, that it will not always be possible to upgrade existing footpaths for use as cycleways or bridleways). The PUSH Green Infrastructure Strategy includes proposals for a network of green routes through south Hampshire that serve both recreational and alternative transport purposes. In addition, the Borough Council has had regard to the Hampshire Countryside Access Plan proposals for the Forest of Bere, the Solent and the Test and Itchen areas. The Borough Council will be preparing new walking and cycling strategies in future to provide further detail on the Council's priorities for infrastructure for these modes. Within the Borough, the Council has identified priority routes that:

- link the main urban areas;
- link the Borough's country parks, to enable longer-distance circular routes;
- link to strategic areas of green space beyond the Borough's boundaries, in particular the Forest Park in southern Test Valley and the South Downs National Park; and
- take advantage of the Borough's coastline.

4.92 The Borough Council will seek to secure these routes by ensuring the provision of new spaces and routes in association with new development, improvements to existing routes and countryside access agreements. Hampshire County Council in its role as highways authority also has a role implementing these footpath and cycleway improvements. In securing these routes, the Council will ensure that they do not have adverse impacts on nature conservation interests, including those on the coast, and wherever possible will ensure that they help to manage

recreational pressures on such areas whilst the routes themselves may act as corridors for biodiversity. The Council also wishes to protect this network of routes from development that would harm or disrupt it.

Strategic policy S13, Strategic footpath, cycleway and bridleway links

The Borough Council in partnership with the highway authority will seek to create new and improve existing footpath, cycle and bridleway links throughout the Borough, including connecting the country parks, increasing access along the coast and to the South Downs National Park and improving connections between the parishes and Eastleigh Town Centre. The Council will seek the provision of the following new and strategic footpath/ cycleway/ bridleway routes as shown on the key diagram and the policies map:

- i. Forest Park to Otterbourne via Chandler's Ford;
- ii. Chandler's Ford to Chilworth;
- iii. Lakeside Country Park to Forest Park;
- iv. Eastleigh to Botley via Bishopstoke, Horton Heath and Hedge End;
- v. Eastleigh to Hedge End parallel to the railway line;
- vi. Eastleigh to Southampton via Stoneham Lane;
- vii. Itchen Navigation to Stoke Park Woods;

- viii. Eastleigh/ Bishopstoke to Itchen Valley Country Park and Mansbridge via the Itchen valley;
- ix. Bishopstoke to Fair Oak via Stoke Park Woods and on to the South Downs National Park;
- x. Itchen Valley Country Park to Manor Farm Country Park;
- xi. Manor Farm Country Park to Forest of Bere via Botley and on to the South Downs National Park including the Botley to Bishop's Waltham Rail Trail;
- xii. Boorley Green to Hedge End railway station;
- xiii. Botley to Fair Oak and on to the South Downs National Park;
- xiv. Botley to Hamble via Manor Farm Country Park;
- xv. Botley to Southampton;
- xvi. Southampton to Hamble via the Royal Victoria Country Park and Netley.

All of these routes will avoid conflict with established nature conservation interests and where possible be coupled with green links for biodiversity. Working in partnership with the highway authority to agree and create highway including footpaths, cycle routes and bridleways will ensure that all new highway accords with appropriate design and construction standards to enable its adoption by the highway authority and so secure its long-term maintenance.



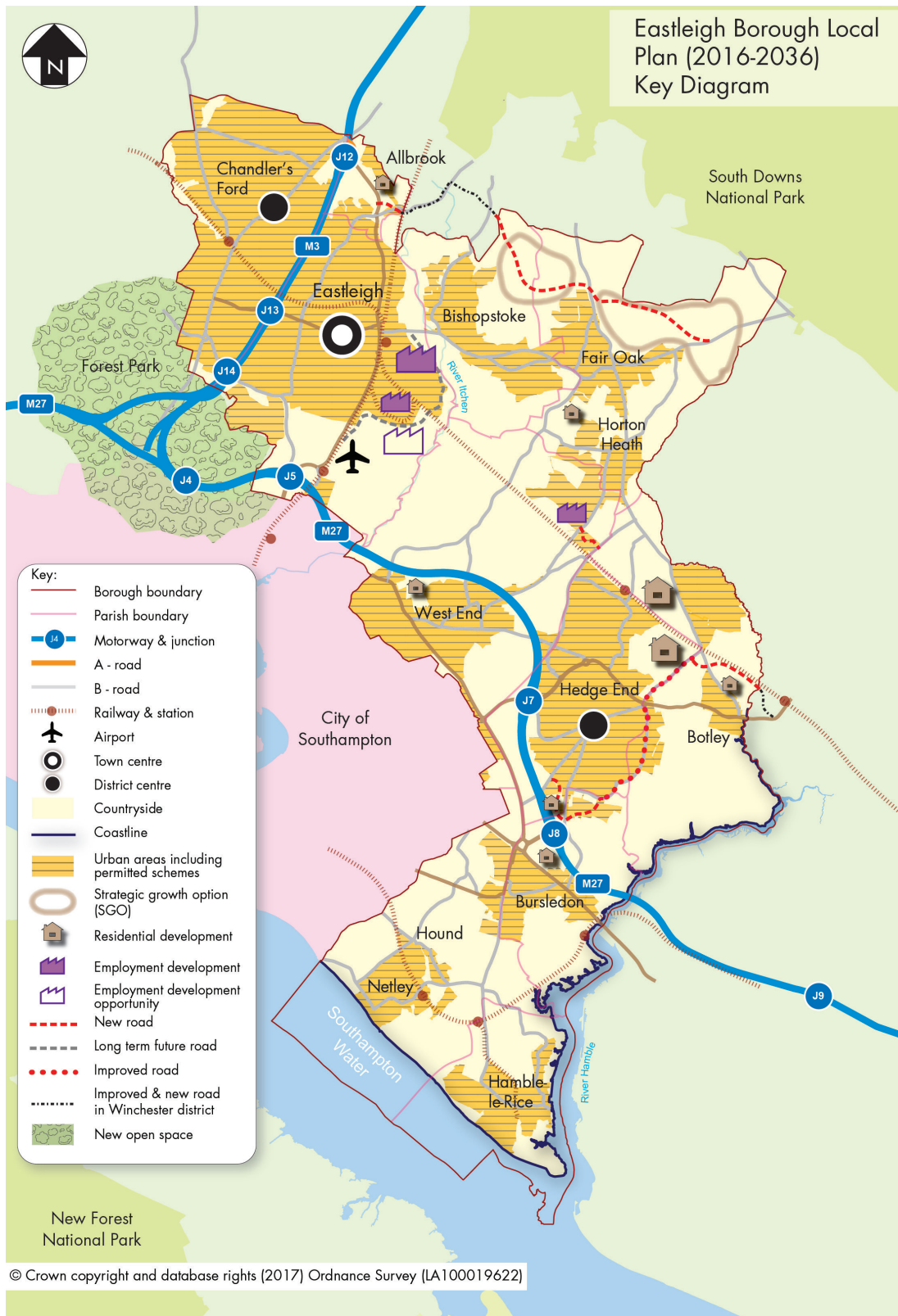
New development should integrate with existing routes and wherever possible maintain, protect and enhance their function. Development that would sever, obstruct or otherwise have a detrimental impact on the existing or proposed network of green routes as shown on the policies map will not be permitted.

4.93 Details of the costs and timing of these proposals will be included in updates to the Council's Infrastructure Delivery Plan.

Key diagram

4.94 The Key Diagram illustrates the Council's strategy for the location of new development in the Borough, related transport improvements and the protection of the countryside and coast (figure 6). The final consultation Local Plan will be accompanied by a Policies map with an Ordnance Survey map base.

Figure 6: Key Diagram



Chapter 5: Development Management Policies

5.1 The policies for managing development are grouped under the general headings of the Borough’s corporate priorities as set out in Chapter 2.

5.2 In shaping these policies, the Borough Council has had regard to:

- the issues to be addressed through this Local Plan, as set out in Chapter 2;
- the vision and objectives of this Local Plan, as set out in Chapter 3;
- the strategic policies of this plan as set out in Chapter 4;
- other policies and strategies pursued by Eastleigh Borough Council;
- the strategies of the Partnership for Urban South Hampshire and Solent Transport;
- relevant strategies of Hampshire County Council;
- relevant strategies of the utilities providers, e.g. Southern Water;
- relevant strategies of the Environment Agency;
- the National Planning Policy Framework (NPPF).

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

A green Borough

General criteria for new development

Relevant issues and objectives

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

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

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

Source	Reference/ title
Eastleigh Borough Council’s SPD and strategies	Supplementary Planning Documents ²⁸ : <ul style="list-style-type: none"> • Quality Places (2011) • Urban Character Area Appraisals (2005 & 2008) • Environmentally Sustainable Development (2009) • Planning guidance – shopfronts and signs (1996)
	Public Art Strategy 2011-2014
	Equality and Diversity Strategy
	Accessible Homes Strategy 2008-2011

28 <http://www.eastleigh.gov.uk/PPIvidence>

Source	Reference/ title
Eastleigh Borough Council and partners	The Community Safety Partnership Plan 2016-2017 (updated annually)
PUSH	Sustainability policy framework ²⁹ , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ³⁰
NPPF	Paragraphs 56-66

Policy DM1, General criteria for new development

All new development should (as relevant):

- i. not have an unacceptable impact on, and where possible should enhance:
 - a. residential amenities;
 - b. the character and appearance of urban areas, the countryside and the coast;
 - c. biodiversity; and
 - d. heritage assets;
- ii. make efficient use of the site, maximise opportunities to increase density and have regard to potential development opportunities on adjoining land;
- iii. take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;
- iv. not involve the loss of or damage to trees, woodlands, hedgerows, ponds, priority habitats or other landscape features of value to the character of the area, for appearance, biodiversity or for urban cooling unless they can be replaced with features of equivalent or enhanced value;
- v. include a landscape scheme covering the design and layout of external space;
- vi. provide fully connected green infrastructure that interlaces the development and connects into the wider network;
- vii. provide satisfactory management arrangements for all landscape, green infrastructure and biodiversity enhancement;
- viii. incorporate provision for disabled people;

29 <http://www.push.gov.uk/pjc-080318-r03-abi.pdf>

30 <http://www.push.gov.uk/work/qualityplaces.htm>



- ix. **incorporate design measures to inhibit criminal and anti-social behaviour;**
 - x. **incorporate provision for on-site waste management; and**
 - xi. **include provision for public art associated with new development in accordance with the Council's adopted Public Art Strategy.**
- 5.3 Other policies of this Local Plan address the principles of sustainable construction and layout and impacts on local communities (DM2), internal space standards for residential development (DM32), pollution (DM8), and access and parking (DM13 and DM14).
- 5.4 The Borough Council is strongly committed to promoting good design in all new developments and to improving the quality of public spaces. As well as making sure that so far as possible new developments fit in with their surroundings, good design includes meeting the needs of occupiers and users of the spaces and buildings including those with disabilities, and must make provision for adequate living space (DM32). It also includes creating places where people feel safe, opportunities for anti-social and criminal behaviour are limited and access to green space to encourage play and exercise. Green infrastructure and other building design measures can also help to limit the heating effects that can arise through the concentration of buildings and vehicular activities in urban areas (known as the 'heat island effect') – such measures are referred to as 'urban cooling'. The Borough Council's Supplementary Planning Documents 'Quality Places'³¹
- 5.5 and 'Character Area Appraisals'³² provides more detailed information on the principles of design and layout.
- 5.5 All major development proposals should be accompanied by a Planning Statement which explains the basis for the design of the scheme, including how it accords with this Local Plan, the Supplementary Planning Documents and other documents as referenced in these, and with the National Planning Policy Framework.
- 5.6 The Planning Statement should also explain and justify the removal of site assets such as landscape features and propose suitable mitigation for their loss. In the case of trees which may be adversely affected by the proposed development, the Council will require the applicant to submit a tree survey in accordance with the methodology set out in BS5837:2012 'Trees in relation to design, demolition and construction – recommendations' and an Arboricultural Impact Assessment and method statement. The Council may make a Tree Preservation Order covering trees on the site to prevent the loss of trees during the planning process. Trees having a high arboricultural or landscape value should not be removed unless:
- the benefits of the development clearly outweigh the value of the tree;
 - the loss of the tree is unavoidable; and
 - suitable new trees can be planted to replace any tree removed.
- 5.7 All developments that involve the provision of additional housing or

31 <http://www.eastleigh.gov.uk/PDF/QualityPlacesCabinetRP-27-0611v5.pdf>

32 <http://www.eastleigh.gov.uk/PPIpublisheddocuments#SPD>

employment and will lead to the loss of any green space should be accompanied by a Phase 1 Extended Habitat Survey. If recommendations are made for further species specific surveys these should be carried out before the application is submitted.

5.8 Green infrastructure should be integrated into the design of new development as part of the overall design of the landscape and external environment, and the developer should submit a Green Infrastructure Checklist to demonstrate that a net overall increase will be achieved which can be attributed to the development scheme (policy S10). Native planting should be used to form the structural landscape of new development schemes connecting with adjoining green infrastructure. Where public rights of way run through a development site, they should be retained within an attractive setting, and contributions sought to enhance the local public right of way network.

5.9 The Borough Council achieves very high rates of recycling of domestic refuse, and wishes to ensure that this success is continued. Developers should make provision for the storage of waste and recyclable materials as part of the design of external space in accordance with the Council's Quality Places SPD.

5.10 In addition, the Borough Council is pursuing measures relating to:

- Community safety, through working with other organisations and authorities on the Community Safety Partnership Plan³³. This takes as its starting point the Crime and Disorder Act 1998, which requires local authorities to do all they can to prevent crime and disorder in their area.
- Provision for disabled people, through its Equality and Diversity Strategy³⁴ and Accessible Homes Strategy³⁵. Most provisions for disabled people are dealt with under the Building Regulations, which are separate from planning legislation. However, developers should be aware of these requirements throughout the design process.
- The provision of public art through its Public Art Strategy³⁶. This aims to support PUSH cultural initiatives by promoting the highest standards of design for new development with integrated public art which in turn provides opportunities for community engagement and creative industries to participate in the economic growth of the area.

The Council's strategies for these matters should be taken into account when preparing development proposals.

33 The Community Safety Partnership Plan is on Eastleigh Borough Council's website at: <http://www.eastleigh.gov.uk/pdf/CSafetyActionPlan0811.pdf>

34 The Council's work on equality and diversity can be seen at: <http://www.eastleigh.gov.uk/the-Council/equality-and-diversity.aspx>

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

36 The Public Art Strategy can be viewed at: <http://www.eastleigh.gov.uk/publicart>



Climate change

Relevant issues and objectives

Issues (Chapter 2): P7, G8-G10

Objectives (Chapter 3): iii, vi

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

Source	Reference/ title
Eastleigh Borough Council	Environmentally Sustainable Development SPD Climate Change Strategy Joint Municipal Waste Strategy (with HCC)
PUSH	Climate change strategy Integrated Water Management Strategy Strategic Flood Risk Assessment North Solent Shoreline Management Plan Client Steering Group
Hampshire County Council	Preliminary Flood Risk Assessment 2011-2017 Eastleigh Borough Surface Water Management Plan 2013 (produced jointly with Eastleigh Borough Council) Local Flood Risk Management Strategy Hampshire Minerals and Waste Plan 2013

Source	Reference/ title
Environment Agency	South East River Basin Management Plan South East Hampshire Catchment Flood Management Plan Test and Itchen Catchment Flood Management Plan
NPPF	Paragraphs 17, 93-108

5.11 Climate change is likely to affect the Borough in a number of ways. This section looks at means of managing development in order to help to address some of the causes of climate change such as carbon-dioxide emissions, and its effects including both flooding and water shortage. It also looks at how development might adapt to the unavoidable effects of climate change. Eastleigh Borough Council Climate Change Strategy provides more information about the implications of climate change for the Borough.

5.12 Since the publication of the 2011-2029 Local Plan, the Code for Sustainable Homes was withdrawn and therefore the Council is developing a new approach to securing environmentally sustainable residential development in the Borough.

Policy DM2, Environmentally sustainable development

The Borough Council requires that:

- a. **all residential development must achieve at the time a Reserved Matters or Full Planning Application is submitted:**
 - i. **a 19% improvement in predicted carbon emissions, compared with the building regulations standard current at the time, through increased energy**

- efficiency of the building fabric, unless this is superseded by an updated building regulations requirement equivalent to 'zero carbon homes'; and
- ii. a predicted mains internal water consumption of no more than 105 litres/day.
- b. all non-residential and multi-residential development above 500 sqm of floorspace measured externally (including extensions to existing buildings) must achieve;
 - i. BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification including a 15% improvement in predicted carbon emissions, compared with the building regulations current at the time, through low or zero carbon energy generation on site or in a Borough location agreed by the Council.
 - c. All larger developments (above 150 dwellings or 10,000 sq. m of floor space) must:
 - i. address sustainable development issues at the masterplan stage through BREEAM Communities 'excellent' certification; and
 - ii. fund post occupancy evaluation studies.
- In addition to the above, all new residential development, and non-residential and multi-residential development above 500 sq m of floor
- space measured externally (including extensions to existing buildings) and external spaces should where practical and viable:
- d. incorporate energy-efficient passive design principles, the best use of natural daylight and natural ventilation systems wherever possible;
 - e. connect to any existing near or adjacent low carbon local energy network unless this is proved unviable;
 - f. use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible;
 - g. be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible;
 - h. aim to achieve a predicted mains internal water consumption of no more than 90 litres/day;
 - i. aim to deliver at least 1% of all residential units which achieve full 'passivhaus' certification.

Policy DM3, Adaptation to climate change

All development should be designed to adapt to the predicted climate change impacts for the Borough.

- a. To reduce the potential impacts of surface water flooding, sustainable drainage systems need to be implemented as part of an integrated SuDS strategy for the



site in accordance with policy DM6 (Sustainable surface water management and watercourse management) and as part of the landscape framework for the site including green open space and green roofs where appropriate

- b. To reduce the urban heat island effect new development should have a cooling strategy which can include:**
 - i. cooling through generous green infrastructure**
 - ii. areas of shade**
 - iii. water cooling**
 - iv. building design and orientation to reduce overheating**
 - v. 'cool roofs' or green roofs and green walls**
 - vi. porous cool pavements**
- c. To adapt to water stress, new development should be designed to reduce demand.**

Measures can include:

- i. Reduced residential mains water consumption (as per policy DM2)**
- ii. Water efficient appliances, fittings and leak detection devices for non- residential and multi-residential development**
- iii. Rainwater harvesting and grey water recycling**
- iv. Drought resistant landscape design**

- 5.13** Environmentally sustainable development should also include sustainable urban drainage systems (SUDs) as set out in policy DM6 below.
- 5.14** This policy reflects the PUSH climate change strategy, and is supported by the Council's own Climate Change Strategy. It is designed to maximise energy and water-saving measures in new development, and to encourage the introduction of such measures in existing development. Fuel poverty is a significant and increasing problem in the Borough, a problem which increased energy efficiency for new and existing homes can help to combat. The Council recognises that these measures may involve the use of innovative building styles and techniques. The Borough Council will also promote improvements in efficiency of energy and water use in existing developments through a programme of publicity and grant aid.
- 5.15** BREEAM³⁷ for multi-residential and non-residential development are nationally applied methods for assessing the environmental sustainability credentials of new development across a wide range of issues. Developments must be assessed independently by assessors funded by the developer and licensed by the Building Research Establishment. Since January 2012 all multi-residential and non-residential development (above 500sq.m.of floor space) has been required to meet the BREEAM 'excellent' standard. Where it can be demonstrated to the planning authority's satisfaction that there are real technical or physical feasibility constraints that make the attainment of a BREEAM excellent standard impossible or unreasonable, a financial contribution based on a figure equivalent to 1% build cost for every

BREEAM percentage point below the required excellent standard should be paid to the Council’s Carbon Fund. The Code for Sustainable Homes standards previously requested by the Council have been withdrawn by the Government and policy DM2 above replaces these standards.

- 5.16 The ‘passivhaus³⁸’ or ‘passive house’ standard uses an internationally applied performance method focusing on very high fabric efficiency which results in homes and non-residential buildings with no or insignificant space heating or cooling demand and a very low overall primary energy requirement.
- 5.17 Passive design seeks to maximise building efficiency through exploiting natural processes for daylight, ventilation and winter sunlight. The relevant design principles are explained in the Environmentally Sustainable Development SPD.
- 5.18 Since January 2012 all residential development and all multi-residential and non-residential development (above 500sq.m.) in the Borough has been required to reduce its CO2 emissions by 15% via on site low or zero carbon energy production. The policy continues this requirement, either by means of on-site provision or through connecting to a nearby energy network. The details of how this might be quantified will be set out in future update of the Environmentally Sustainable Development SPD.
- 5.19 The embodied CO2 and other greenhouse gases of construction is significant as

a proportion of the total lifecycle CO2 emissions of new buildings. Developers will be encouraged to use the highest rated building products in the BRE ‘Green Guide’ and to re-use buildings and materials where possible.

5.20 In terms of adaptation to climate change, the UK Climate Projections (UKCP09)³⁹ provide information designed to help those needing to plan how to design buildings and spaces to adapt to a changing climate. Key findings that may affect Eastleigh Borough include:

- an increase in air temperatures, with greater increases in summer than in winter across the whole UK but greatest in southern England;
- decreases in summer precipitation of around 40% in the far south of England;
- more precipitation is expected to fall in intense episode especially in the winter, and more severe and frequent winter storms are also predicted;
- sea levels predicted to rise by between 12 and 72 cm by the end of the century. Developers therefore need to show how their proposals are adapted to heat waves and droughts as well as more severe winter precipitation. Typically such measures will include retention of trees and other urban green infrastructure and water features (see strategic policy S10, Chapter 4 and policy DM1), and landscapes designed to cope with drought and provide sustainable drainage systems (policy

38 <http://www.passivhaus.org.uk/>

39 <http://ukclimateprojections.defra.gov.uk/>



DM3 and DM6). More detailed advice on how development can adapt to climate change is provided by the Environment Agency.⁴⁰

- 5.21 Buildings and spaces that are able to adapt to changing circumstances or that can serve a variety of user are inherently sustainable. The Council will encourage the provision of non-residential buildings that can be extended or rearranged internally and homes that can be extended or adapted.
- 5.22 Larger developments have commensurate impact on their neighbouring communities but also often offer greater opportunities for sustainable development. Early assessment (at masterplan stage) of the economic, environmental and social sustainability opportunities of such developments can ensure that these opportunities are taken and that these developments are well integrated with existing communities. The BREEAM Communities assessment scheme is designed to achieve a high standard of sustainable design at the masterplan stage, offering a structured method of achieving a nationally recognised level of sustainable development.
- 5.23 The true level of success in terms of environmentally, socially and economically sustainable development can only be known after the development's performance has been assessed. Post occupancy evaluation (POE) studies are designed to measure how well developments perform. Details of what the POE should cover will be set out in a future update of the Environmentally Sustainable Development SPD.

Policy DM4, Zero or low carbon energy

The Borough Council will permit the development of infrastructure to:

- i. **generate zero or low carbon energy; and/ or**
- ii. **make more efficient use of energy sources e.g. installations deploying combined heat and power (CHP technology);**

subject to general development criteria and provided that the development:

- a. **has no significant adverse impact on the landscape or landscape features, biodiversity or heritage assets;**
- b. **does not involve the loss of land in public recreational use (see policy DM34);**
- c. **does not involve the permanent loss of the best and most**
- d. **valuable agricultural land.**

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

40 <http://www.environment-agency.gov.uk/research/137601.aspx>

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

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

Policy DM5, Managing flood risk

Development will only be permitted within the areas at risk of flooding, now and in the future, as identified on the Environment Agency most recent flood maps and the Council's Strategic Flood Risk Assessment provided that:

- a. it meets the sequential and exception test (where required) as outlined in Government guidance;
- b. a site-specific flood risk assessment demonstrates that the development, including the access, will be safe without increasing flooding elsewhere, and where possible, will reduce flood risk overall;
- c. the scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site;
- d. appropriate flood warning and evacuation plans are in place; and
- e. new site drainage systems are designed taking account of events

which exceed the normal design standard.

Development should not increase flooding elsewhere.

Sustainable Drainage Systems (SuDS) must be designed in accordance with policy DM6.

Policy DM6, Sustainable surface water management and watercourse management

New development in areas at risk of flooding or development of more than 10 dwellings or employment facilities above a certain floorspace (to be confirmed) that drain into a waterway within the Itchen or Hamble catchment or drain directly to coastal waters will only be permitted if they include Sustainable Urban Drainage systems (SuDS). Within smaller developments mechanised systems will be considered.

All SuDS schemes should:

- i. manage surface water runoff as close to its source as possible and include at least three forms of naturalised filtration within the treatment train wherever feasible;
- ii. be designed in accordance with the CIRIA C697 SuDS Manual or equivalent national or local guidance;
- iii. ensure that discharge rates mirror greenfield rates before development;
- iv. where discharge is to a wetland or wet woodland habitat, flows



off site must to mirror the natural hydrological pathways;

- v. **include clear arrangements for their whole life management and maintenance.**

Where a watercourse is present on a development site, it should be retained or restored into a natural state and enhanced where possible. The culverting of any watercourse will not be permitted, and development should wherever possible remove any existing culverts and increase on-site flood storage. Development should be laid out to enable maintenance of the watercourse.

Where development drains into a waterway connected to the Natura 2000 or Ramsar network a Construction Environment plan must be prepared before construction providing details of safe storage of fuels and chemical and a separate construction drainage system with three forms of filtration.

5.27 Eastleigh Borough is characterised by its internationally renowned rivers Itchen and Hamble and the associated coastal habitats along the upper reaches of the Hamble and Itchen Estuaries and Southampton Water. The River Itchen is designated as a Special Area of Conservation for its aquatic flora and associated fauna species under the E.C Habitats Directive and much of the River Hamble is designated as a Special Area of Conservation for its coastal habitats, and a Special Protection Area for its migratory and breeding bird populations under the E.C, Habitats Directive and the E.C. Birds Directive respectively. The Hamble is also designated under the Ramsar convention for its wetland habitats and associated species. Because of these International and European designations Eastleigh Borough Council has a duty to ensure

that there are no significant impacts on the Natura 2000 and Ramsar network as a result of any plans or projects including those determined within planning under the Article 6(3) of the Habitats Directive as transmuted into British law within the Conservation of Habitat and Species Regulations 2010.

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

5.29 To ensure no pollution of the waterways during construction the HRA specified that a Construction Environment Management Strategy (CEMP) should be provided before construction commences detailing the safeguards in place to ensure the safe storage and use of fuels and chemicals and the design, management and maintenance of a separate construction drainage system with three forms of temporary filtration.

5.30 Temporary filtration could include straw bales, silt curtains and interceptors, bunds ditches, swales and filter drains,

- attenuation areas and settlement ponds and tanks and oil interceptors
- 5.31 To ensure no pollution within the operational phase the HRA recommends that a Sustainable Urban Drainage System be provided which either infiltrates directly into the ground at source or contains three forms of naturalised filtration to ensure water quality is treated before discharge; and that flows from the site should be maintained at greenfield levels. Naturalised filtration requires much less maintenance than mechanised filtration and so the mitigation can be assured during the life time of the development. However natural SuDS require more room and 10% of the site will need to be reserved for the SuDS.
- 5.32 Naturalised forms of filtration include, green roofs, vegetated swales, attenuation areas and basins, ponds, rain gardens and wetlands. Other more mechanised forms can be used to drain the urban area on the larger sites provided the three naturalised forms are present at the end of the treatment train. In sites where sites are draining to natural wetland habitats or wet woodland before entering the river, the flows off site will need to mirror the natural hydrological pathways.
- 5.33 The policy is also designed to limit the impact of surface water flooding from new development. On previously developed (brownfield) sites the aim should be to reduce runoff rates and volumes. On greenfield sites the aim should be to ensure that there is no increase in the rate and volume of surface water runoff. Well-designed naturalised SuDS will have wider benefits for flood risk management, water quality protection, biodiversity, health, recreation and water resource management.
- 5.34 Surface water run-off should be managed as close to its source as possible, and as high up in the following hierarchy as reasonably practicable:
1. Into the ground (infiltration)
 2. Into a surface water body
 3. Into a surface water sewer, highway drain or other drainage system
 4. Into a combined sewer
- 5.35 Development proposals should include an indicative drainage strategy to demonstrate how sustainable drainage will be incorporated into the development. The strategy should include sustainable drainage elements with attenuation, storage and treatment capacities incorporated as set out in the CRIA SuDS Manual C697, or equivalent and updated local or national design guidance where available.
- 5.36 From April 2015, Local Planning Authorities have had the final decision about the suitability of SuDS provision on new development, while Hampshire County Council is a statutory consultee for major developments which have surface water implications. Proposals for sustainable drainage systems should include provisions for long term future maintenance of these systems, and developers should consult the Borough Council, Hampshire County Council and the Environment Agency as appropriate about such proposals.
- 5.37 The policy also addresses the situation where a watercourse is present on a development site. Such watercourses should not be culverted, as this can impeded water flows and worsen flooding. Hampshire County Council, as Lead Local Flood Authority, consents works on ordinary watercourses



and has adopted the principle that crossings of watercourses should be made using clear-span bridges in preference to culverts.

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

Policy DM7, Flood defences, land reclamation and coast protection

Development proposals on the coast of Southampton Water, the River Hamble estuary and in other areas at risk of fluvial or surface water flooding should:

- i. **not give rise to the need for additional flood risk management or coast protection works beyond those proposed in the approved management plans*; and/ or**
- ii. **provide or contribute to the costs of works needed to protect the site as set out in the management plans*; and**
- iii. **have regard to watercourse ownership and long-term management.**

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

Land reclamation will not be permitted unless it can be demonstrated that it will not:

- a. **impede the movement of craft or otherwise compromise navigational safety on the coast or river; or**
- b. **disrupt existing recreational uses or areas where there is existing or proposed public access; or**
- c. **adversely affect the nature conservation, landscape or heritage value of the coast or river.**

***The approved management plans are:**

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

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

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

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

43 <http://www3.hants.gov.uk/flooding/floodriskstrategy.htm>

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

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

Notes:

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

Pollution

Relevant issues and objectives

Issues (Chapter 2): G9

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

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

Source	Reference/ title
Eastleigh Borough Council	Eastleigh Air Quality Management Area
	M3 Air Quality Management Area
	Hamble Lane Air Quality Management Area
	Botley Air Quality management Area

Source	Reference/ title
Environment Agency	South East River Basin Management Plan
NPPF	Paragraphs 120-125

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

Policy DM8, Pollution

Development will not be permitted if it is likely to cause loss of amenity or other unacceptable environmental impacts through:

- i. air pollution (including odours or particulate emissions);
- ii. pollution of surface, underground, coastal waters or other watercourses;
- iii. noise or vibration;
- iv. light intrusion; or
- v. land contamination.

Development susceptible to particular forms of pollution will not be permitted:

- a. where it will be affected by such pollution, unless measures can be taken that adequately mitigate the polluting effects; or
- b. where it would inhibit existing economic or other activities giving rise to acceptable polluting effects.

Where a development site is known or suspected to be contaminated, before the site is developed the Borough



Council will require the contamination to be remediated to a standard where as a minimum it cannot be defined as 'contaminated land' under Part IIA of the Environmental Protection Act 1990.

5.41 Government advice in the NPPF makes it clear that the prevention of pollution is a planning concern. The Borough Council will give considerable weight to ensuring that new development does not give rise to new pollution, suffer from existing sources of pollution, or inhibit legitimate economic activities giving rise to otherwise acceptable polluting effects (e.g. noise). The Council will prepare a Supplementary Planning Document providing guidance on assessing pollution, criteria that will be used in assessing the likely pollution impacts of development proposals, and preferred measures to prevent, minimise or mitigate impacts.

5.42 Developers will be required to undertake the necessary surveys and provide information about how pollution impacts will be managed with their proposals. For development that is likely to give rise to pollution, or be susceptible to existing pollution, and sites that are known or suspected to be polluted, developers are advised to undertake early consultation with the Environment Agency and the Council's Environmental Health Service. Pollution includes effects likely to arise from demolition or construction activities on the site. Where permission is only given on the basis that polluting effects will be mitigated or remediated, the Council may remove permitted development rights from the site.

5.43 Where development sensitive to or likely to generate pollution is proposed, adequate information in the form of site reports and assessments carried out by a competent person must be supplied with the planning application to allow the

potential or actual impacts to be assessed. Details of any mitigation required should be supplied to the Council for approval prior to commencement of the scheme. Further assessments and reports will also be required to show that the polluting effects have been controlled to the agreed standard, and that the mitigation or remediation measures taken will remain effective for the lifetime of the pollution risk identified. Where the risk of pollution is severe, the Council may restrict occupation of the development until satisfied that the pollution has been addressed.

5.44 The standard of investigations, assessments, including risk assessments, remedial schemes, and verification reporting must be that of current UK good practice. The intended SPD will provide further guidance and advice on the investigation and assessment of pollution effects.

5.45 **Air quality:** The Council has an on-going duty to review and assess air quality, and has declared a number of air quality management areas (AQMAs) associated with traffic. Air quality will be a material consideration:

- within and adjacent to such areas, or
- where the development could give rise to the need for such an area to be designated, or
- where the development would prevent an air quality action plan being implemented.

The Borough Council will require developers to address means of mitigating air pollution, in particular measures to reduce traffic congestion. While the provision of green infrastructure such as trees has been shown to have some beneficial effects on ambient air quality (and the Council will seek the replacement

of at least two trees for each one lost in Eastleigh), this cannot be regarded as a measure that will be effective on its own in addressing air pollution in the designated AQMAs. Planning Practice Guidance states that measures should be specific to the location and development and proportionate to the likely impact. It provides a list of examples of mitigation that could be used to address air pollution.

5.46 Water: the legal requirements of the Water Framework Directive require full consideration to the quality and quantity of ground and surface water bodies in order to meet at least 'good' status or 'good ecological potential' in all water bodies by 2027. The Council has a role in supporting the delivery of these objectives. It is essential that development does not cause deterioration in the status of water bodies. Where possible, schemes to enhance the status of the water bodies should be undertaken.

5.47 Noise: The adverse effects of exposure to excessive noise and vibration on health and quality of life are well documented and recognised as a material planning consideration. The Council supports the approach of the Noise Policy Statement for England in relation to the effective control of noise within the context of sustainable development. Any proposals likely to generate noise (including demolition and construction noise) will be expected to take account of the impact of this on any noise sensitive population, including those using recreational areas. Similarly, in assessing proposals for noise sensitive development, the Council will expect the developer to take into account existing noise levels and foreseeable changes to these. In doing so, developers must avoid significant adverse

noise impacts to residential amenities. Development proposals should ensure that they mitigate and minimise adverse noise impacts and, where possible, contribute to the improvement of health and quality of life. Where necessary, the Council will require a noise assessment which will be expected to:

- identify all significant sources of noise;
- assess the likely short and long term impacts of noise generated or exposure to noise; and
- propose noise protection measures.

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

In respect of the Solent and Southampton Water SPA and Ramsar sites, construction noise above 50 decibels on the SPA or Ramsar site either alone or in-combination with other developments will need to provide mitigation in the form of noise reduction measure or timing of construction.



Standards for Maximum Ambient Noise Levels (in spaces when they are unoccupied) for Dwellings Subject to Transport-Related Noise

Night-Time	Living Area (2300-0700) LAeq, 8hr	Daytime (0700-2300) LAeq, 16hr	Additional Requirements
Bedrooms	30	35	1. Individual noise events must not normally exceed 45 dB L _{Amax} (measured with fast time-weighting) during the night time. 2. Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Living Rooms	-	35	Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Gardens ^a	-	55	Balconies will need to meet the same standard unless it is clear that they are not intended to be an outdoor living area, for example due to their small size.

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

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

5.48 Light: Lighting can have a significant impact on people’s perception of their environment. At night, the main distinction between urban and rural areas is that the former are lit and the latter are not. Light spillage is a material consideration because it can cause discomfort and loss of privacy and obscure the night sky. However, well designed lighting can improve people’s perception of public safety and the environment. Lighting to the sky, onto hedgerows and directly into waterways can cause impacts on bats, nocturnal species and migratory fish. Lighting can be an important component of (for example) sport and recreation proposals and car

park, and the Council will seek to ensure that it does not cause unacceptable environmental or amenity impacts.

5.49 Land contamination: Where a proposed development site is known or suspected to be contaminated, or where sensitive development is proposed, the responsibility lies with the developer to demonstrate that it can and will be made suitable for the proposed use with a satisfactory standard of residential amenity provided. This means that the developer must be able to assure the Council that there is no unacceptable short or long term risk of harm to human health, the environment, property and/

or pollution of controlled and designated waters.

5.50 Assessments of land contamination are expected to follow the advice contained in CLR11 Model procedures for the management of contaminated land, and British Standard BS 10175:2011 +A1:2013 'Investigation of potentially contaminated sites – Code of Practice', and BS 8576:2013 Guidance on investigations for ground gas, permanent gases and Volatile Organic Compounds (VOCs) or as subsequently updated. A typical site assessment would be carried out by a competent person and would include:

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

Public utilities and communications

Relevant issues and objectives

Issues (Chapter 2): P11, G11

Objectives (Chapter 3): v, xi, xii

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

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

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



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

Policy DM9, Public utilities and communications

The development of new and improvement of existing utilities infrastructure essential to meet the needs of new and existing communities will be encouraged and permitted subject to the other policies of this plan. In the event of conflict with other policies of this plan the Borough Council will require a full justification including an assessment of alternative means of provision.

New development will only be permitted if the essential utilities infrastructure including communications infrastructure required to serve it is available. Where off-site utilities infrastructure is not adequate to serve a development site, developers will be required to contribute to the costs of new off-site provision in consultation with the utilities providers.

The development of new telecommunications infrastructure will be permitted where:

- i. it will enhance broadband speeds and the quality of telecommunications services; and**

- ii. all possible steps are taken to minimise the environmental impact of the development, and it can be demonstrated that alternative sites and means of provision including mast-sharing have been examined and there are no feasible alternatives to the proposal.**

The Council will encourage developers to make provision for the installation and maintenance of telecommunications infrastructure within new developments.

Policy DM10, Water and Waste Water

Where required to meet the Habitats Regulations at 'project level stage', development will be phased alongside the completion of enhancements to the water supply or waste water infrastructure.

Water and Waste Water

5.53 PUSH has commissioned an Integrated Water Management Strategy (IWMS). This will identify at a strategic level any measures associated with water abstraction / supply and waste water treatment works to ensure no adverse impact on internationally important ecology designations protected by the Habitat Regulations (e.g. the River Itchen Special Area of Conservation [SAC] and the Solent maritime SAC and Solent and Southampton Water SPA and Ramsar); and to ensure compliance with the Water Framework Directive. PUSH are working closely with Natural England and the Environment Agency on the emerging IWMS to ensure that it meets the requirements for the Local Plan ('programme level') habitats regulations assessment.

5.54 The Council will work with Southern Water to ensure that any constraints at waste water treatment works can be addressed, there is sufficient capacity to ensure water supply and to improve utilities infrastructure to meet the needs of existing communities. Developers should contact utilities providers to establish requirements in respect of all the proposed site allocations.

Source	Reference/ title
Defra	Biodiversity 2020: A Strategy for England's Wildlife and ecosystem services 2011
NPPF	Paragraphs 17, 117-119

Nature conservation

Relevant issues and objectives

Issues (Chapter 2): G2, G3, G4

Objectives (Chapter 3): II, iv, vii

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

Source	Reference/ title
Eastleigh Borough Council	Economic Development Strategy 2010
	Integrated Water Management Strategy
PUSH	Green Infrastructure Strategy
	Solent Disturbance and Mitigation Project
Hampshire Biodiversity Partnership/ Hampshire Biodiversity Information Centre	Hampshire Biodiversity Action Plan
	Biodiversity Opportunity Areas
Environment Agency	River Basin Management Plan
JNCC and Defra	UK Post 2010 Biodiversity Framework

5.55 The Borough contains areas of international, European and national conservation interest, focused mainly on the rivers and coast. A network of locally designated sites contains ancient and wet woodlands, wetland, species-rich meadows and remaining or former heathland. Development in the Borough could have effects on these and other sites beyond its boundaries, for example through recreational pressures, surface water run-off and traffic emissions. This will be assessed in the Local Plan's Habitats Regulations Assessment. Areas of particular sensitivity outside, but within reach of, the Borough include other parts of the Solent coastline and the New Forest. In relation to development proposals in south Hampshire, there are concerns about the impact on migrating and over-wintering birds on the Solent shores and the New Forest due to increases in recreational pressure from new development. PUSH has worked with Natural England and others as part of the 'Solent Recreation Mitigation Partnership' which is developing a definitive strategy to implement mitigation measures to address this impact jointly across south Hampshire. The Council will contribute as required to the implementation of the SRMP's proposals, and will also implement any measures identified as part of its own interim project proposals which are not incorporated into the wider SRMP scheme.

5.56 In respect of the New Forest only a small part of the Borough is within the 12km



buffer where visitors are thought to come from. Land South of Chestnut Avenue has contributed to the management of the Test Valley Forest Park. Eastleigh will continue to work in partnership with New Forest District Council to help to deliver the Green Halo.

5.57 The Borough Council has produced a Biodiversity Supplementary Planning Document which explains the nature conservation interest and site designations in the Borough and the ways in which the Council will protect and enhance them. The Council has also produced a Biodiversity Action Plan (BAP), revised in 2012, which defines Priority Biodiversity Areas and Priority Biodiversity Links. Priority biodiversity areas include the Biodiversity Opportunity Areas in the Borough identified by the South East Biodiversity Forum and other areas, including some that are subject to various forms of nature conservation designation. They cover areas which hold the greatest concentrations of priority habitats, species and land where there is potential to enhance or restore priority habitats. Priority biodiversity links include land where there is an opportunity to enhance, restore or create areas, corridors or stepping stones of habitat to facilitate the movement of priority species. They can join or link priority biodiversity areas.

5.58 All the sites subject to nature conservation designations are identified at in Policy DM11 and shown on the policies maps. The priority biodiversity areas and links are shown in the Eastleigh Borough Biodiversity Action Plan 2012 - 2022.

Policy DM11, Nature conservation

The Borough Council will work with statutory and voluntary agencies and developers to:

- i. Protect, conserve and enhance areas subject to international, national and local nature conservation designations;**
- ii. Assist in achieving national, county and local biodiversity targets as set out in Biodiversity Action Plans (BAPs);**
- iii. Protect, conserve and enhance networks of natural habitats and features, including the Priority Biodiversity Areas and Priority Biodiversity Links identified in the Eastleigh Borough Biodiversity Action Plan 2012-2022, and watercourses and wetland complexes, woodland trees and hedgerows important to biodiversity and local character;**
- iv. On new development sites seek enhancement of biodiversity through the protection and connection of existing and provision of new habitats and features compatible with the native biodiversity characteristics of the Borough; and**
- v. Encourage and develop public understanding of biodiversity, enabling access where this does not harm nature conservation interests.**

The Council will work with PUSH, Natural England, the Environment Agency and other wildlife organisations to develop and implement a strategic approach to the protection of European sites from the direct and indirect effects of development including recreational disturbance. Within Eastleigh Borough this will include:

- a. implementing a suite of detailed mitigation proposals for the**

Borough's coast as recommended by the Solent Recreation Mitigation Strategy;

- b. preserving the water quality and flows within the Itchen and Hamble;**
- c. protection of the southern damselfly from the impacts of nitrogen deposition;**
- d. contributing to major elements of the PUSH Green Infrastructure Strategy including the proposed Forest Park in Test Valley Borough and the provision and enhancement of recreational green routes (see policy S10);**
- e. the provision and enhancement of multifunctional green infrastructure with new development, including the provision of connected ecological networks and biodiversity enhancements; and**
- f. Biodiversity enhancement and provision of green infrastructure within the Borough's existing urban areas, open space and biodiversity assets.**

Development which is likely to adversely affect the integrity of an international or European nature conservation site will be required to meet the Habitats Regulations as demonstrated through a project level Appropriate Assessment. Development which is likely to have a direct or indirect adverse effect on a Site of Special Scientific Interest (SSSI) will not be permitted, unless the Borough Council is satisfied that there are no

alternative solutions and the reasons for the development clearly outweigh the harm to the nature conservation value of the site.

Development will not be permitted if it is likely to have a direct or indirect adverse effect on a Site of Importance for Nature Conservation (SINC) or Local Nature Reserve as shown on the policies map (or on a more recent plan provided by the Hampshire Biodiversity Information Centre), unless it can be demonstrated to the satisfaction of the Borough Council that:

- i. the benefits of the development clearly outweigh the adverse effects on the nature conservation value of the site;**
- ii. the adverse impacts are unavoidable; and**
- iii. measures are taken to mitigate or, if this is not possible, compensate for the adverse effects, such that the development will result in at least no net loss of biodiversity.**
- iv. at least a 20m buffer free from development are provided to Locally designated sites within or adjacent to developments to alleviate recreational impact and impacts on edge habitats and to maintain dark skies.**

Impacts on priority habitats and protected and priority species will not be permitted unless the applicant can evidence that;

- there has been thorough habitat and species surveys;**



- there is an overall biodiversity gain; and
- protected species impacts have been avoided or mitigated and their needs taken into consideration within the development design;
- the great crested newt strategic survey and strategy have been considered in all developments within 500m of a great crested newt pond;
- the strategic bat trapping survey has been considered in all developments within the locality of a woodland surveyed or connected habitat networks.

In determining planning applications, the Borough Council will:

- a. seek opportunities to create or enhance habitats and features of nature conservation interest, having regard to local geodiversity and soils;
- b. have regard to the need to protect, and opportunities to enhance the Priority Biodiversity Areas and the Priority Biodiversity Links set out in the Council's Biodiversity Action Plan 2012-2022; and
- c. require mitigation measures in connection with new residential development as identified by the Solent Recreation Mitigation Strategy unless it can be demonstrated to the satisfaction of the Borough Council that individually, or in combination with others, the development is not likely to have significant adverse impacts on the integrity of the Solent European marine sites.

International and National nature conservation designation

5.59

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

5.60

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

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

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

5.61

Development in the Borough has the potential to affect sites of European and national nature conservation value within and beyond the Borough's boundaries, as recognised in the Eastleigh Borough Local Plan 2016 – 2036 Habitats Regulations Assessment. Under the E.C. Habitats Directive, the E.C. Birds Directive and the Ramsar convention as transmuted into British law within the Conservation of Habitats and Species Regulations 2010 (as amended) the Borough Council has a duty to give these areas the strongest

protection against damaging development. If a development proposal is likely to have a significant effect on one of these sites, either alone or in combination with other projects, the Council will carry out an appropriate assessment to establish the implications of the scheme for the identified nature conservation interests of the site. The Council will seek to avoid any damage to the integrity of these areas and the species they support. This may entail the negotiation of mitigation measures or contributions to such measures from new development.

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

- Moorgreen Meadows
- Lincegrove and Hacketts Marshes
- Upper Hamble Estuary and Woods
- Lee-on-the-Solent to Itchen Estuary
- River Itchen

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

Local Nature Conservation Designations

5.63 In addition to the statutorily designated nature conservation sites there are others that are of local nature conservation value. Sites of Importance for Nature Conservation (SINCs) are identified on the policies maps during the Local Plan process, and are monitored and reviewed frequently. On-going surveys can reveal new areas that warrant such protection. Policy DM11 will be applied to any new

sites or extensions to existing sites until the policies maps can be updated in the next review of the Local Plan. Up-to-date information about SINCs within the Borough should be sought from Hampshire Biodiversity Information Centre.

5.64 Local Nature Reserves protect habitats of local significance. There are currently six Local Nature Reserves (LNRs) in the Borough:

- Hocombe Mead LNR (Chandler’s Ford)
- Mercury Marshes LNR (Bursledon)
- Hackett’s Marsh LNR (Bursledon)
- Netley Common LNR (near Thornhill)
- Westwood Woodland Park LNR (Netley Abbey)
- Manor Farm LNR (Botley/ Bursledon)

5.65 The Borough Council will consider the designation of further Local Nature Reserves on sites in the Borough in the Council’s ownership or legal control if the land is already being managed as a nature reserve, and is of sufficient nature conservation interest to provide beneficial opportunities for environmental education/ research and/or enjoyment by the public. Local Nature Reserves can also be designated by the County Council - also by town/parish Councils if powers are delegated to them for this purpose.

Other species and habitats

5.66 The protection of certain species, and often the habitat and other features that sustain them, is a legal obligation under Conservation of Habitats and Species Regulations 2010 (as amended), the Wildlife



and Countryside Act 1981 as amended, the Countryside and Rights of Way Act 2000 and The Protection of Badgers Act 1992. The presence of such species is a material consideration in dealing with planning applications, and the Council will follow all Natural England guidance and standing advice or recognised best practice guidance. Where protected species could be present applicants will be required to undertake survey work, assessment and propose mitigation before their proposals can be considered.

5.67 Declining habitats and species, known as Habitats and Species of Principal Importance have been identified within s41 lists within the Natural Environment and Rural Communities Act 2006. S40 states that Local Authorities and a number of other public bodies have a duty to conserve biodiversity and must have regard to these lists.

5.68 Habitats and features that are important for wildlife but outside designated nature conservation sites are also necessary to maintain the biodiversity of the Borough. The revised Eastleigh Borough Biodiversity Action Plan (July 2012⁴⁵) sets out ways in which the Borough's biodiversity can be conserved and enhanced, and defines Priority Biodiversity Areas and Priority Biodiversity Links. These are areas with the greatest concentrations of priority habitats and species or potential to enhance or restore priority habitats and links where there is opportunity to enhance, restore or create areas, corridors or stepping stones of habitat to facilitate the movement of priority species.

5.69 There are ten priority biodiversity areas in the Borough at: Flexford and Hocombe,

Chilworth, Allbrook, Lakeside and Fleming Park, Itchen Valley, Wyvern, Stoke Park, Moorgreen, Netley and Bursledon Commons, Solent Coast, Hamble Estuary and Ford Lake. Priority biodiversity links have been defined at the Hampshire Corporate Business Park (Chandler's Ford), Monks Brook, the M3 and M27 corridors, all the rail corridors, Bowlake (Bishopstoke), Knowle Park (Fair Oak), Chalcroft (Horton Heath), Moorgreen Stream (West End), Cricket Ground (adjoining the Ageas Bowl), Wildern (Hedge End), Marks Farm (Botley), Old Netley, Tickleford Gully (Netley), and Hamble Airfield.

5.70 In accordance with the Biodiversity Action Plan 2012-2022 and the NPPF, the Borough Council will through the planning process (including financial contributions through CIL or other mechanisms) secure the enhancement of existing and the creation of new areas of nature conservation value- for example as part of landscape schemes, environmental improvements and countryside management schemes associated with new development. Such enhancement and creation of biodiversity interest will be sought particularly within the Eastleigh Biodiversity Priority Areas and Priority Links. The Council will also have regard to opportunities to manage wetland habitats in ways that assist delivery of the Environment Agency's River Basin Management Plan⁴⁶.

5.71 Other policies in this Local Plan, for example those seeking to limit the use of the private car and those relating to climate change and sustainable drainage will also assist with the mitigation of impacts on biodiversity interests. Guidance is anticipated from the Department for Environment, Food and Rural Affairs

45 The revised Eastleigh Biodiversity Action Plan updated in July 2012 can be seen at: www.eastleigh.gov.uk/sport-leisure-and-culture/countryside/biodiversity.aspx

46 <http://www.environment-agency.gov.uk/research/planning/124978.aspx>

(Defra) on local authority involvement in the protection of European sites and mitigation of impacts on these sites.

5.72 Through its Annual Monitoring Report the Council will monitor, the effectiveness of the joint strategic approach to avoidance and mitigation of effects on European sites. It will respond to the findings of new evidence where necessary, including the definitive Solent Recreation Mitigation Strategy in order to preserve the integrity of European sites.

Source	Reference/ title
PUSH	Sustainability policy framework ⁴⁸ , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ⁴⁹
Hampshire County Council	Historic Environment Record ⁵⁰
NPPF	Paragraphs 17, 126 - 141, 156 - 157

Heritage assets

Relevant issues and objectives

Issues (Chapter 2): G1, G7

Objectives (Chapter 3): iv, v

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

Source	Reference/ title
Eastleigh Borough Council	Supplementary Planning Documents ⁴⁷ : - Urban Character Area Appraisals - Conservation Area Appraisals

5.73 The NPPF defines 'heritage assets' as: "A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)". They include:

- The conservation areas of Bishopstoke, Botley, Bursledon (Old Bursledon and Bursledon Windmill), West End (Gaters Mill, Romill Close and Orchards Way), Hamble-le-Rice and Netley, as shown on the policies map, and their settings;
- Listed buildings and their settings;
- Locally listed buildings;
- Historic parks, gardens and landscapes;

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

48 <http://www.push.gov.uk/pjc-080318-r03-abi.pdf>

49 <http://www.push.gov.uk/work/qualityplaces.htm>

50 <http://www3.hants.gov.uk/landscape-and-heritage/historic-environment/historic-buildings-register.htm>



- Scheduled ancient monuments, nationally important ancient monuments and archaeological sites, and their settings; and
- Marine, rail and aviation heritage assets.

Policy DM12, Heritage assets

The Borough Council will conserve and enhance the Borough's heritage assets through:

- Identifying the assets by means of an on-going programme of survey and review;
- Identifying their key features and measures to manage and enhance these, e.g. through conservation area appraisals;
- Restricting development likely to harm them or their settings through management of development proposals; and
- Encouraging development that enhances them, ensures their long-term management and maintenance and where possible, enables public enjoyment and interpretation of the asset.

Development will be permitted of or within the setting of a heritage asset provided:

- it does not harm or detract from the significance or special interest of the asset, and sustains and enhances its special character and qualities. The more important the asset, the greater the weight that should be accorded to this criterion. Permission for development which results in substantial harm to, or loss of, designated assets of the highest

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

Development that affects an archaeological site that is already identified or discovered through development proposals will only be permitted provided:

- if the remains cannot be preserved in situ, the importance of the development is sufficient to outweigh the value of the remains; and
 - prior to the commencement of the development, provision has been made for a programme of archaeological investigation and recording and for this evidence to be made publicly accessible;
- it achieves a high standard of design which respects and complements the character and qualities of the heritage asset(s);
 - where necessary, it secures the long-term future maintenance and management of the asset;
 - where possible, it enables public enjoyment and interpretation of the asset; and

- v. **a heritage statement is submitted with the application explaining the significance of the assets affected including the contribution made by their setting, at a level of detail proportionate to the asset's significance.**

In permitting development involving a heritage asset the Borough Council may seek a legal agreement to secure the long-term management and enhancement of the asset.

5.74 Local authorities are required by the Planning (Listed Buildings and Conservation Areas) Act 1990 to give specific protection to buildings and areas of special architectural or historic interest. This includes identification of those parts of the Borough that should be included in conservation areas. All the conservation areas have conservation area appraisals and most have been updated in recent years including reviews of their boundaries as Supplementary Planning Documents. Designation of conservation areas means that the Borough Council values and is committed to protecting the character of the area, and is also looking for ways in which they might be improved. When dealing with proposals for development in these areas, particular attention will be paid to the details of design, to ensure that the character of the area is as a minimum sustained, and where possible enhanced. In the case of commercial premises in conservation areas, the Council will seek to achieve a high standard of shopfront design and signage related sympathetically to the character of the building and the

surrounding area, avoiding proliferation of signs.

5.75 For development in conservation areas outline applications will not normally be acceptable. The Council will normally require detailed plans showing elevations, materials and relationship to the neighbouring buildings and spaces including trees and other landscape features. Those seeking to develop within conservation areas should have regard to the Council's Conservation Area Appraisals Supplementary Planning Documents⁵¹.

5.76 The Borough contains 181 buildings listed as being of special architectural or historic interest, of which 9 are Grade II* listed and the rest are Grade II (there are no Grade I listed buildings). The Council has a statutory duty to protect these from the adverse impacts of development and from demolition and will continue to work with owners and agencies to seek to find viable uses for heritage assets that may be at risk. Many of these buildings also contribute to local character and identity. The policy is designed to avoid damage to or loss of such buildings and their immediate surroundings.

5.77 The Council has also identified buildings suitable for inclusion on a local list of buildings important for local heritage reasons. The Council maintains records of listed building quality and condition, and is identifying and listing buildings of local heritage value. They are buildings that contribute to local identity and reflect locally significant parts of the Borough's history. Although they have no statutory protection, the Council is keen to conserve these buildings for these reasons.

51 <http://www.eastleigh.gov.uk/conservationareas>



5.78 In addition to buildings, there are parts of the Borough's countryside that are of historic value, in particular parks and gardens. These again represent the history of the Borough and contribute to its character and identity, and wherever possible, they are to be protected from the adverse impacts of development. The Council works with other bodies including Hampshire County Council, the Hampshire Gardens Trust, Historic England and local interest groups in the identification and conservation of these and other heritage assets. In cases where the character of a local historic landscape has already been eroded to a significant extent, development may be permitted that affects the landscape providing it is sympathetic to the remaining character of the area and the development includes a legal agreement to secure the long term management and enhancement of the remaining historic landscape asset. In this context, 'eroded to a significant extent' means that features that were characteristic of the historic landscape have been lost.

5.79 Scheduled Ancient Monuments are protected by The Ancient Monuments and Archaeological Areas Act 1979. The Borough contains a variety of such sites including some of more recent origins such as the Itchen Navigation, remains of the old water meadows in the Itchen valley, and old green lanes. All these archaeological remains are by their nature finite resources, and vulnerable to damage and destruction. The policy seeks to protect them so far as possible from the adverse effects of development.

5.80 It is obviously preferable that heritage assets are used for the purpose for which they were originally intended. However, given the age of some of them this may not always be possible, and the policy allows for alternative uses that do not damage their character and would

contribute to maintaining their heritage value.

5.81 In some cases, development that would not normally be allowed may be justified as an exception to policy on the grounds that it provides the resources to secure the future of the heritage asset ('enabling development'). The Council will wish to be sure that applicants have explored all possible uses for the asset that are allowable under policy before making an exception, where necessary via a marketing exercise. The optimum use will be assessed in the context of the conservation of the asset rather than maximising financial gain. The applicant may be required to enter into a legal agreement securing the future of the asset and its historic features.

5.82 The value of heritage assets is enhanced if they can be enjoyed and understood by visitors. Such activity can also contribute to the local economy. Policy DM12 therefore enables the provision of facilities for interpretation provided these do not have adverse impacts on the heritage asset or other interests.

Transport

5.83 Transport infrastructure includes:

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

Southampton Airport also forms part of the Borough's transport infrastructure (see E9, Chapter 6, section 6.4).

Relevant issues and objectives

Issues (Chapter 2): G11-17

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

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

Source	Reference/ title
Eastleigh Borough Council	Cycling Strategy Walking Strategy 'Residential Parking Standards' SPD ⁵²
Hampshire County Council/ Transport for South Hampshire and Isle of Wight	Local Transport Plan 2011 – 2031 (HCC, 2011) Local Transport Plan – Strategy for South Hampshire (Solent Transport 2011) Transport Delivery Plan 2012-2026 (Solent Transport 2013) Public Transport Delivery Plan 2014-2036 (Solent Transport) Eastleigh Borough Transport Statement (HCC 2012) Eastleigh Strategy Transport Study Interim Report – Issues and Options (HCC 2015)
Solent LEP	Solent Strategic Transport Investment Plan (2016)
Highways England	Roads Investment Strategy 1 (2015)

Source	Reference/ title
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy Network Rail Wessex Route Study (2015)
NPPF	Paragraphs 17, 29-41

5.84 The Borough includes two motorways and other main roads, several main line railways with eight stations serving the Borough, a reasonably comprehensive bus network and an airport. It therefore has a wide range of access opportunities, but also suffers problems of peak hour congestion on the motorways and many of its roads.

5.85 The Borough Council seeks to support Hampshire County Council's Local Transport Plan and address local issues of road congestion and related air quality issues by:

- Seeking to manage and reduce car use by maximising density, locating new development close to the facilities it needs (or by providing critical community infrastructure such as schools within major new developments in order to contain some trips within sites), improvement of public transport services, infrastructure and associated factors such as multi-operator ticketing to help drive up usage, development of cycling and walking networks,

52 <http://www.eastleigh.gov.uk/PPIpublisheddocuments>



and encouraging the roll-out of communications technology to enable more flexible working (see also policy DM9 Public utilities and communications);

- Continuing to pursue its strategies to improve public transport and pedestrian and cycle routes in the Borough, in particular improved pedestrian and cycle links to the town centre, district centres, local centres and other key destinations such as rail stations and schools. See also strategic policy S13, Strategic footpath, cycleway and bridleway links;
- Seeking investment in improvements to transport systems, including road and junction improvements, public transport and footpaths, cycleways and bridleways from a variety of sources and partners including developers, central government, Solent LEP and other funders as opportunities arise. This includes activities such as lobbying funders/ decision makers and participating in and financially supporting external funding bids where appropriate;
- Safeguarding routes for potential transport improvements, including road, rail, bus, cycleway, footpath and bridleway infrastructure;
- Having regard to the requirements of rail and bus operators;
- Ensuring the provision of parking including opportunities for park and ride to meet the needs of the Borough's residents and employers, and to facilitate access to the Borough's public transport facilities;
- Providing encouragement and support to enable individuals and

organisations to plan their travel requirements through measures such as Travel Plans, provision of travel information, and implementation of 'soft measures' intended to promote modal shift and manage travel demand; and

- Ensuring that comprehensive and up-to-date information is provided regarding prevailing conditions on the transport network using all available technologies.

Policy DM13, General development criteria - transport

All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate. Access arrangements to the highway network must:

- i. **meet national and local guidance and standards;**
- ii. **not cause or increase danger to road users or have a significant detrimental impact on the operation or safety of the highway network; and**
- iii. **be provided without unacceptable environmental impact.**

All new development will be assessed to establish whether it should contribute to off-site improvements to transport infrastructure in accordance with Hampshire County Council's Transport Contributions Policy, to the extent that these are necessitated by the development and proportionate to the scale of development.

Development proposals (above a specific size to be determined by the Council) that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as

- **provision of / contribution towards on and off-site highway improvements such as junction improvements and potentially new road links where appropriate**
- **on-site pedestrian, cycle and public transport infrastructure where appropriate**
- **contributions towards relevant off-site sustainable transport infrastructure and service improvements**
- **on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans⁵³) to reduce car use**

New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, or will have as a result of the development, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.

5.86 It is important that new development can be accessed safely and that, to help manage car use, development is wherever possible accessible by means of transport other than the private car. The layout of larger scale sites should provide for access by public transport vehicles, preferably through extending existing services to better serve the site. The related requirements of the Local Transport Plan and the Eastleigh Borough Transport Statement are set out in Appendix B, paragraphs A10 to A12. Transport assessments should be undertaken for development proposals as required by site-specific policies in Chapter 6 and as advised by the highway authority. Unless otherwise agreed with the highway authority, Solent Transport's Sub-Regional Transport Model⁵⁴ should be used wherever possible in order to ensure compatibility with other local transport assessment work.

5.87 Strategic policy S12, Chapter 4 identifies the major new transport infrastructure that will be required to serve new development. These schemes are reflected in site-specific proposals in Chapter 6. Hampshire County Council and the Borough Council also maintain a list of local transport improvements as set out in HCC's Eastleigh Borough Transport Statement and EBC's Transport Schemes Inventory, which include the footpath, cycleway and bridleway routes identified in strategic policy S13, Chapter 4. This provides a robust framework of local transport policy to justify the list of local transport schemes which are used as the

53 <http://webarchive.nationalarchives.gov.uk/20100409053417/http://www.dft.gov.uk/adobepdf/165237/202657/guideanceontapdf>

54 <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-projects-evidence-base.htm>



basis for securing S106/ S278/CIL funds collected by EBC and HCC. All of the transport infrastructure required to deliver the Local Plan is identified in the Borough Council's Infrastructure Delivery Plan. Implementation of these proposals and any other off-site works that are required will take place through related development and / or be funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found.

Policy DM14, Parking

New residential development will be required to provide off-highway parking in accordance with the updated Eastleigh Borough Council's Parking Standards SPD which will set out minimum requirements for residential and commercial parking provision. Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the transport statement / assessment / travel plan.

For out-of-centre development proposals, parking needs will be assessed based on the impacts of the development on neighbouring town, district or local centre or a neighbourhood parade.

Within town, district and local centres and in neighbourhood parades, parking needs will be assessed in relation to wider needs within the centre/ parade. Where existing provision is inadequate, the provision of additional parking may be permitted subject to a financial contribution towards measures to assist

on-street parking management, public transport, cycling and walking.

Proposals to provide new car parks, extend existing car parks or provide workplace park and ride facilities will be permitted within the urban edge if:

- i. it can be demonstrated that this is the only way the transport requirements driving the proposals for car parking provision can be met;**
- ii. the proposals form part of a strategy aimed at managing use of the private car, such as a work place travel plan; and**
- iii. transport and other environmental assessments demonstrate that the benefits of the proposal (e.g. reduction of on-street parking pressures, reduction of traffic congestion) outweigh any adverse effects; and**
- iv. the developer pays for any off-site highway improvements necessary from traffic generated by the proposal, and any additional works necessitated by an inability to meet work place travel plan targets.**

5.88

Although the Borough Council generally seeks to manage car use and encourage the use of other ways of travelling, it has to be recognised that motor vehicles provide mobility and support the economic life of the area. The Council also recognises that provision of inadequate parking at new developments can create 'overspill' parking issues on the existing highway network which can have a variety of negative effects on existing residents and on the efficient and safe operation of the highway network. Off-street parking is therefore required in accordance with the standards to be established by the Borough

Council in the updated Parking Standards Supplementary Planning Document which the Council is preparing. This will outline how the parking standards for residential sites can be reduced through the use of unallocated shared parking, when compared to minimum allocated parking requirements.

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

A prosperous place

Economy

5.90 Economic development includes:

- Industrial and commercial development in use classes B1, B2 and B8
- Retail and other town centre development in use classes A1-A5
- Other forms of development that provide jobs, e.g. leisure, cultural

activities, tourism and public services such as education and health.

While all employment opportunities contribute to prosperity, some forms of employment also contribute particularly to increasing GVA⁵⁵, which is a main objective of the PUSH Economic Development Strategy.

Relevant issues and objectives

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

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

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

Source	Reference/ title
Eastleigh Borough Council	Prosperity Delivery Plan Climate Change Strategy
PUSH	Economic Development Strategy 2010 South Hampshire Spatial Position Statement 2016
Solent Local Enterprise Partnership	Solent LEP Vision, July 2011 A Strategy for Growth, December 2012
NPPF	Paragraphs 17-28, 160-161

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

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



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

Policy DM15, Safeguarding existing employment sites

The major existing employment sites as identified on the policies map shall be retained predominantly in employment use classes B1, B2 and B8. Within these sites the Borough Council will permit:

- i. **the redevelopment and intensification of use of sites for Use Class B1(b), B1(c), B2 or B8 employment uses;**
- ii. **changes of use between use classes B1(b), B1(c), B2 and;** and
- iii. **workforce training opportunities as defined in policy DM16 below;**

subject to the general development criteria and transport policies of this Local Plan including the impact on residential areas.

Exceptionally, employment uses other than those in use classes B1(b), B1(c), B2 or B8 may be permitted on these sites provided that:

- a. **they would not have a significant impact on the continued primary use of the site**
- b. **the existing site is causing, or could cause, significantly harm to highway**

safety or to the amenities of the area or to local residents

This may include sui generis uses⁵⁶ but not town centre uses (e.g. uses in use classes A1 – A5).

The redevelopment or change of use of other existing employment sites currently in class B1(b), B1(c), B2 or B8 uses to non-employment uses, where this is not permitted development, will be permitted provided that it can be demonstrated that the site is no longer in demand for employment use and that criteria a. and b. above are satisfied.

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

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

Policy DM16, Workforce training requirements and new jobs

The provision of workforce training activities will normally be permitted on employment sites where they:

- i. **are related to employment uses on that site; and/or**

⁵⁶ 'Sui generis' uses are uses on their own that are unrelated to other uses. They do not fall into any particular use class as defined by the General Development (Use Classes) Order 1987 (as amended).

- ii. **contribute to improving workforce skills for the Borough.**

Opportunities will be sought for the provision of workforce training opportunities and jobs for local unemployed people:

- a. **on major construction sites; and**
- b. **within the companies occupying new employment developments.**

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

Rural economy

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

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

- i. Agricultural development and farm diversification in accordance with policy DM17;

- ii. Extension and replacement of buildings in existing non-residential use, in accordance with policy DM18; and
- iii. Change of use and redevelopment of existing buildings in accordance with policy DM19.

Policy DM17, Agricultural development

New buildings for agricultural purposes and farm diversification will be permitted in the countryside, to enable the efficient working and long-term commercial viability of the agricultural enterprise, provided that the proposed use cannot be accommodated in existing buildings.

All such proposals must:

- i. **ensure that new buildings are located and designed so as not to be visually intrusive, or have an unacceptable impact on the local road network; and**
- ii. **include measures for the long-term management of the agricultural unit, including enhancement of the landscape and biodiversity.**

Agricultural development and farm diversification uses do not include residential uses.

Note: Rural workers’ dwellings are addressed in policy DM29.

5.97 Agriculture is arguably one of the most important activities that shape the character of the wider countryside. It is obviously also central to local food production. It is therefore important



that agricultural enterprises are able to function and be self-sustaining. Levels of agricultural activity in the Borough have declined in recent decades, with parts of the countryside showing signs of neglect and poor management. The policy is designed to assist agricultural enterprise and to achieve better management of the Borough's countryside, while avoiding significant unplanned development that would increase urbanisation and threaten the rural quality of these areas.

Policy DM18, Extension and replacement of non-residential buildings in the countryside

The extension or replacement of non-residential buildings in the countryside will be permitted, subject to the general development criteria and transport policies of this Local Plan and provided that:

- i. the existing building is in lawful use and is not subject to a temporary permission;
- ii. the extension or replacement building is for a non-residential use
- iii. the extension or replacement building would not have an urbanising effect on the countryside in terms of its density, scale, massing, layout and height;
- iv. access, car parking, landscaping and services can be provided without having a detrimental impact on the character of the countryside;
- v. so far as possible the property is sustainably located in terms of accessibility by means of transport other than the private car;

- vi. the extended building or its replacement would be located within the existing curtilage unless its relocation or extension would contribute to improving the character and quality of the local area; and
- vii. in the case of a replacement building, the proposal also includes the demolition of the building to be replaced;
- viii. the development would not by itself or cumulatively with other recently permitted schemes undermine the Council's strategy for the development of employment-related floorspace (see policy S4).

Where the proposal also involves a change of use of the building, criteria (i), (ii) and (iii) of policy DM19 will apply. Notwithstanding this, where the proposal is for the development of town centre uses as defined in the National Planning Policy Framework (NPPF), criterion (ii) of policy DM19 will apply.

5.98

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

Policy DM19, Change of use of buildings in the countryside

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

development criteria and transport policies of the Local Plan and provided that:

- i. the proposed use is compatible with neighbouring uses and does not have an urbanising effect on the countryside in terms of external layout, lighting, noise or traffic;
- ii. any proposals for developments over 500sq.m or that would lead to, or consolidate more than, a 30% increase in the floorspace of an established use (measured against floorspace at April 2011), in use classes A2, A3, B1(a), C1 and D2 are subject to a sequential test to demonstrate that they cannot be accommodated in more sustainable locations in the town, district or local centres or failing this in edge of centre or out of centre locations within the urban edge. A1 uses will not be supported;
- iii. the building is of permanent construction and can be re-used without works detrimental to its character or that of its surroundings. For the purposes of this policy 'buildings' do not include open-sided barns or glasshouses;
- iv. access, car parking and services can be provided without having a detrimental impact on the character of the countryside; and
- v. the property is sustainably located in terms of accessibility by modes of transport other than the private car.

Change of use to residential, where this is not permitted development, will only be permitted if:

- a. the building is demonstrably unsuitable for other uses allowed under this policy; or
- b. the proposal is for an agricultural worker's dwelling and the terms of policy DM29 are met; or
- c. the building is of architectural or historic interest and there are no other means of securing its preservation (see also policy DM12); or
- d. it would achieve amenity, environmental or traffic benefits.

The replacement of a building converted to residential use in accordance with this policy with a new residential building will not be permitted, and policy DM28 will not apply.

Where the proposal also involves extension or replacement of the building, policy DM18 will apply. In boatyards outside the urban edge, policy DM20 applies.

5.99 Existing buildings in the countryside that are of good quality are a re-usable resource. Enabling a change of use of such buildings can help to limit the need for new buildings in the countryside. The Town and Country Planning (General Permitted Development) (England) Order 2015 (GDPO) enables the change of use of agricultural buildings to 'flexible' uses including dwelling houses and use Classes A1 (shops), A2 (financial and professional services), A3 (restaurants and cafes), B1 (business), B8 (storage or distribution),



C1 (hotels) or D2 (assembly and leisure) provided they are not restricted in Class R. In respect of such uses the policy therefore applies to proposals that exceed this floor area which are considered to be relatively large in scale. Please note that policy DM19 would also apply to proposals for retail development.

5.100 This plan directs most employment development to urban areas, and to sites in use or allocated for these purposes, as these are regarded as the most sustainable locations for such uses in terms of accessibility and public services. However, the re-use and adaptation of rural buildings for employment purposes can contribute to the diversification of the rural economy, help to support agricultural businesses and therefore help to make economic use of the existing building stock. The replacement of existing buildings can also enable the development of new buildings that are more suitable for modern business requirements, without leading to significant impacts on local landscape character.

5.101 It is important to limit residential re-use in the countryside because the high value of this use could preclude other forms of development that are generally more beneficial to the local economy and to the management of the countryside. Residential re-use can also lead to changes in the character and appearance of the building and its surroundings that can have an urbanising effect. Where residential re-use is permitted, it is on the basis that it is making best use of the existing buildings (including their architectural enhancement) and no more – it is not the purpose of the policy to encourage new residential development in the countryside. Notwithstanding this, the GDPO allows the conversion of agricultural buildings to residential use without planning permission, in particular circumstances. For sake of clarity, where planning permission is required for the change of an agricultural

building into residential use, policy DM19 will apply.

Policy DM20, Boatyard and marina sites on the River Hamble

At boatyard and marina sites on the River Hamble (as shown on the policies map) the Borough Council will permit development associated with boat building, and the fitting out, maintenance and repair of boats and ancillary uses, provided that it does not:

- i. **jeopardise the safety and ease of navigation on the river or have a detrimental impact on the regime of the river;**
- ii. **adversely affect nature conservation, landscape or heritage interests; or**
- iii. **cause a reduction in water quality.**

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

[Note: Policy DM37 refers to recreational sailing on the River Hamble.]

5.102 The boatyards on the River Hamble lie outside the defined urban edge. They make an important contribution to the economy of the Borough and the sub-region, and are important for tourism and recreation. It is important that they are retained in this use, and that they are able to evolve and change to accommodate and develop

new technology, provided they do not have an adverse impact on the sensitive environment of the river. The Council will also consider whether proposals cause an unacceptable hazard to the movement of craft on the river, including smaller vessels.

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

Retail development

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

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

Town centre

- › Eastleigh town centre

District centres

- › Fryern Centre, Chandler’s Ford
- › Hedge End centre

Local centres

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

Neighbourhood parades

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

- 5.106 The above list identifies the defined centres for the purposes of retail development. It establishes a retail hierarchy based on the existing provision in each centre with Eastleigh town centre at the top of the local hierarchy by virtue of offering the widest range and greatest number of shopping, leisure, cultural, financial and professional services and facilities. At the bottom of the hierarchy, neighbourhood parades generally contain a few shops to serve the local neighbourhood. New local centres or neighbourhood parades



are to be established within the larger development sites as set out at strategic policy S5, Chapter 4 and in the site-specific policies in Chapter 6.

Policy DM21, New retail development

Retail development will be permitted in the defined centres provided that it:

- i. **is compatible with the role and retail character of the centre; and**
- ii. **it accords with policies for Eastleigh town centre set out in Chapter 6 (policies E3 – E4, Section 6.4).**

Retail development will only be permitted outside these centres subject to a sequential test demonstrating that, having shown flexibility on store format and the scope for disaggregation, there are no suitable, viable and available sites or premises for the proposed use within, or failing that adjoining, an existing centre. In addition, the proposed development must:

- a. **be within the urban edge (as defined on the policies map);**
- b. **not by itself or cumulatively with other proposals have a significant adverse impact on any existing centre. It is proposed that a retail impact assessment may be required for proposals equal to or greater than 350sq.m of net additional retail floorspace; and**
- c. **be sustainably located in terms of accessibility by modes of transport other than the private car and its connections to one or more existing centres.**

Conditions restricting the range of goods sold, the sub-division of units or

internal alterations that would increase floorspace may be applied. The relief of conditions that restrict out-of-centre stores to the sale of specific goods will not be permitted where this would conflict with criteria (b) and (c) above.

5.107

The Borough Council seeks to focus retail activity within the defined town, district and local centres in the Borough. The Eastleigh Retail and Leisure Needs Assessment (Carter Jonas) identifies a limited capacity for additional convenience goods in the two district centres, local centres and the rest of the Borough. It also identifies a limited capacity across the Borough for comparison goods in the short term, increasing in the longer term. There is believed to be capacity within Eastleigh town centre, Chandler's Ford and Hedge End centres to accommodate the level of development required and therefore no new allocations for main town centre uses are made adjoining the town centre or any other centres.

5.108

Nevertheless, retail development within the defined centres should be compatible with their current role and policy DM21 therefore supports proposals that are compatible with the centres' positions in the retail hierarchy as set out in Chapter 4. Development in an existing centre should not be on such a scale that it undermines the role of another centre or increases distances travelled.

5.109

The Borough Council seeks to avoid developments outside the defined centres that would compromise their viability and vitality by drawing trade away from them, or that would be located in unsustainable locations. Any edge of centre or out of centre retail development should be integrated with centres in the existing retail hierarchy by a range of sustainable transport connections. These developments should also be highly accessible by

sustainable modes of transport from the existing centres and other parts of the anticipated retail catchment area.

5.110 In applying the sequential test, consideration will be given to the impact on other retail centres outside of the Borough’s boundary including the city of Southampton. Retail impact assessment may be required in accordance with the NPPF. The policy is not intended to preclude the development of small shops or convenience stores that serve local needs.

Policy DM22, Changes of use in retail frontages in district centres

Within the primary and secondary shopping frontages of the district centres, as defined on the policies map, a change of use or redevelopment involving the loss of Class A1 retail floorspace will only be permitted for uses within classes A2 financial and professional services, A3 restaurants and cafes, A4 drinking establishments, and A5 hot food takeaways, leisure/ cultural uses and community uses, provided that:

- i. **the new use retains an active ground floor frontage;**
- ii. **it does not adversely affect amenity of an area or the appearance of the frontage; and**
- iii. **it does not have a negative impact on the provision of services or on sustainability of a key shopping area.**

To demonstrate the lack of a negative impact under bullet iii above, proposals should provide:

proof that there is no demand for the A1 use, including evidence that the site has been marketed effectively for such a use; or

- a. **over-riding community benefits from the proposed use; or**
- b. **evidence that the proposal will enhance the vitality and viability of the centre.**
- c. **Note: Policies for shopping frontages in Eastleigh town centre are in Chapter 6, section 6.4.**

Changes of use or redevelopment to residential or Class B1 office uses will not be permitted within the defined shopping frontages/ centres other than in upper floors.

5.111 The Borough Council has a long-standing commitment to maintaining a strong core of retail uses in the district centres, local centres and neighbourhood parades. This approach accords with the NPPF. However, the contribution that other uses can make to the vitality and viability of these centres is recognised, and the policy explains where these might be developed in the primary and secondary frontages in Eastleigh, Chandler’s Ford and Hedge End.

5.112 For purposes of interpreting policy DM22, property frontages are considered to be the public facades of buildings, primarily comprising windows that could be used for the display or advertisement of goods or services, together with customer entrances and exits. The primary and secondary frontages of district centres are defined



on the policies map, whilst the relevant property frontages in local centres and neighbourhood parades are indicated within the Borough Council's Annual Shopping Frontages Survey.

- 5.113 Permitted development rights contained in the GPDO 2015 allow more flexibility for units to change between uses including shopping and food and drink uses. Permitted development rights also currently allow small shops and professional service uses (classes A1 and A2) to change to housing subject to restrictions. Developers must demonstrate that they will not harm retail services (unless there is no reasonable prospect of the unit staying in retail use) or threaten the sustainability of a key shopping area. Ground floor residential uses will not be acceptable except where there are permitted development rights and developers can meet these criteria

Housing

Relevant issues, vision, and objectives

Issues (Chapter 2): P1-4, G1

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

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

Source	Reference/ title
Eastleigh Borough Council	Eastleigh Affordable Housing Assessment (Opinion Research Services, 2017)
	Gypsy and Traveller Accommodation Assessment Update (Opinion Research Services, 2017)
	Housing Strategy for Eastleigh 2012-2017
	Accessible Homes Strategy 2008-2011
	Homelessness strategies Supplementary Planning Documents ⁵⁷
	Affordable Housing 2009
PUSH	Accommodation for older people and those in need of care' 2011
	Viability Study 2017
	Economic Development Strategy 2010
Hampshire County Council	South Hampshire Spatial Position Statement 2016
	Strategic Housing Market Assessment
Hampshire County Council	Hampshire Strategic Infrastructure Statement (April 2013)
	Housing provision for Older People in Hampshire 2009
NPPF	Paragraphs 47-53, 174
DCLG	Planning Policy for Traveller Sites (2015)

57 <http://www.eastleigh.gov.uk/PPIpublisheddocuments>

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

Residential development in urban areas

Policy DM23, Residential development in urban areas

Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this Local Plan.

New dwellings will be permitted provided that:

- i. **where feasible the scheme provides a mix of dwelling types and sizes to meet local needs, including dwellings capable of adaptation to meet changing needs over time**

and housing for older people in accordance with policies DM26 and DM27;

- ii. **affordable housing is provided in accordance with policy DM30;**
- iii. **a minimum density of 40 dwellings per hectare (net) should be achieved unless site constraints or local character justify a lower density. In areas with good access to public transport and other services and amenities, higher densities will be sought.**

Where possible residential development sites, including those proposed to be allocated in Chapter 6, should include provision for self and custom build development.

5.115 This policy enables residential development within urban areas in a way that meets identified local needs and helps to create mixed and balanced communities. Research by ORS identified the housing mix required by 2036, split between affordable housing and general market housing⁵⁸. The Council will encourage the delivery of market rental housing in the borough. The largest need for affordable housing is for 2 and 3 bedroom houses, for market housing it is primarily 3 bedroom houses. Policy DM26 provides more detail on housing mix. In addition the National Planning Policy Framework identifies that planning for a mix of housing should include considering the needs of people wishing to build their own homes.

58 ORS Affordable Housing Assessment 2017



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

Permitted Residential development

5.117 Many of the dwellings required in Eastleigh Borough already benefit from planning permission or a Council resolution to permit (at a 2016 base date) but dwellings have not been completed on these sites. Policies DM 23 and 24 below identify these sites and guide developers if these sites are not built out according to the permission granted and an alternative development is proposed.

5.118 Please note that Policy DM24 will be updated to reflect sites granted planning permission before the submission of the Local Plan.

Policy DM24, Housing Sites with Planning Permission

The following sites, identified on the policies map, are allocated for residential development as they all benefit from either a valid planning permission or a current Council resolution to permit residential development (subject to the completion of legal agreements) on which development had not commenced at the base date of the Local Plan. These sites should be implemented in accordance with the requirements of their respective planning permission / resolution. Any permissions / resolutions which lapse will be re-considered against the relevant policies of this Local Plan:

Allbrook

1. **Penarth House, Otterbourne Hill (64 dwellings)**

Bishopstoke

2. **Land at the Mount Hospital (260 dwellings)**
3. **Land at Bishopstoke Cemetery, Stoke Common Road (55 dwellings)**
4. **Land between 77 Church Road and Recreation Ground (30 dwellings)**
5. **Land at Fair Oak Road (16 dwellings)**

Botley

6. **Land north and east of Boorley Green (1,400 dwellings)**
7. **Land east of Sovereign Drive and Precosa Road (103 dwellings)**
8. **Crows Nest Lane, Boorley Green (50 dwellings)**
9. **Maddoxford Lane, Boorley Green (50 dwellings)**
10. **Land South of Long Garden Cottage (14 dwellings)**
11. **Land north of Hedge End Station, Winchester Road (680 dwellings)**

Bursledon

12. **Land north of Bridge Road and west of Blundell Lane (100 dwellings)**
13. **Land east of Dodwell Lane and north of Pylands Lane (250 dwellings)**
14. **Land to the rear of Orchard Lodge, Windmill Lane (32 dwellings)**
15. **Land at Providence Hill (62 dwellings)**
16. **Long View, Bursledon Road (12 dwellings)**

Chandler's Ford

17. 59-61 Brownhill Road (11 dwellings)
18. Draper Tools Ltd, Hursley Road (140 dwellings)

Eastleigh

19. Land south of Chestnut Avenue, Eastleigh (1,100 dwellings)
20. Eastleigh College Education Annexe (10 dwellings)
21. Mitchell House, Southampton Road (67 dwellings)
22. 10-12 Romsey Road (49 dwellings)
23. Mallard Centre / Beatrice Royal Art Gallery (12 dwellings)

Fair Oak and Horton Heath

24. St Swithuns Church, Allington Lane (72 dwellings)
25. Land at Pembers Hill Farm (250 dwellings)
26. Land to the west of Hammerley Farm (67 dwellings)
27. Land at Hardings Lane / Crowdhill (330 dwellings)
28. Land at Fir Tree Farm (450 dwellings)

Hedge End

29. Land south of Foord Road and West of Dodwell Lane (125 dwellings)
30. 14 Hobb Lane (8 dwellings)
31. Home Farm, St John's Road (14 dwellings)

Hound

32. Land at Abbey Fruit Farm (93 dwellings)

33. Land to the north of Grange Road (89 dwellings)
34. Land at Jurd Way, West of Hamble Lane (150 dwellings)
35. Land at Berry Farm, Hamble Lane (165 dwellings)
36. Land south of Bursledon Road (182 dwellings)
37. Land to the north of Cranbury Gardens (45 dwellings)

West End

38. Land north of Botley Road (100 dwellings)
39. Land west and south of Horton Heath (950 dwellings)
40. Land at Hatch Farm, North of Barbe Baker Avenue (98 dwellings)

Policy DM25, Redevelopment of urban sites in unneighbourly use

The following sites, identified on the proposals map, lie within the urban edge and have been identified as having redevelopment potential either through the SLAA or as previous allocations in the draft 2011-2029 Local Plan. A number of them contain "unneighbourly" employment uses which are no longer considered compatible with their residential location. The sites are allocated for residential development in the Local Plan provided that development complies with the other policies of the Local Plan. Where a site is in existing employment or commercial use development proposals must demonstrate what provisions are to



be made for the existing use to be accommodated or relocated:

Bishopstoke:

- a. Land adjacent to 86 Edward Avenue (10 dwellings)

Chandler's Ford:

- b. Rear of shopping parade and 75-99 Hiltingbury Road (16 dwellings)
- c. Common Road Industrial Estate (30 dwellings)

Eastleigh:

- d. Land at Toynbee Road (64 dwellings)
- e. Eastleigh Police Station (49 dwellings)

Fair Oak:

- f. Land at Scotland Close

Hound:

- g. Royal British Legion Club, Station Road (10 dwellings)

West End:

- h. Dumbleton Copse / Pinewood Park, Kanes Hill (6 dwellings)

- b. Where appropriate, demonstrate how the scheme contributes to the provision of properties suitable for first time buyer, downsizers, and those in need of lower cost housing;
- c. Demonstrate that where a mix of different house sizes and types is provided on site, the development is designed to avoid excessive concentrations of the same size or type of home.

Policy DM27, Delivering Older peoples housing

New development should seek to respond to the requirements of an ageing population by increasing the supply of specialist housing and accessible housing in accordance with policy DM31.

The Council will support the provision of accommodation suitable for the needs of older people. Proposals should be:

- located in sustainable locations within the urban edge with good access to the local transport network;
- close to local facilities that residents can use, ideally Extra Care housing should be in or close to local centre;
- well integrated into the local community.

Type of residential development

Policy DM26, Creating a mix of housing

Applicants for market residential and mixed-use schemes will be required to:

- a. Demonstrate how the proposal contributes to the overall mix of housing in the Housing Market Area, informed by the current need, current demand and existing housing stock (including approved developments);

5.119

The Council has an aim of delivering a more diverse mix of housing and encouraging a mix of housing types, tenure and sizes through planning policies and partnership working. This will help meet the needs of people living in the borough now and in the future.

- 5.120 The PUSH Strategic Housing Market Assessment (SHMA 2014) examines the future housing needs in the borough. Due to an ageing population and falling household sizes, it identifies a need for more two and three bedroom dwellings. These can be attractive to both older people looking to downsize and families. An estimated 75% of all market sector, and 65% of all affordable sector, dwellings should be two or three bedroom properties. In accordance with DM26, new development should reflect the identified needs as set out in a Housing Market Assessment or in the Council's Housing Strategy.
- 5.121 In the next twenty years the population of Eastleigh Borough will change with an estimated increase of 24% in the number of people aged 65 and over living in the borough and an increase of 5% of people over 85 or over⁵⁹. This will led to an increasing number of older people requiring accommodation, estimated to increase by 24%. Policy DM31 seeks to meet the needs for accessible housing including properties suitable for wheelchair users. In addition, the Council will support the provision of specialist accommodation meeting the criteria set out in policy DM27.
- 5.122 The provision of specialist accommodation, especially for older people, will be required as part of the housing mix on larger allocations where they meet an identified need, unless it can be demonstrated that this would have an unacceptable impact on the economic viability of the proposed scheme.
- 5.123 While support and care can be provided to people in their own homes, in some

cases it is better for people to move to more appropriate housing, for example a bungalow or apartment providing level access or to specialist accommodation. Vulnerable and older people have a range of individual housing needs. These can sometimes be met with general needs market housing alongside additional support at home (and policy DM31 requires the provision of accessible homes in accordance with Building Regulations Part M4 which can provide the facilities and space required to address current and future needs), however in other cases it requires specialist housing. Therefore it is necessary to provide for a range of housing for older people, and other vulnerable groups where there is an identified need, both in the general housing mix and through the provision of specialist accommodation.

Residential development in the countryside

- 5.124 In order to limit the urbanising impact of development on the rural character of the countryside, and for reasons of sustainability, the Borough Council seeks to limit residential development in the countryside to the following:
- i. Residential extensions and replacement dwellings (see policy DM28)
 - ii. Limited residential conversions (see policy DM19);
 - iii. Rural workers dwellings (see policy DM29); and

59 Demography Background paper 2017



- iv. Gypsy, traveller and travelling showpeople's accommodation (see policy DM33).

5.125 The development of residential institutions in the countryside will only be permitted by conversion of existing buildings in accordance with policy DM19 'Change of use of buildings in the countryside'. Extensions to or the replacement of residential institutions already located in the countryside will be treated in the same way as extensions or replacement of dwellings (see policy DM18).

Policy DM28, Residential extensions and replacement dwellings in the countryside

The extension or replacement of a permanent dwelling in the countryside will be permitted subject to the general development criteria and transport policies of the Local Plan and provided:

- i. **the extension or replacement dwelling will not be disproportionate in size to the existing dwelling, neighbouring properties or in relation to its plot, or involve any extension to its curtilage; and**
- ii. **in the case of a replacement dwelling, the proposal includes the replacement of the dwelling within the curtilage, and on the same footprint as the existing building, unless environmental and/or access benefits arise from an alternative location within the curtilage; and**
- iii. **no additional dwellings are created.**

Permission will not be given for:

- a. **the extension of rural workers dwellings, or replacement rural**

workers dwellings that exceed the original size; or

- b. **the replacement of mobile homes with permanent dwellings.**

Residential institutions will be treated for the purposes of this policy in the same way as dwellings.

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

5.127 Rural workers dwellings are modest dwellings meeting the essential need identified in the National Planning Policy Framework (NPPF) for rural workers to live at or near their place of work in the countryside. They are permitted only in very particular and exceptional circumstances as set out in policy DM29 below. It is necessary to limit extensions to, and the size of any replacements of these to ensure that their value remains below that of market housing. This will help ensure that they continue to be available for rural workers.

Policy DM29, Rural workers' dwellings

The provision of dwellings for rural workers in the countryside will only be permitted where:

- i. **it is essential for the worker to live at their place of work;**
- ii. **the work is an activity that can only be carried out in a rural area**

- and supports management of the countryside;
- iii. the enterprise can be demonstrated to be economically viable in the long term, and the dwelling is essential to its continued viability;
- iv. there are no suitable alternative dwellings or buildings available for use or conversion in the immediate locality;
- v. no dwellings connected with the enterprise have been sold off in the past 5 years;
- vi. the dwelling is sited and designed so as to limit its impact on the countryside; and
- vii. the internal floor area of the dwelling does not exceed 120m² unless special justification is provided in terms of the operation of the agricultural enterprise. Extensions to or replacement of a rural worker's dwelling will not be permitted.

Conditions will be imposed on any permission for a rural workers dwelling limiting the occupancy of the dwelling to workers engaged in the enterprise for which the dwelling was sought. These conditions will not be removed unless the Borough Council is satisfied that:

- a. there is no longer-term need for a rural workers dwelling in the locality;
- b. reasonable efforts have been made to sell or lease the property with the occupancy restrictions; and

- c. the property is not suitable or needed as a rural affordable dwelling.

5.128

In order to limit the urbanising effect of development in the countryside, the development of new housing is not permitted except in very limited circumstances. Permission for rural workers dwellings is granted exceptionally, on the basis of identified needs relating to an enterprise that can only take place in a rural area, and that supports or is related to management of the countryside. It is essential that these dwellings are and remain modest in scale to limit their impact on the countryside, and that so far as possible, they remain available for rural workers. The minimum size of a rural worker's dwelling is larger than that indicated for a normal 4-bed dwelling as set out in policy DM32 because the needs of rural workers can include office accommodation and storage for specialised equipment and clothing.

Affordable housing

Policy DM30, Delivering affordable housing

The Council will seek the maximum reasonable amount of affordable housing when negotiating on individual market residential and mixed-use schemes, in line with the following:

- a. 35% affordable housing will be required as part of new housing developments, where the proposal comprises:



- i. **sites of 0.33ha or more and all development with 11 dwellings or more; or**
 - ii. **a maximum combined gross floorspace of more than 1,000 sqm; or**
 - iii. **sites capable of accommodating 11 or more dwellings; unless**
 - iv. **it can be demonstrated that this proportion would have an unacceptable impact on the economic viability of the proposed scheme.**
- may be appropriate depending on the proposal.**
- 5.129 There is a considerable need for affordable housing in the Borough, as demonstrated in the Affordable Housing Market Assessment (ORS 2017). This policy seeks to ensure that new residential development includes provision for affordable housing and this provision meets the identified needs in the Borough. The Council will be finalising the requirements for affordable housing to take into account findings from the finalised Viability Assessment 2017.
- 5.130 Affordable dwellings should normally be provided on the development site, and be integrated with the rest of the development. A mixture of tenures should include rented and shared ownership. The number of dwellings required will be rounded up to the nearest whole number for fractions of half or more and rounded down for less than half. When considering the impact of viability on the provision of affordable housing, the Council will consider whether there is potential for a larger viable development (meeting the policies elsewhere in this plan) to be developed on the site. In exceptional circumstances, contributions in the form of finance or serviced land may be acceptable for provision off-site.
- 5.131 The development of residential institutions can involve the provision of dwelling units capable of being occupied as normal independent dwellings. In such cases the developer will be expected to provide affordable dwellings in accordance with the above policy and revised Supplementary Planning Documents.
- b. **Provision on qualifying sites will be on-site unless it can be demonstrated that an off-site contribution would be more appropriate and more deliverable;**
 - c. **The tenure split, size and type of affordable housing will be informed by the latest Strategic Housing Market Assessment, the housing register, and the level and type of existing affordable housing in the locality;**
 - d. **Where affordable housing is provided as part of a mixed tenure site it should be integrated into the development in terms of its design and layout;**
 - e. **The Council will also support acceptable schemes where developers choose to offer more affordable housing than is required by the policy, where this is in accordance with other policies in the Plan;**
 - f. **Inclusion of an element of specialist residential accommodation and facilities for older people within the affordable housing requirement**

Residential standards

Policy DM31, Dwellings with higher access standards

The Borough Council requires that with reference to Part M of the building regulations for new residential development:

- i. 100% of dwellings meet at least Part M4(1) standard (Visitable dwellings); including
- ii. 80% of dwellings on each site meet Part M4(2) standard (Accessible and adaptable dwellings)

and for major development of 40 residential units and above, ii. should include:

- iii. At least 2 dwellings or 7% (if higher number) of all market housing; at least 1 dwelling or 8% (if higher number) of all affordable housing; and 100% of all specialist housing for older people meet the Part M4(3) standard (Wheelchair user dwellings).

5.132 There is a lack of housing suitable for people with mobility issues and for wheelchair users across the country including in Eastleigh Borough. In order to deliver more suitable housing in the Borough, the Council is investigating applying higher Building Regulations access standards. This will require a proportion of new development to be designed to allow adaptation of dwellings to meet changing needs of occupants over time, Part M4(2), or to be either easily adaptable or suitable on completion for disabled people including wheelchair users, Part

M4(3). The proposed approach requires 80% of properties to meet the Part M4(2) standards. For developments of 40 dwellings or more, part of this provision should be at the higher Part M4(3) access standard.

Policy DM32, Internal space standards for new residential development

The Borough Council requires that all new dwellings meet as a minimum the Nationally Described Space Standards (or future equivalent).

Development proposals should be accompanied by a table setting out for every dwelling:

- i. the gross internal floorspace;
- ii. extent of built-in storage (sqm);
- iii. number of twin/double bedrooms with their minimum room widths; and
- iv. minimum floor to ceiling height for at least 75% of the Gross Internal Area.

5.133 The Government's Housing Standards Review 2015 published internal space standards which local authorities could apply using planning policy.

5.134 UK research has concluded that internal space in new homes is often too small to make those dwellings fit for purpose. The RIBA research paper (The Case for Space: The Size of England's New Homes, September 2011) found that the average new home in England is only 92% of the recommended minimum size. The average three bedroom home was found to be 8m² short of the minimum floor area (recommended by the London Plan) for a



two storey, three bedroom home for five residents.

5.135 The national space standards set out minimum standards according to the number of bedrooms in a property, the

number of bed spaces and the number of storeys. As a guide the current minimum internal floor areas and storage requirements (sq.m) for selected types of properties are shown below:

Figure 7: Current national space standards

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

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

authorities to determine whether there is a need for a transit site in a wider area and to address any need identified in a suitable location.

Development for Gypsies, Travellers and Travelling Showpeople, including transit sites, will be permitted where:

- i. **There is an identified need for the pitch or plot provision which the proposal helps to meet;**
- ii. **The site is able to accommodate both residential use and where necessary the range of economic activities and vehicles associated with residents' mobile lifestyles without unacceptable impact on local amenities, road safety, heritage, landscape or biodiversity interests;**

Gypsies, travellers and travelling showpeople

Policy DM33, Gypsies, travellers and travelling showpeople

The Council will meet the need for additional Gypsy and Travellers pitches and plots for Travelling Showpeople as identified in the Gypsy and Travellers and Travelling Showpeople Accommodation Assessment (GTTSAA). Sites are allocated for additional pitches and plots in policies FO7, BU4, BU5 and BU6 to meet this need.

In accordance with the assessment, the Council will work with neighbouring

- iii. **The site has safe and convenient access to existing and proposed services and facilities to serve the residents, including education, health facilities and shops;**
- iv. **The site has or can be viably provided with utility services; and**
- v. **The site has vehicular access to and from the strategic road network adequate to accommodate mobile residential units and any vehicles/ machinery associated with residents' working activities; and**
- vi. **The scale of the site should not dominate the nearest settled community.**

Existing Gypsy and Travellers sites and Travelling Showpeople sites permitted in the Borough, and any new sites granted permission and implemented, will be safeguarded for these purposes as long as the need exists for accommodation within the Borough.

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

5.137 The Council produced a Gypsy, Travellers and Travelling Showpeople Accommodation Assessment (GTAA) for Eastleigh in 2017⁶⁰. This applied the updated national Planning Policy for Travellers sites (PPTS 2015)⁶¹ definition of Gypsies and Travellers and Travelling Showpeople to consider the

existing provision in the Borough and the future needs.

5.138 The GTAA identifies the current provision in Eastleigh Borough. There are 29 pitches on 17 Gypsy and Traveller sites and an additional four plots on two Travelling Showpeople yards. By 2036 there is a confirmed need for four permanent Gypsy and Traveller pitches and three permanent plots (from Travelling Showpeople households living elsewhere in Hampshire but with a connection to Eastleigh). The GTAA estimated one additional Gypsy and Traveller pitch and two further Travelling Showpeople plots are likely to be needed to address unconfirmed need. This need is unconfirmed at this stage as sites were surveyed but interviews were not able to be completed.

5.139 The criteria in policy DM33 helps ensure Gypsy, Traveller and Travelling Showpeople sites have access to services, facilities and utilities, suitable vehicular access and do not have an unacceptable impact. Policies FO7, BU4, BU5 and BU6 allocate sites for pitches. Applications received for additional sites will be assessed against the criteria in policy DM33. These include whether there is an identified need which the proposal helps to meet. This may reflect newly arising need and those needs which are currently unconfirmed.

60 ORS Eastleigh Gypsy and Traveller Accommodation Assessment 2017

61 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travelers_policy.pdf



A healthy community

Community facilities

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

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

Recreation and open space

Relevant issues and objectives

Issues (Chapter 2): G4, C1

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

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

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

5.141 An important part of the Borough Council's health strategy is to promote healthy living, including engagement in physical activity. The Council therefore considers the provision and protection of recreation and open space facilities to be an essential part of its vision and strategy for the communities of the Borough.

5.142 The definition of recreation facilities and open space is very wide-ranging, including indoor and outdoor facilities, and ranging from informal play areas, amenity spaces, natural habitats/wildlife sites and country parks to more formal sports pitches, courts, greens, athletics tracks etc. With the exception of indoor facilities, many of these also fall within the broad definition of green infrastructure. The Open Space Needs Assessment 2017 has not included a review of cemetery provision, as in the Local Plan cemeteries are addressed under the heading of community facilities.

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

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

The Council seeks to protect those forms of sports and recreation facilities set out above (policy DM34), and to secure additional provision in association with

residential schemes (policy DM35) and through the development of new facilities (policy DM36).

Policy DM34, Protection of recreation and open space facilities

The loss of existing or allocated recreation and open space facilities, including those identified on the policies map, are only likely to be permitted in exceptional circumstances, where:

- i. The Council's Sports Facility Needs Assessment and Playing Pitch Strategy Update and/or Open Space Needs Assessment clearly identifies the open space, buildings or land to be surplus to requirements; or**
- ii. any loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
- iii. the development is for alternative recreation or open space facilities, the need for which clearly outweighs the loss.**

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

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

around urban areas. As well as visual amenity and setting for/separation between areas of development, they also provide opportunities for outdoor recreation, and for biodiversity. Wildlife sites are often accessible to the public, but public access may not be provided to areas or sites where this would be likely to harm the wildlife interest. Associated vegetation may also have benefits in terms of helping to improve ambient air quality. The Council therefore seeks to protect all existing recreation facilities and open spaces unless they are demonstrated to be surplus to requirements through the open spaces needs assessment or the sports facility needs assessment update and playing pitch strategy, or an equivalent alternative assessment. In the case of school playing fields, Section 77 of the Schools Standards and Frameworks Act 1998 sets out strict criteria to control their release for development, including requirements that the proceeds are used to enhance sports and/or education provision. There is also a requirement to consult with Sport England. Hampshire County Council may seek the development of school playing fields to rationalise its land holdings as a means of financing recreational and educational improvements. Where proposals come forward to offset loss of playing fields, the Borough Council expects any new or enhanced sports or recreational facilities to be made available for public use provided this does not prejudice the educational efficiency of the school. Note: the development of education facilities is covered by policy DM38.

5.144 Sports pitches, sports facilities, parks and amenity open space contribute substantially to the quality of life in and



Policy DM35, Provision of recreation and open space facilities with new development

All new residential development should contribute to the achievement of the quantitative, qualitative and accessibility standards for recreation and open space facilities in the Open Space Needs Assessment 2017. The level of provision and contribution will vary depending on the existing areas of open space located within the distance set by the accessibility standard and the size of the proposed development.

Contributions may take the form of the provision of land laid out for recreation and/or open space and/or funding for improvements to the quality and

capacity of existing recreation and/ or open space facilities, including indoor and outdoor sports facilities. Sports and open space requirements for strategic development is set out in policy S10.

Development proposals should include provision for the long-term management and maintenance of any recreation or open space facilities provided. Private open space that is not available for public use will not be accepted in lieu of requirements for public open space provision or contributions.

Proposals should help to create and enhance multifunctional green infrastructure in accordance with policy S10.

Figure 8: Open space standards 2017

Type	Quantity standard	Quality standard	Accessibility standard
Amenity Space	1.2ha per 1000 population	All amenity spaces should achieve 'very good' status	5 minute walking distance = 300m straight line 400m actual distance
Country Parks	–	All country parks should achieve 'very good' status	At least <ul style="list-style-type: none"> one 20ha area of accessible natural green space within 2km from home one 100ha area of accessible natural green space within 5km from home one 500ha area of accessible natural green space within 10km from home
Play Areas for Children	0.052ha per 1000 population	All play areas for children should achieve 'very good' Status	5 minute walking distance = 300m straight line 400m actual distance
Play Areas for Young People	0.022ha per 1000 population	All play areas for young people should achieve 'very good' status	15 minute walking distance = 900m straight line 1000m actual distance
Allotments	0.125 ha per 1000 population	All new sites to achieve best practice guidelines	15 minute walking distance = 900m straight line 1000m actual distance

5.145 It is important to ensure that the stock and range of open space facilities is adequate to serve the needs of both the existing and the future population of the Borough. The Open Space Needs Assessment has defined new standards for provision in the Borough as set out in policy DM35 above based on an assessment of the adequacy of existing provision, the Council's aspirations for future sport and recreation development, and to help meet the aspirations for south Hampshire in the PUSH Green Infrastructure Strategy.

5.146 On the basis of the new development proposed, calculations based on the new standards show that some additional open space allocations are now needed. These are identified on a parish basis in Chapter 6. In order to secure these, and to make sure that new residential development has adequate standards of amenity in terms of open space provision, the Council needs contributions from new development.

5.147 Contributions may take the form of on-site open space and/ or contributions to new provision and extensions to existing provision, off-site, including the implementation of new proposals as set out in the Local Plan. Alternatively, contributions may be sought towards the improvement of existing public open space and recreation facilities that will serve the new development. Requirements for sports facilities will be subject to the capacity of existing facilities within the defined accessibility standard distance of the development. The method of calculating the need for the open space requirement will be set out for the consultation Local Plan. Details of the facilities required will be set out in the Council's Infrastructure Delivery Plan.

New and enhanced recreation facilities

5.148 Recreation facilities include those identified in policy DM34 above i.e. formal outdoor sports facilities, indoor sports facilities, amenity open space and allotments. They also include, other recreational facilities available in the Borough, such as golf, horse riding and water-based recreation (sailing is addressed separately at policy DM37), commercial indoor gymnasiums and uses such as hotel spa facilities. Although these other recreational facilities have been considered in the Sports Facility Needs Assessment and Playing Pitch Strategy Update and the Open Space Needs Assessment, it has not proved possible to derive standards of provision for them, and they are not considered to fall within the category of facilities that need to be accorded special protection, or that are required to be provided through development.

5.149 It is considered important to make provision for the enhancement of existing, and provision of additional recreation facilities, provided they do not cause or increase urbanisation of the countryside, and accord with other policies of the Local Plan regarding residential amenities, heritage and biodiversity.

Policy DM36, New and enhanced recreation and open space facilities

The provision, extension or enhancement of public and private recreation and open space facilities or uses including those identified in policy DM34 above will be permitted provided that:



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

5.150 It is important to add to the range and quality of recreation and open space facilities in the Borough, but new development may not be able to provide all that is needed. To ensure that the range of recreation facilities is adequate to accommodate the future needs of the Borough, including those identified in the Sports Facility Needs Assessment and Playing Pitch Strategy Update and the Open Space Needs Assessment, this policy makes provision for the development of private and public facilities within urban areas and

in the countryside, but seeks to limit built development in the countryside to avoid urbanisation. The policy is not intended to enable the creation or extension of domestic recreational facilities such as private gardens or tennis courts in the countryside, as these would have an urbanising impact contrary to the strategy of retaining the rural character of the countryside.

5.151 There is a considerable local interest in allotments. There are also advantages to local food production by this means in terms of health, community interaction and sustainability. The Council's ambition as stated in the adopted Climate Change Strategy⁶² is to increase local/ regional food production. The Council's study of open space and recreation provision in the Borough (Eastleigh Borough Open Space Needs Assessment 2017) has identified a need for new allotment provision within the Bishopstoke, Fair Oak & Horton Heath local area and a need for amenity open space and allotments in the Chandler's Ford local area. The policy provides for the creation of new allotments. Note: community farms and community growing spaces are emerging concepts gaining some favour. Community farms are agricultural uses and as such are unlikely to need planning permission, other than for related structures. The policy would enable the development of community growing spaces in urban areas. There is potential for local sales of food from such sites.

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

62 See the Climate Change Strategy at <http://www.eastleigh.gov.uk/docs/CC%20Strategy%202011-20%20final.doc> – Key priority 7, para. 3.7

5.153 While equine uses may be acceptable in the countryside, they can have substantial visual impacts, e.g. from buildings and other infrastructure such as floodlighting. This policy and the other policies of this plan are designed to limit and mitigate these impacts. In terms of access, it will be important to ensure that riding enterprises have or can provide access to the existing or planned bridleway network. Applications for residential development in association with equine enterprises may be considered under policy DM29, Rural workers dwellings depending on the nature of the use and the need for rural workers to remain on-site.

Policy DM37, Recreational activity on the River Hamble

On the River Hamble:

- i. **new moorings and replacement or relocation of existing moorings will only be permitted outside the mooring restriction areas shown on the policies map, and subject to the advice of the River Hamble Harbour Authority and in accordance with the biodiversity policy;**
- ii. **new jetties, slipways, pontoons, landing stages, steps, walkways, bridges or catwalks, or extensions to such structures, will only be permitted in existing boatyards or within frontages of the river in the urban edge as defined on the policies map;**
- iii. **Within the Mooring Restriction Areas the replacement or relocation of existing moorings will be permitted where there are**

no alternative locations outside these areas and the proposal will improve navigation and the overall appearance of the area provided that they do not:

- a. **impede the movement of craft or otherwise compromise navigational safety on the river;** or
- b. **disrupt existing recreational uses or areas where there is existing or proposed public access;** or
- c. **adversely affect the nature conservation, landscape or heritage value of the River Hamble.**

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

5.154 The River Hamble is a feature of considerable landscape, biodiversity, heritage, recreational and economic value in the Borough. It is also a location of considerable local, regional and national importance for recreational sailing.

5.155 For the purpose of the Local Plan, the term “mooring” includes all facilities for securing yachts and other vessels, including berths at marinas. The River Hamble Harbour Authority (Hampshire County Council) manages moorings in the river, and has produced a Strategic Plan, Strategic Vision and a Business Plan⁶³. Previously the Authority imposed a limit of 3,261 moorings on the areas of the river within their area of control. Because boat sizes have increased, the number of moorings is currently some 200 below that total.

63 <http://www3.hants.gov.uk/hambleharbour/harbour-authority.htm>



5.156 The Borough Council’s planning jurisdiction extends to the administrative boundary which runs down the centre of the river. Planning permission is required for the construction of jetties, pontoons and related boardwalks, and the driving of piles. Planning permission is usually required for the laying down of ground tackle for swing moorings. There are areas where the Borough Council has concluded that moorings should not be permitted in order to retain the landscape character of the river, enable views across it and retain access to it for other water-related recreation. In considering development proposals that affect the River Hamble the Borough Council will have regard to the River Hamble Harbour Authority’s Strategic Vision, Plan and Business Plan for the river, and will consult the Harbour Authority accordingly.

5.157 The Habitats Regulations Assessment will assess whether the final policy is capable of being applied without adversely affecting the integrity of any European site. If this is the case to ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how new moorings, and replacement and relocation of existing moorings will be delivered without adverse effect on any European site, with particular reference to the Solent European Sites.

5.158 Applications for dredging will be determined by the Marine Management Organisation and lie outside of the jurisdiction of the Borough Council. The Council however would wish to comment on any proposals and explore opportunities for saltmarsh recharge within Eastleigh Borough Council landholdings.

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

Relevant issues and objectives

Issues (Chapter 2): C1-C6

Objectives (Chapter 3): iv, viii

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

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

Policy DM38, Community, leisure and cultural facilities

The development of new community, cultural and leisure facilities and extensions to existing facilities will be permitted within Eastleigh town centre, district and local centres, neighbourhood parades and in the new local centres to be provided as part of the strategic housing sites. Proposals must be of a scale appropriate to the centre.

Community, leisure and cultural facilities

Proposals for such facilities within the urban edge but outside these centres will need to demonstrate that:

- i. they are readily accessible to the communities they are intended to serve by a variety of modes of transport;
- ii. there is no adverse impact on existing and proposed centres; and
- iii. there are no suitable, viable and available sites within an existing centre or edge of centre location.

In the provision of facilities for general community use such as community halls, the Council will seek to ensure that their form and design provides for a range of uses to be accommodated.

In the countryside the development of new community, leisure or cultural facilities (other than cemeteries addressed at DM39) will not be permitted other than by re-use of existing buildings in accordance with DM19. Extensions to existing facilities may be permitted subject to DM18.

The loss of existing community, leisure or cultural facilities to other forms of development will not be permitted unless:

- a. alternative provision is made which is more appropriate to the needs of the community, or is more accessible; or
- b. the existing facility can be shown to be surplus to local needs.

Any facilities surplus to requirements should where possible be re-developed/

re-used in a way that maximises benefits to the local community.

The developers of new housing that is likely to increase use of local community, leisure or cultural facilities will be required to contribute to or provide any enhancement of existing facilities or new facilities necessitated by their schemes in accordance with policy DM40.

5.160 The Borough Council's strategy focuses on:

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

5.161 The Borough includes a wide range of high-quality education facilities. However, it is likely that more will be needed to meet the needs arising from the increase in population over the plan period. New primary schools are likely to be needed for the larger new development sites, and extension may also be needed to existing schools. Two new secondary school are required, one for north of Bishopstoke and Fair Oak and one for the east of the Borough. The Borough Council



will continue to work closely with the Education Authority (Hampshire County Council) on reviewing future needs and the School Places Plan. In addition, the policy enables the Borough Council to address proposals that may arise from the government's Free Schools initiative and the creation of academies. Note: development proposals affecting school playing fields are subject to the provisions of Section 77 of the Schools Standards and Framework Act 1998 – see policy DM34 and related text above.

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

5.163 The policy also protects and enables the development of cultural and leisure facilities within the urban areas, seeking to focus these within town, district and local centres where they would be most accessible.

5.164 The Council seeks to limit the development of community facilities in rural areas for reasons of sustainability, in particular accessibility, and to limit development that urbanises the countryside.

5.165 It is desirable that all members of the community have easy access to community, leisure and cultural facilities, and that existing facilities are not lost to other forms of development. It will also be necessary to increase provision to meet

the needs of the increased population of the Borough over the plan period. Some halls can serve a variety of uses, and in providing new communal facilities the Council will encourage the provision of multi-functional buildings.

Cemeteries

5.166 Responsibility for the provision of cemeteries lies with the parish Councils. However, the Borough Council is responsible for cemetery provision in Eastleigh (which is not parished), Allbrook and North Boyatt and Chandler's Ford. Some site allocations have been made to meet parish requirements where these are known (see Chapter 6). This policy enables further provision to be made as needs arise over the plan period. It also enables enhancement of existing facilities. It is important to consult the Environment Agency about new cemetery proposals in order to ensure that ground conditions are suitable for this purpose and there is no danger of pollution of watercourses or groundwater.

Policy DM39, Cemetery provision

The development of cemeteries including green burial sites will be permitted provided that they:

- i. **meet the identified needs of local communities; and**
- ii. **accord with the other policies of this Local Plan relating to the countryside, residential amenities and access;**
- iii. **demonstrate through a risk assessment and site specific data that the base of graves will not be below the water table**

- iv. **do not impact negatively on the biodiversity value of the site and provide enhancement where possible**

Where there is an identified local need, developers may be required to contribute to the costs of cemetery provision or enhancement.

schemes, transport improvements, flood defences, schools, health and social care facilities, park improvements, green spaces and leisure centres.

5.169 The levy will be charged in pounds per square metre on the net increase in floorspace of any given development. The charging rate will be defined in a charging schedule prepared by the Borough Council. The schedule will be subject to public consultation and to public examination by an independent examiner whose recommendations will be binding.

5.170 The Borough Council is aware of the restrictions on the future use of section 106 planning obligations to secure financial contributions towards the cost of providing infrastructure to support development. The Council will work formally on preparing its Community Infrastructure Levy Charging Schedule with a draft schedule subject to consultation. The Council will prepare its draft Infrastructure Delivery Plan by working with partner authorities in the Partnership for Urban South Hampshire, Hampshire County Council, the transport authorities and other agencies.

5.171 In the meantime, the Council will maintain its current approach to securing developer contributions through the section 106 process. The Borough Council recognises that whilst development brings benefits and prosperity to the Borough it also frequently imposes costs on existing residents and businesses. It brings pressures on existing infrastructure, including roads, services and community facilities, and on the environment generally. In the past, the community at large has had to bear those pressures or meet the cost of necessary improvements, but as noted above, public funds are now increasingly limited.

Implementation

5.167 Increasing restrictions on public sector expenditure mean that public funds for development and related infrastructure are unlikely to be available to implement this plan. Many of the plan’s proposals will be implemented by developers through development proposals and contributions to related infrastructure. Currently most such contributions are secured as planning obligations through the provisions of section 106 of the Town and Country Planning Act 1990. However, more recent legislation introduced the Community Infrastructure Levy which has imposed strict limits on the use of the section 106 process.

5.168 The Community Infrastructure Levy Regulations came into force in April 2010 and have since been amended a number of times. The Regulations allow local authorities to impose a charge (known as the Community Infrastructure Levy; hereafter referred to as the “levy”) on development in their area to provide funds to contribute to the cost of providing infrastructure. The levy provides for a strategic view of infrastructure needs rather than the site-specific requirements of the section 106 planning obligations regime. Revenue from the levy can be used to fund a wide range of infrastructure needed to support development, including new road



- 5.172 This plan proposes a variety of new developments and in addition, it is recognised that further development will continue to take place within existing built up areas. The Council will seek to secure funding from development for the provision of new or improved infrastructure, services, facilities and amenities made necessary by the proposed development. The policy set out below will therefore apply to all proposals for development within the Borough.

Policy DM40, Funding infrastructure

Development will be permitted provided that the developer has made arrangements for the provision of, or for contributions to the improvement of, any infrastructure, services, facilities or amenities necessitated by the development proposed, by means of either:

- i. a planning obligations agreement under section 106 of the Town and Country Planning Act 1990, and/or**
- ii. when the relevant arrangements are in place for the Borough, the Community Infrastructure Levy under the Planning Act 2008.**

- 5.173 Prospective developers are advised to seek the Council's advice on the nature and scale of the contributions that are likely to be sought before purchasing land or property for development. The Council will prepare a Community Infrastructure Levy Charging Schedule and will also prepare an Infrastructure Delivery Plan, both of which will be material to this matter. The Council intends to revise its Planning Obligations Supplementary Planning Document as soon as possible. This will provide guidance on the contributions that the Council will seek to negotiate to support new development.

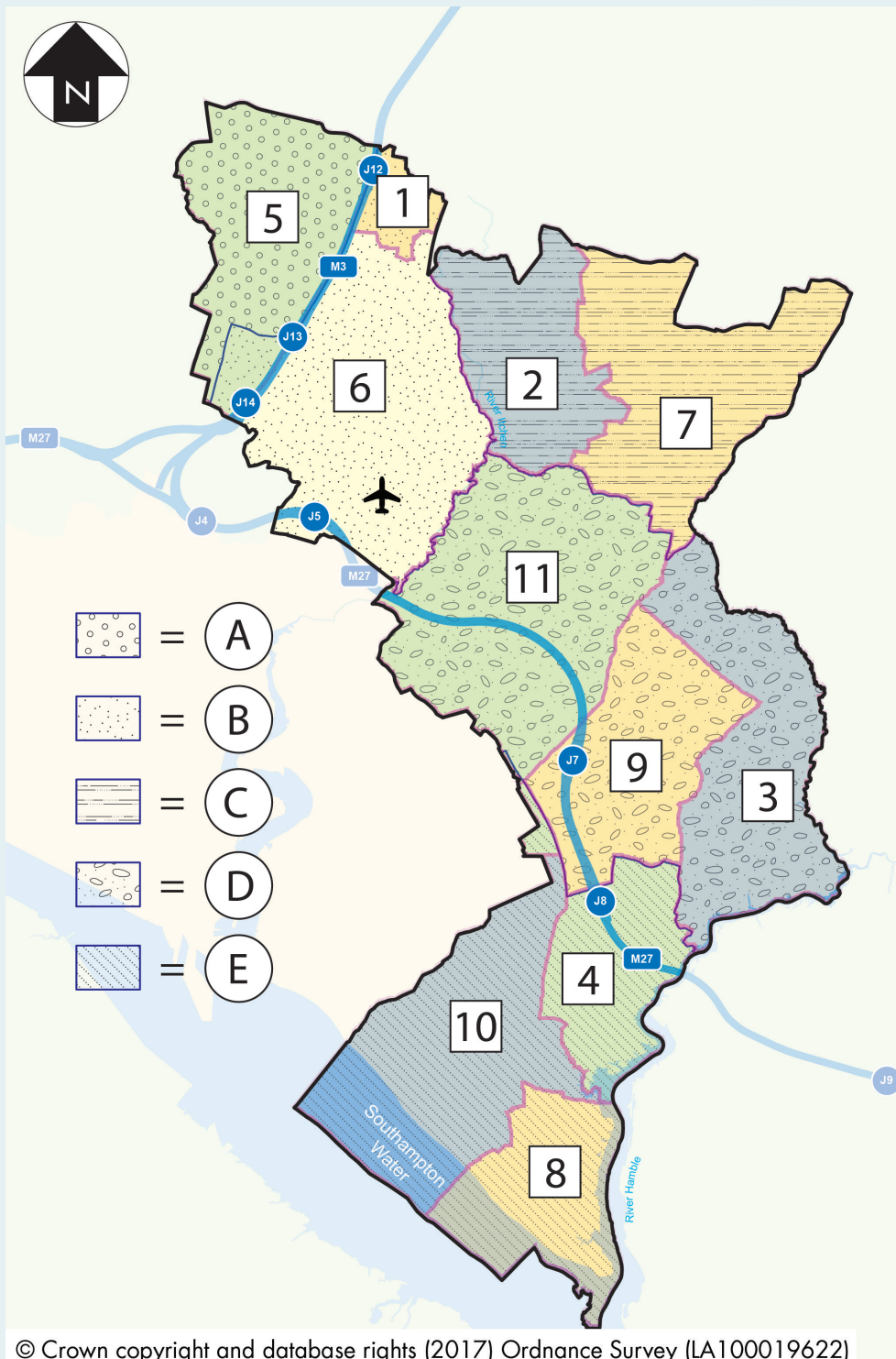
Chapter 6: Local areas – parish by parish policies and proposals

- i. This Chapter sets out detailed site allocations for new development, following on from the strategy set out earlier in the Local Plan. For administrative purposes, the Borough of Eastleigh is split into five areas, each with their own Local Area Committee. For ease of reference, the policies in this Chapter are based on these area committee boundaries as follows:
 1. Bishopstoke, Fair Oak and Horton Heath
 2. Bursledon, Hamble-le-Rice and Hound
 3. Chandler’s Ford and Hiltingbury
 4. Eastleigh
 5. Hedge End, West End and Botley
- ii. The main characteristics of each parish with the Local Area Committee boundary are reviewed, and issues identified that are to be addressed either through the strategic and general policies of the plan, or through local policies.
- iii. The Plan’s land use allocations are then set out as they appear in each parish, along with any other policies specific to that parish.
- iv. Figure 9 overleaf shows the Local Areas and Parish boundaries.

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



Figure 9: Eastleigh Borough Local Areas and Parishes



1. Allbrook and North Boyatt
2. Bishopstoke
3. Botley
4. Bursledon
5. Chandler's Ford
6. Eastleigh
7. Fair Oak and Horton Heath
8. Hamble
9. Hedge End
10. Hound
11. West End

-
- A. Chandler's Ford and Hiltingbury
 - B. Eastleigh
 - C. Bishopstoke, Fair Oak and Horton Heath
 - D. Hedge End, West End and Botley
 - E. Bursledon, Hamble-le-Rice and Hound

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6.1 Bishopstoke, Fair Oak and Horton Heath

Bishopstoke Parish

Context and key issues

- 6.1.1** The parish of Bishopstoke lies immediately to the east of Eastleigh bordering the Itchen valley. To the east it borders the parish of Fair Oak and Horton Heath. To the south it borders West End parish, and to the north Winchester district. In 2011 the population was 9,974 and there were 4,199 dwellings (2011 Census). In 2015 the population was 9,880⁶⁴
- 6.1.2** The Itchen valley forms the undeveloped countryside gap, albeit narrow, between Bishopstoke and Eastleigh. To the east, however, the separation from Fair Oak has become very indistinct with the development of closely adjoining residential estates over recent decades.
- 6.1.3** The valley provides an attractive landscape setting for Bishopstoke village as well as a valuable amenity and biodiversity resource. The Itchen Navigation is of historical interest as it was used as a trading route between Winchester and Southampton in the eighteenth and nineteenth centuries. The route now forms part of the Itchen Way, a popular footpath for walkers. To the north of Bishopstoke, Stoke Park Woods also provide a significant amenity area and local nature conservation interest.
- 6.1.4** Bishopstoke is an ancient settlement, mentioned in the Domesday Book which started to grow in the 19th century with the development of larger houses for those involved with enterprises such as the railway industry in Eastleigh. It boasts some heritage interest with a conservation area based on the historic core of the village and its gardens. An important recent issue has been the future of the site of The Mount, a large Victorian dwelling in extensive grounds formerly used as a hospital. The Borough Council has prepared a development brief for this site which is currently being developed.
- 6.1.5** The Local Plan identifies sites north of Bishopstoke and Fair Oak as a strategic development option. This will involve the creation of two communities, served by a new link road and supporting infrastructure including a new district centre, schools, open space and employment uses as set out in policies S5 and S6. The development of these new communities and their relationship with Bishopstoke and Fair Oak will be key issues for the Borough and for the parishes of Bishopstoke and Fair Oak in particular.
- 6.1.6** There are reasonable local sport and recreation facilities including some associated with the local schools including the neighbouring Wyvern College. Some facilities are shared with neighbouring Fair Oak and Horton Heath parish including

64 Small Area Projections 2015 published by Hampshire County Council



YZone at Blackberry Drive and The Hub which lies just in Eastleigh but adjoins Bishopstoke. There is an identified need for more allotments.

- 6.1.7 There is very little employment in the parish apart from local shops and small enterprises located in converted farm buildings to the south of the village. However, the employment areas of Eastleigh are close by and the new development will include employment land. There are two small neighbourhood shopping parades and a few other scattered shops.
- 6.1.8 The main access route through Bishopstoke is the B3037 Eastleigh to Fair Oak road. There is a good bus service along this route connecting the village to Eastleigh and Fair Oak. However, it is a very busy road and there are problems accessing it from the residential side roads, especially at peak times. The new link road will provide an alternative access to the M3 in addition to serving the new development. There is no railway through the area but the village is not far from the main-line station at Eastleigh.
- 6.1.9 Bishopstoke has a strong sense of community identity and a range of community facilities including community halls. It is generally a prosperous area although there is some evidence of deprivation in Bishopstoke on the Stoke Park estate.
- 6.1.10 Infant and junior schools are located at the Stoke Park site on Underwood Road and Abbotsbury Road and are understood to be operating at capacity. Secondary school education is provided at the Wyvern College in Fair Oak. There is a small GP practice at Riverside, along with a larger, shared GP surgery on Fair Oak Road. There is a need for more cemetery space.

- 6.1.11 Bishopstoke Parish Council is investigating the option for a Neighbourhood Plan.

Development proposals and special policies

- 6.1.12 The following policies apply in Bishopstoke:

- S5 New communities, land north of Bishopstoke and land north & east of Fair Oak (page 42)
- S6 New Allbrook Hill, Bishopstoke and Fair Oak link road (page 49)
- Bi1 South of Stokewood Surgery

- 6.1.13 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Strategic growth option

Land north of Bishopstoke and north and east of Fair Oak

- 6.1.14 The Council's preferred approach to meeting the need for greenfield residential development, subject to finalising detailed evidence, is through the development of two new communities including a community to the north of Bishopstoke. Further information on this is included in Chapter 4 and Strategic Policies 5 and 6.

Healthcare provision

Policy Bi1, South of Stokewood Surgery, Bishopstoke

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

Transport improvements

- 6.1.15 The Council has previously proposed improvements to junctions on the Bishopstoke Road corridor to help relieve peak-hour traffic congestion. These include the junctions of Bishopstoke Road

with Station Hill at the Twyford Road roundabout in Eastleigh and at Chickenhall Lane. Further improvements may be needed through Bishopstoke (particularly at the Riverside junction of Church Road and Bishopstoke Road) and Fair Oak. The final plan published for consultation will establish the transport improvements required in this part of the Borough. Details of the estimated cost and timing of these highway improvements will be included in an updated Infrastructure Delivery Plan.

Church Road/ Bishopstoke Road junction at Riverside

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

Other transport improvements

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

Fair Oak and Horton Heath Parish

Context and key issues

- 6.1.19 The parish of Fair Oak and Horton Heath is located in the north east corner of the Borough. To the west it adjoins Bishopstoke and West End parishes, and to the south Botley parish. To the north and east it adjoins Winchester district. The population in 2011 was 10,212 and there were 4,080 dwellings (2011 Census). In 2015 the population was 10,196⁶⁵.
- 6.1.20 The gap between the built-up area of Fair Oak and Bishopstoke has become increasingly indistinct in recent decades with the development of adjoining housing estates. Within the parish, the settlements of Fair Oak and Horton Heath retain distinct identities through the retention of a narrow gap between them. A larger gap separates Horton Heath from Hedge End and Botley to the south. There will be significant new development as part of the strategic development option to the north of Bishopstoke and Fair Oak (policies S5 and S6). This will deliver new communities with their own identity to retain the distinct identities of existing settlements.



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

site that is accessible to residents of both Fair Oak and Horton Heath parish and Bishopstoke parish. There is a shared GP surgery.

- 6.1.26 Whilst Horton Heath has a community centre, pub and local shop, it has relatively few facilities compared to other settlements in the Borough.
- 6.1.27 At present there is no parish plan for Fair Oak.

Development proposals and special policies

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

- FO1 West of Durley Road
- FO2 Land north of Mortimers Lane
- FO3 East of Allington Lane
- FO4 Lechlade, Burnetts Lane
- FO5 East of Knowle Lane
- FO6 Foxholes Farm, Fir Tree Lane
- FO7 Land at Costalot Stables, Blind Lane, Horton Heath
- FO8 Hammerley Farm, Anson Road, Horton Heath
- FO9 Junction improvements, Fair Oak

- 6.1.29 In addition policy DM24, page 1114 lists developments with planning permission or resolution to permit in the parish.

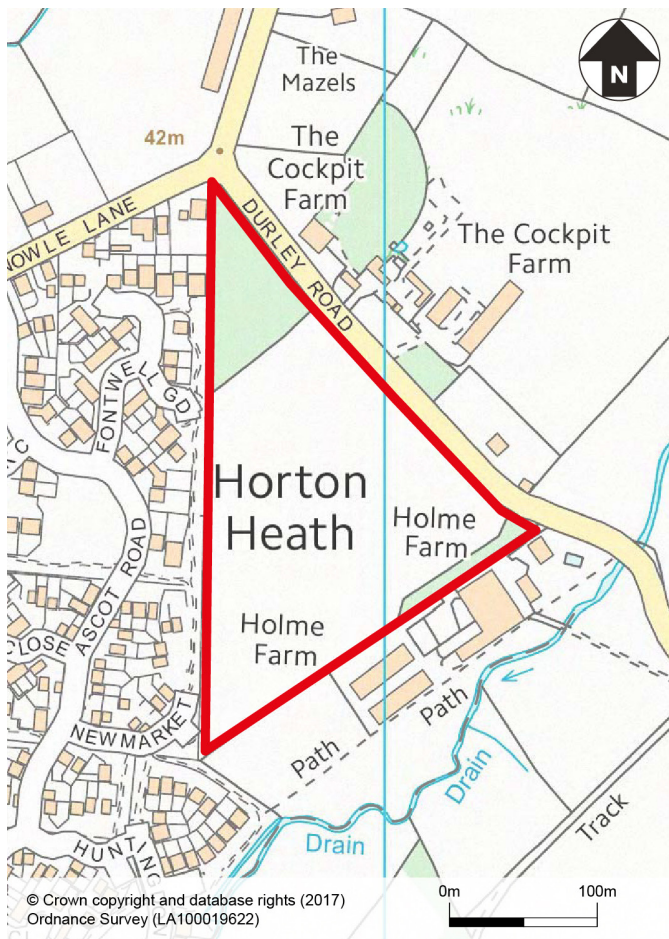
Strategic growth option

Land north of Bishopstoke and north and east of Fair Oak

- 6.1.30 The Council's preferred approach to meeting the need for greenfield residential development, subject to finalising detailed evidence, is through the development of two new communities to the north and east of Fair Oak. Further information on this is included in Chapter 4 and Strategic Policies 5 and 6.

Housing and community uses

West of Durley Road, Fair Oak



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

buffer screens agricultural uses beyond. The site as a whole is likely to be able to accommodate approximately 73 dwellings.

Policy FO1, West of Durley Road, Fair Oak

An area of approximately 4.15ha of land on the western side of Durley Road, as defined by the policies map, is allocated for development to include approximately 73 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. A range of housing types, sizes and tenure;
- ii. The provision of on-site public open space and play areas, to serve the development;
- iii. The provision of vehicular access from Durley Lane, located near to the Durley Lane / Knowle Lane junction, to preserve the rural aesthetic of Durley Road to the south and the nearby Grade II Listed Building - The Cockpit;
- iv. The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
- v. Conserve the architectural and historic significance of the nearby Grade II Listed Building - The Cockpit;
- vi. The provision of pedestrian and cycle links both within the site



and to connect the site with the surrounding area, including exploring connectivity through existing informal links between gaps in the west boundary vegetation on the onto Newmarket Close and Fontwell Gardens;

- vii. To preserve water quality and flows into Ford Lake details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage.
- viii. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity.
- ix. Opportunities will be taken to create and enhance habitat connectivity within the Chalcroft Priority Biodiversity Link to the south east to ensure this corridor remains open for wildlife dispersal;
- x. The provision of a good quality landscape setting for the development (including buffer planting on Durley Road frontage) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- xi. Ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the agricultural uses to the south east; and
- xii. Provision of a connection to the sewerage system at the nearest

point of connection as advised by Southern Water.

Land north of Mortimers Lane



6.1.32 An area of approximately 1.0ha of land north of Mortimers Lane is currently in agricultural use. Whilst land to the north of the site rises steeply, the site itself is closely related to the urban edge of Fair Oak, with potential for vehicular access off Mortimers Lane. The development of the site has the potential to provide a modest, but useful, contribution to local housing needs.

Policy FO2, Land north of Mortimers Lane

An area of approximately 1ha of land north of Mortimers Lane, as defined on the policies map is allocated

for residential development for approximately 30 dwellings provided that:-

- i. vehicular access to the site shall be from Mortimers Lane;**
- ii. a connection shall be provided to the sewerage system at the nearest point of adequate capacity as advised by Southern Water; and**
- iii. contributions are made towards the enhancement of education, community and medical facilities that serve this area; and**
- iv. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.**

6.1.33 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC and the avoidance and mitigation measures identified. These include:

- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
- b. adherence to a Construction Environmental Management Plan

and utilisation of standard pollution control guidance with regard to impacts on water quality; and

- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

6.1.34 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

East of Allington Lane



6.1.35 An area of approximately 14.5 ha of land to the eastern side of Allington Lane is currently comprised of The King's School, Rockford House, Fair Oak Lodge, Quobleigh Woods SINC and other undeveloped land. Land to the north and west (intermediate of Allington Lane) has an associated application for residential development. The site and intermediate land is served by an existing vehicular access from Allington Lane. The site is flat and generally enclosed by mature vegetation on all boundaries, in addition to mature vegetation within the site. The site is covered by a blanket Tree Preservation Order. The site as a whole is likely to be able to accommodate approximately 38 dwellings intermediate of The King's School and Allington Lane with ecological enhancements proposed on the remainder of the site.

Policy FO3, East of Allington Lane

An area of approximately 14.5 ha of land on the eastern side of Allington Lane, as defined by the policies map, is allocated for development to include approximately 38 dwellings intermediate of The King's School and Allington Lane.

Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

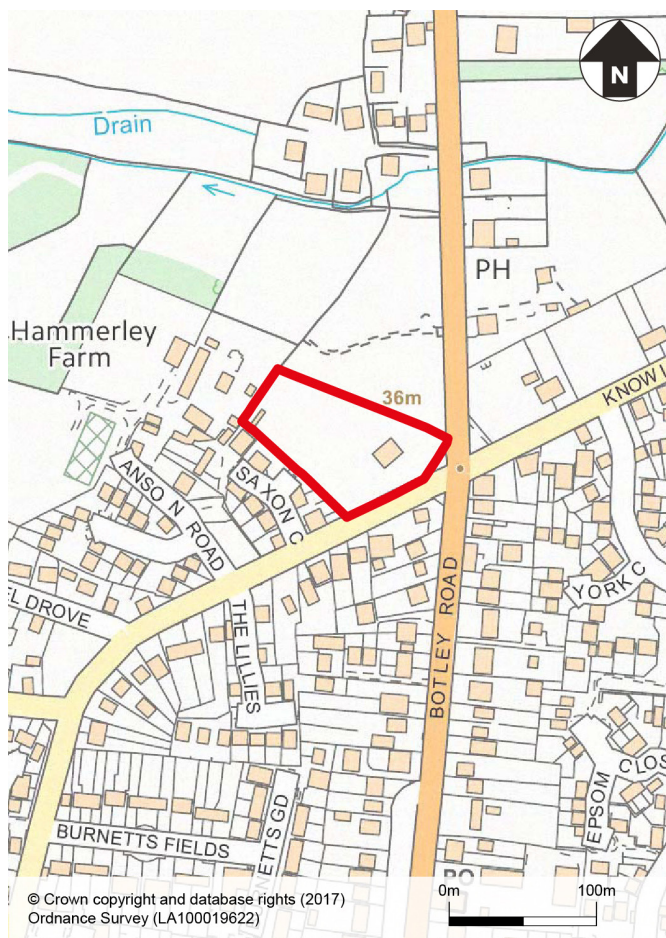
- i. The provision of a range of housing types, size and tenures;**
- ii. The provision of on-site public open space and play areas, to serve the development or a contribution to off-site provision;**

- iii. The provision of vehicular access from Allington Lane, via the existing unnamed access road serving The King's School and Rockford House;**
- iv. The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;**
- v. The provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area;**
- vi. The maintenance and improvement of the Public Rights of Way which runs through the site;**
- vii. Provision of a great crested newt (gcn) strategy to provide a connected ecological network on site including:**
 - a. preservation, buffering, management and monitoring of Great Crested Newt Breeding Ponds;**
 - b. continuation of the 50m buffer agree in previous applications to provide access to the woodland and dispersal corridors;**
 - c. preservation and buffering of the hedgerow and tree network on site and buffering if required;**
 - d. replacement of long grass habitat on a like for like basis;**
 - e. the dedication of land, within Quobleigh Pond and woods SINC, to public ownership together with a specification of great crested newt and woodland enhancements and the removal of INNS to be undertaken at the developer's expense prior to dedication and**

a commuted sum for future management and maintenance of SINC.

- viii. To preserve water quality and flows into The Lower Itchen details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage.
- ix. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity.
- x. The provision of a good quality landscape setting for the development (including maintaining and reinforcing the mature tree belt between Allington Lane/Fair Oak Lodge and Rockford House) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- xi. Ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of The King’s School; and
- xii. Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.

Lechlade, Burnetts Lane, Fair Oak



6.1.36 The site comprises 0.7ha of land on the western side of Botley Lane and northern side of Burnetts Lane. The site currently accommodates a single residential dwelling with associated curtilage. A meta population of Great Crested Newts use the three ponds to the south west, Quobleigh Woods and Ponds SINCE and ponds within the woodland and to the east and are likely to be dispersing through the hedgerow and lining grass network present on site. The site is comprehensively screened from the immediate area by mature boundary hedgerow and treeline vegetation, including trees on the north western boundary which are protected by a



Tree Preservation Order. Existing access is served directly onto Botley Lane / Burnetts Lane crossroads to the south east. To the north west of the site is a small industrial yard and to the west are a number of residential units. To the north and north east of the site is open space associated with Lapstone Wildlife Site and Playing Fields. The site as a whole is likely to be able to accommodate approximately 13 dwellings.

Policy FO4, Lechlade, Burnetts Lane, Fair Oak

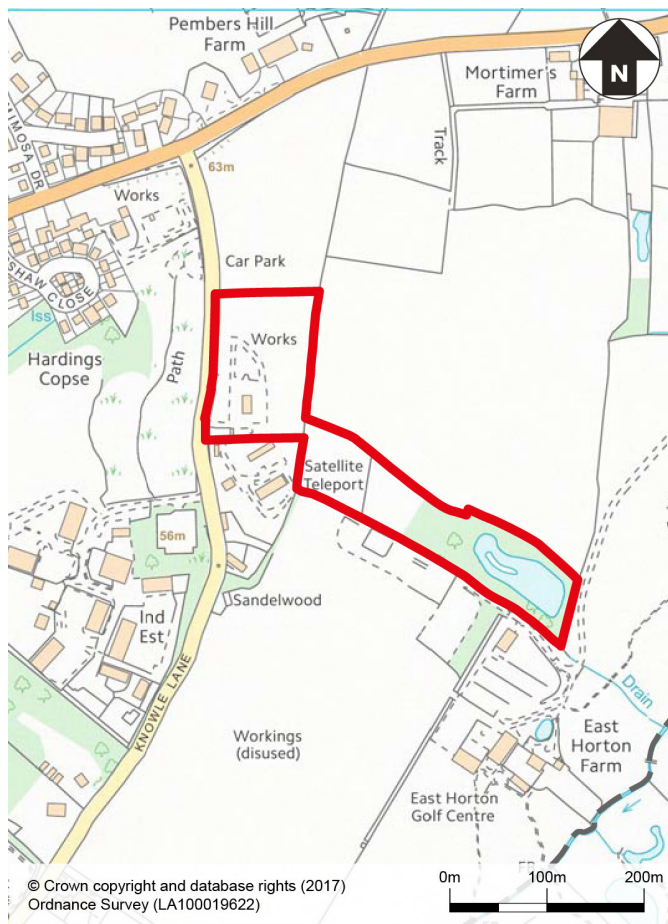
An area of approximately 0.7ha of land on the western side of Botley Lane and northern side of Burnetts Lane, as defined by the policies map, is allocated for development to include approximately 13 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. The provision of a range of housing types, size and tenures;**
- ii. The provision of vehicular access from Burnetts Lane, located away from the Burnetts Lane / Botley Lane crossroads to the east;**
- iii. The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;**
- iv. Conserve the architectural and historic significance of the nearby Grade II Listed Building - Saxon Court;**
- v. The provision of pedestrian and cycle links both within the site**

and to connect the site with the surrounding area;

- vi. To preserve water quality and flows into The Lower Itchen details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at greenfield rates will be required at the outline stage.**
- vii. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity.**
- viii. Maintaining, reinforcing and buffering existing boundary hedgerows, tree belts and woodland. Including those trees protected by a Tree Preservation Order;**
- ix. Ensuring an acceptable noise and air environment for new homes through appropriate siting of development and the provision of suitable noise and air mitigation measures, in light of the road traffic noise impact from Botley Lane and Burnetts Lane and commercial noise from the adjacent commercial enterprise; and**
- x. Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.**

Land East of Knowle Lane



6.1.37 This land on the east side of Knowle Lane was previously a licensed sand quarry. This use has now ceased and the land has been restored. The remainder of the site has been used as a transport and storage depot. The land slopes down from north to south and the site boundaries contain various mature and semi-mature trees. A residential development is under construction to the north, with industrial development to the south and a golf course to the east. The site currently shares a vehicular access with the industrial development to the south. A separate access to a residential development would be required together with measures to mitigate noise and disturbance from the existing industrial uses.

Policy FO5, Land East of Knowle Lane

An area of 0.9 hectares on the east side of Knowle Lane is allocated for residential development of approximately 30 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:

- i. a new vehicular and pedestrian access is provided from Knowle Lane;
- ii. a buffer is provided to protect future residents from industrial noise sources to the south of the site;
- iii. the development incorporates measures to safeguard the adjoining Site of Importance for Nature Conservation (SINC);
- iv. evidence is provided that the site is not contaminated;
- v. improvements for pedestrians in the vicinity of the site in Knowle Lane are carried out; and important trees on the site boundaries are protected or if necessary replaced.



Foxholes Farm, Fir Tree Lane



6.1.38 An area of approximately 1ha to the west of Horton Heath, south of Fir Tree Lane is allocated for housing development of approximately 45 dwellings. The land comprises Foxholes Farmhouse and associated buildings and curtilage and a paddock fronting Fir Tree Lane. To the east of the site is an area of informal open space owned by the borough council which should be retained and enhanced. Land to the north, west and south is in receipt of a council resolution to grant outline permission for up to 950 dwellings and associated development and infrastructure. The site is adjacent to the planned local centre for the adjacent development and so is allocated for residential development of approximately 45 dwellings. For this reason, this development should be planned and

brought forward in association with the adjacent development.

Policy FO6, Foxholes Farm, Fir Tree Lane

An area of approximately 1ha to the west of Horton Heath, as defined on the policies map, is allocated for development to include approximately 45 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. A range of housing types, sizes and tenure;
- ii. The provision of vehicular access from Fir Tree Lane;
- iii. The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
- iv. The provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area and development permitted on adjacent sites, including the provision of access to the adjacent public open space adjacent to the east of the site;
- v. To preserve water quality and flows details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;
- vi. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected

by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;

- vii. **The provision of a good quality landscape setting for the development (including buffer planting on the Fir Tree Lane frontage) and maintaining and reinforcing existing boundary hedgerows, compatible with planned adjoining uses;**
- viii. **Ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the agricultural uses to the south east; and**
- ix. **Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.**

Travelling Communities

Land at Costalot Stables, Blind Lane, Horton Heath

- 6.1.39 Costalot Stables is located on the north-western side of Blind Lane, to the south of Horton Heath. The site already has the benefit of a planning permission for a travelling communities pitch, granted on appeal in 2011 but the condition related to the relocation of an existing caravan within the site, closer to the northern boundary has not been complied with. If the condition is complied with on the existing permission prior to its expiry, no further action is required. The site is

of irregular shape, with mature planting defining its south-eastern and western boundaries. The topography of the area around the site is relatively flat.

Policy FO7, Land at Costalot Stables, Blind Lane, Horton Heath

Land at Costalot Stables is allocated for 1 pitch subject to the provisions of policy DM33 and the following site specific requirements:

- i. **That the existing caravan within the site is moved to a new location along the northern site boundary in accordance with the plans approved on appeal⁶⁶**

Employment

Hammerley Farm, Horton Heath

- 6.1.40 A site has been identified at Hammerley Farm (including the existing Hammerley Enterprise Park) where there is already some employment development that could be revitalised and extended. This site would provide some additional small-scale employment for Horton Heath. The policy limits the type of employment to uses that will not affect the amenities of nearby houses. The site adjoins Saxon Court Cottage and The Cottage which together comprise a Grade II listed building known as Saxon Court.

Policy FO8, Hammerley Farm, Anson Road, Horton Heath

An area of approximately 1.1 hectares of land at Hammerley Farm, Anson

66 In accordance with planning application: F/11/68768; appeal reference: APP/W1715/A/11/2160276



Road as defined on the policies map is allocated for employment use subject to the following conditions:

- i. the site is developed for employment in use classes B1b, B1c and B2 provided these do not adversely affect the amenities of nearby dwellings;**
- ii. access shall continue to be off Anson Road;**
- iii. a comprehensive scheme is proposed for the whole site to include removal of derelict structures and an enhanced layout of development;**
- iv. the site is designed and landscaped to a high standard compatible with its location bordering the countryside and residential areas; and**
- v. the development conserves or enhances the setting of neighbouring Saxon Court.**
- vi. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.**

6.1.41 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC and

the avoidance and mitigation measures identified. These include:

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

6.1.42 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Transport improvements

6.1.43 Limitations on the road network are identified as an issue in Fair Oak and Horton Heath. The Bishopstoke-Fair Oak Road corridor is recognised as a particularly congested route at peak hours. A number of junction improvements are currently committed by developers as described below; these should also enhance capacity to cater for some traffic flows to/from the proposed Strategic Growth Option site.

6.1.44 Traffic flows in this area will change as development commences on the preferred approach of a strategic growth option North of Bishopstoke and north

and east of Fair Oak and the Transport Assessment will provide data on these changes and any further highway capacity schemes that are identified as required. Details of the estimated cost and timing of any further highway improvements required will be included in an updated Infrastructure Delivery Plan.

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

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

6.1.47 The ability of the above improvements to also accommodate additional traffic flows generated by the preferred SGO option is currently being tested.

Botley Road/ Eastleigh Road

- 6.1.48 The Botley Road/ Eastleigh Road junction currently operates as a four-arm signalised junction which as well as the B3354 Botley Road and the B3037 Eastleigh Road also serves a residential area off Stubbington Way.
- 6.1.49 There is a commitment by the West Horton Heath development to improve capacity at this junction by widening the northern (Winchester Road) arm to provide two southbound lanes.
- 6.1.50 The ability of the above improvement to also accommodate additional traffic flows generated by the preferred SGO option is currently being tested.

Botley Road/ Burnett’s Lane, Horton Heath

- 6.1.51 This junction serves as a key node in transferring traffic from Horton Heath and Fair Oak to Botley and Hedge End and vice versa. It is also a key component of the network connecting Eastleigh to Horton Heath via Fair Oak and will serve as a gateway to the new development west of Horton Heath.
- 6.1.52 Although this junction is perceived as a substantial pinch-point for traffic, the “do minimum” traffic modelling for the SGO development scenario did not identify a requirement for capacity enhancements at this location. The performance of this junction will be considered in analysis of “do something” model runs and issues/ required improvements, if any arise, will be identified in the Transport Assessment.



Policy FO9, Junction improvements, Fair Oak

The Borough Council will support the Highway Authority in developing and delivering road capacity improvements at locations in the Fair Oak area (in addition to current commitments) if such improvements are identified in the Transport Assessment as being required to mitigate impacts of development.

Open space and recreation

- 6.1.53 The Council's study of open space and recreation provision in the Borough (Eastleigh Borough Open Space Needs Assessment 2017) has identified a need for new allotment provision within the Bishopstoke, Fair Oak & Horton Heath local area. Policy DM36 Chapter 5 enables the development of allotments subject to a number of criteria.

6.2 Bursledon, Hamble-le-Rice and Hound

Bursledon Parish

Context and key issues

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



and Portsmouth. A regular bus service operates between Fareham and Southampton along the A27, and other Southampton services operate via A3025 Portsmouth Road. Public transport connections to other parts of Eastleigh Borough, including Eastleigh Town Centre, have historically been difficult to maintain.

- 6.2.8 There is little in terms of a visitor economy, but there is some local visitor accommodation in the form of bed and breakfast accommodation. There is a general need for a hotel in the Hamble peninsula especially for river and marine visitors.
- 6.2.9 The population of the parish in 2011 was 6,188, and there were 2,652 dwellings (2011 Census). In 2015 the population was 6,214⁶⁷. There is an increasing proportion of older people, and an increasing need for specialised accommodation for elderly people and for affordable housing.
- 6.2.10 The Lowford Centre was completed in 2015, collocating a GP surgery, a parish run library, parish Council offices and community facilities run by the Bursledon and District Community Association, as well as increased parking to support the local centre. Education facilities are adequate to meet local needs and the primary schools are understood to be operating at capacity. The settlement has village halls and other meeting places.
- 6.2.11 There is evidence of deprivation at the Pilands Wood estate at Bursledon, where unemployment levels are higher than in other parts of the Borough.

Development proposals and special policies

6.2.12 The following policies apply in the parish of Bursledon:

- BU1 Land north of Providence Hill
- BU2 Heath House Farm
- BU3 Land lying south east of Windmill Lane
- BU4 Land at Tansfield Stud, Tanhouse Lane, Hedge End
- BU5 Land at Heath Green, Heath House Lane, Hedge End
- BU6 Land adjacent to Woodleigh, Windmill Lane, Bursledon
- BU7 Riverside Boatyard, Blundell Lane, Bursledon (Special Policy Area)
- BU8 Open space at Long Lane, Bursledon
- BU9 Residential extensions and replacement dwellings, Old Bursledon Special Policy Area

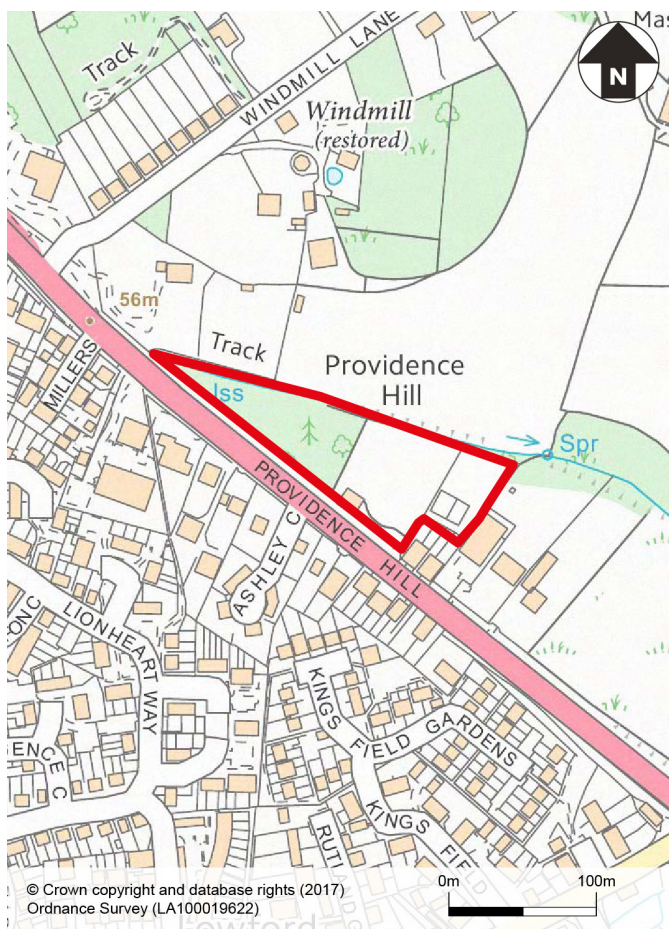
6.2.13 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Housing

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

67 Small Area Projections 2015 published by Hampshire County Council

Land north of Providence Hill



6.2.15 This triangular shaped site on the north side of Providence Hill (A27) slopes significantly away from the road and has mature trees to the site boundaries. There is an existing vehicular access at the north-western end of the site, but this would not be adequate to service a new development of this site. A new vehicular access would be needed from Providence Hill, which could be challenging given the topography of the land. There are protected trees on the adjoining land. The site adjoins the listed Bursledon Windmill and Conservation Area. A watercourse runs along the northern boundary. Headwaters of the stream are within the site and will need to be buffered. Windmill Woods Site of Importance for

Nature Conservation adjoins and suitable safeguards will be required.

6.2.16 Adjoining sites have planning permission for residential development. To the north, land to the rear of Orchard Lodge has planning permission for up to 29 houses with associated parking, open space and improvements to the existing vehicular access off Windmill Lane (reference: C/14/74932). To the north-west, planning permission was granted in December 2016 for 3 dwellings (ref: F/16/79496). Land at Providence Hill and Oakhill has outline permission for up to 62 dwellings ref: R/16/77966.

6.2.17 The topography of the land and the shape of the site are constraints on the nature and amount of development. This is likely to result in a relatively low density of development with detached properties following contour lines.

Policy BU1, Land north of Providence Hill

An area of 1.1 hectare on the north side of Providence Hill is allocated for residential development of approximately 19 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:

- i. **noise and air quality assessments are undertaken to confirm that the site can be developed satisfactorily for residential purposes given the proximity to the A27;**
- ii. **hydrological surveys are undertaken to identify the extent of the headwater system on site and the**



hydrological routes that feed the headwater and provide chemical and water quality testing to act as a baseline to monitor impact;

- iii. the development incorporates measures to safeguard the adjoining stream and Windmill Woods Site of Importance for Nature Conservation (SINC) with 20m undeveloped buffers;
- iv. to preserve water quality and flows into the unnamed watercourse to the north of the site details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage.
- v. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity.
- vi. the development provides a high quality landscaped setting which preserves or enhances the character and appearance of the adjoining Bursledon Windmill Conservation Area and safeguards the setting of the listed windmill; and
- vii. a new vehicular and pedestrian access is provided from Providence Hill.

Heath House Farm



6.2.18 The site comprises 3.4ha of land on the eastern side of Heath House Lane and the south of Rodaway Pavilion and Football Ground. The site currently accommodates a number of buildings and structures including a children’s residential car home (Heath House Farm). These are all located linear to the northern boundary, adjacent to the Public Rights of Way and Rodaway Pavilion and Football Ground. The undeveloped areas of the site are located to the south of the existing buildings and structures. The topography of the site falls sharply from north to south. This area of the site experiences a sharply fall in gradient until reaching the southern boundary.

6.2.19 The site is suitably enclosed by mature vegetation on all boundaries including

Pylands Copse SINC which is ancient in origin and is likely to support rare Bechstein bats which are extremely light sensitive. Overhead powerlines cross diagonally through the centre of the site. Sporadic gaps in the mature hedgerow on the north west boundary enable views into the site from Heath House Lane. The is visible from Heath House Lane to the north west and this highways is until the ancient woodland at the southern boundary The topography of the site falls sharply north to south. The site as a whole is likely to able to accommodate approximately 38 dwellings, alongside the new school provision.

Policy BU2, Heath House Farm

An area of approximately 3.4ha of land on the eastern side of Heath House Lane, as defined by the policies map, is allocated for development to include approximately 38 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. **A range of housing types, sizes and tenure;**
- ii. **The provision of on-site public open space and play areas, to serve the development;**
- iii. **The provision of vehicular access from Heath House Lane;**
- iv. **The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;**
- v. **The provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including the adjacent Rodaway Pavilion and Football Ground;**
- vi. **The maintenance and improvement of the Public Rights of Way to the north of the site;**
- vii. **A trapping and tracking survey within Pylands Copse SINC to assess Bechstein presence/ absence and how they are using the area. A mitigation plan will be prepared if Bechstein's are present, including extensive dark corridors adjacent to the woodland and along any flight lines being accessed by the bats and a lighting strategy to ensure the food species of the bats are not attracted by the development lighting. Further mitigation maybe required;**
- viii. **Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists, that routes remain open through the Hamble Estuary PBA for species dispersal and that there is a net gain in biodiversity;**
- ix. **To preserve water quality and flows into the Hoe Moor stream details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at greenfield rates will be required at the outline stage;**



- x. **The provision of good quality landscape setting for the development (including buffer planting on Heath House Lane frontage), and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;**
- xi. **A thorough examination of the potential for the relocation of the overhead power line which crosses the site, in order to maximise the site's development potential;**
- xii. Ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise and air mitigation measures, in light of the increased road traffic noise impact from Kings Copse Avenue, due to the opening of Pylands By Pass / Link Road and Botley By Pass and the proposed school;
- xiii. Provision of a contamination assessment, in light of the former use of the adjacent land as a landfill; and
- xiv. Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.

Land lying south east of Windmill Lane



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

(Council reference O/14/74322). The site adjoins the listed Bursledon Windmill and Conservation Area.

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

Policy BU3, Land lying south east of Windmill Lane

An area of 3.8 hectares on the south-east side of Windmill Lane is allocated for residential development of approximately 50 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:

- i. noise and air quality assessments are undertaken to confirm that the site can be developed satisfactorily for residential purposes given the proximity to the M27;
- ii. the development incorporates new green infrastructure and public open space to serve the needs of the development;
- iii. to preserve water quality and flows into the waterways on site and to inform the HRA the following information should be provided at outline stage:
 - a. full contamination and hydrological surveys submitted with the application to ensure no impact on the water quality within Badnum Creek;
 - b. details of buffers to Badnum Creek by at least 20m and with appropriate buffers for the unnamed stream;
 - c. details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;
 - d. details of protection for the headwaters within Windmill Woods SINC;
- iv. the development shall not have an adverse impact on the nature conservation interest of the adjoining Windmill Woods, or the adjoining reptile translocation site with suitable undeveloped buffers provided. Windmill Woods should be buffered by 20m;
- v. the development provides a high quality landscaped setting which preserves or enhances the character and appearance of the adjoining Bursledon Windmill Conservation Area and safeguards the setting of the listed windmill.
- vi. a new vehicular and pedestrian access is provided from Providence Hill;
- vii. evidence is provided that the site is not contaminated.



Travelling Communities

Tansfield Stud

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

Policy BU4, Land at Tansfield Stud, Tanhouse Lane

Land at Tansfield Stud is allocated for 1 Gypsy and Travellers pitch subject to the provisions of policy DM33 and the following specific requirements:

- i. **Details are submitted to demonstrate how the powerline and associated pylon are positively being taken into account in the layout of the site**

Land at Heath Green, Heath House Lane, Hedge End

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

site is located within the defined 'gap' between Hedge End and Bursledon.

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

Land at Heath Green is allocated for 1 Gypsy and Travellers pitch subject to the provisions of policy DM33.

Land at Woodleigh (Oakdene), Windmill Lane, Bursledon

6.2.24 On the south-eastern side of Windmill Lane, and immediately adjacent to the M27 motorway, are two authorised pitches for travelling communities use. Between these two pitches and a vehicular access to the west is a further parcel of land which has also been laid out as a travelling community pitch but does not have the benefit of planning permission. The site is well enclosed on its boundaries would appear to be suitable for permission as a travelling communities pitch.

Policy BU6, Land adjacent to Woodleigh, Windmill Lane, Bursledon

Land adjacent to Woodleigh, Windmill Lane, Bursledon is allocated for 1 Gypsy and Travellers pitch subject to the provisions of policy DM33.

Transport

Sunday's Hill Bypass

6.2.25 Sunday's Hill (Dodwell Lane) is currently of sub-standard width and alignment which, at peak times, presents some constraints on traffic and highway safety. The junction of Bursledon Road and Heath House Lane is also restrictive in terms of traffic movements, with limited scope for improvements due to the proximity of

residential properties and relatively poor visibility splays.

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

Hamble Lane Junction Improvements

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

Strategic Network Improvements

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

Other transport improvements

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

Mixed use development

Riverside Boatyard, Blundell Lane, Bursledon (Special Policy Area)

- 6.2.32 There has been a long identified need for a high quality hotel to be provided



within the Hamble Peninsula. The sites of the Riverside Boatyard and the adjoining site to the north of Blundell Lane may have potential to accommodate such a use. They are on the shore of the River Hamble, immediately adjacent to coastal saltmarsh associated with the Solent Maritime SAC and part of the site is already in use as a marina.

Policy BU7, Riverside Boatyard, Blundell Lane, Bursledon (Special Policy Area)

An area of land at the Riverside Boatyard and the adjoining site to the north of Blundell Lane, as defined on the policies map (in addition to the designated boatyard) is allocated for a marina, hotel, a range of other holiday accommodation and car parking/boat storage. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. The hotel shall be of an outstanding design commensurate with its location close to or within the Old Bursledon Conservation Area and fronting the River Hamble;
- ii. The public footpath through the site is retained and enhanced;
- iii. The site retains the marina;
- iv. A flood risk sequential approach to allocating land uses is taken within the site, with the most vulnerable parts of the development located in the areas of lowest risk;
- v. Ensuring an acceptable noise environment through appropriate siting of development and the

provision of suitable noise mitigation measures, in light of the motorway;

- vi. The provision of a good quality landscape setting for the development (including buffer planting to screen development from the motorway) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- vii. A site level Habitats Regulations Assessment is prepared to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site, and disturbance and the introduction of invasive non- native species;
- viii. The applicant will be expected to provide the following detailed studies to support the HRA
 - a. A full Phase 2 botanical surveys of the site, the adjacent Brixedone Saltmarsh & Mudflat SINC and 500m of The Solent Maritime SAC immediately adjacent to the SINC to identify all habitats and species associated with the designated saltmarsh and mudflats or designated in their own right as part of the SAC or the Solent and Southampton Ramsar Site and any Invasive Non Native Species;
 - b. A full Species level terrestrial and aquatic invertebrate survey of the site, the Brixedone Saltmarsh and Mudflat SINC and 500m of The Solent Maritime SAC immediately adjacent to the SINC to identify all species associated with the designated saltmarsh and mudflats or designated in their own right as part of the SAC

- or the Solent and Southampton Ramsar Site and any Invasive Non Native Species;
- c. A full contamination survey of the site including intrusive ground testing if required, No investigation can be left until the detailed planning stages;
 - d. Full hydrological investigations including:
 - a detailed study of hydrological flows, ground surface and perched water;
 - Investigation to identify the contributions and importance of freshwater inputs from the site to the SINC and SAC ecosystems;
 - Investigation to identify the balances within the designated ecosystem between saline and freshwater inputs;
 - The functioning of the headwaters and associated stream on site including identification of the nature of the water inputs, surface ground or perched water fed, the flushes or other sources of freshwater inputs present on site and a year's chemical and hydrological tests to establish the fluctuation in flows and the existing chemical structure and water quality of the headwaters and stream;
 - e. A full breeding and wintering bird survey of the site, SINC and SAC focusing on the species designated as part of the Solent Complex;
 - f. An otter survey of the headwater ecosystem and any other likely foraging and commuting routes;
 - g. Any further protected species surveys thought to be relevant;
 - h. Provision of SUDS, with three forms of naturalised filtration to preserve hydrological flows, the balance between fresh and salt water impacts and water quality of the Solent Maritime SAC and supporting SINC habitat adjacent to the site. Any Suds must ensure that the water feed remains constant to the headwaters and the SINC and SAC and maintains the existing routes;
 - i. Details of buffering required to protect the headwater system and associated waterway;
 - j. Details of a Green Infrastructure including a buffer of at least 100m of naturalised habitat between the SINC and any development, All species used within the landscaping must be indigenous and reflect the species present within the surrounding natural habitat;
 - k. A habitat creation, restoration, management and monitoring plan of all natural habitats within the site, the SINC and the adjoining 500m of the SAC.
 - l. A contribution to the Solent Recreation Mitigation Partnership for in-combination recreational impacts with further mitigation if



recreational impact alone is found within the HRA.

- ix. A management plan for uses currently affecting the water frontage is agreed with the local planning authority, in order to improve the relationship of the site to the River Hamble and sites designated as being of nature conservation value;

In the event that the hotel development cannot be delivered without adverse effect on ecological designations, following the Habitats Regulations Assessment, the site shall be retained in its current use.

6.2.33 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC and the avoidance and mitigation measures identified. These include:

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

6.2.34 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Land off Peewit Hill Close and Dodwell Lane

6.2.35 The southern part of this site is located within Bursledon parish and is covered by Policy HE4 (Chapter 6.5 of the plan).

Open space and recreation

6.2.36 The Sports Facility Needs Assessment and Playing Pitch Strategy Update and the Open Space Needs Assessment has identified that although the supply of allotments in Bursledon parish is currently sufficient, by 2036 it is likely that the supply will be under pressure to meet the required quantity standard. The Needs Assessment has also identified that there are some parts of Bursledon Parish that are not well located for access to play spaces for children and young people. The new housing allocations will meet some of this requirement. Land at Long Lane is identified as being suitable for open space to meet the remaining open space needs. Policy DM36, Chapter 5 enables the development of allotments subject to a number of criteria.

Policy BU8, Open space at Long Lane, Bursledon

Approximately 2 hectares of land at Long Lane, Old Bursledon as defined on the policies map, is allocated for use as public open space (including allotments) to meet open space needs within the parish.

Heritage

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

- 6.2.37 The Old Bursledon Conservation Area consists of low density housing, woodland, open fields and salt marshes adjacent to the River Hamble. There is a distinctive character to the area – scattered dwellings, some of historic interest and many of great charm and character, served by narrow country lanes with well-established hedgerows, banks, walls and trees.
- 6.2.38 The area is excluded from the urban area of Bursledon because of its semi-rural character, poor accessibility and concern that the construction of even a single new dwelling would be harmful to the character and appearance of the area. However, it is not possible to prevent all development and extensions to and replacements of existing buildings are permitted where these do not detract from the character of the area.
- 6.2.39 There have been a number of instances in recent years where extensions and replacements have been built that increase the floor area of the original dwelling very substantially. While the normal policies controlling development in the countryside and in conservation areas would obviously be used to assess any such proposals, there are fears amongst the local community that these are insufficient, and that further development will seriously erode the valued character of the area. The Borough Council therefore proposes the introduction of a stricter policy to control the size of extensions.

- 6.2.40 The boundaries of the conservation area were reviewed through the preparation of the Old Bursledon Conservation Area Appraisal SPD. The conclusion of public consultation was that an area at Hungerford Bottom should be excluded from the conservation area, but that the policy controlling the size of extensions should continue to apply to it. The Council has therefore identified an Old Bursledon Special Policy Area that includes the whole of the conservation area and Hungerford Bottom.

Policy BU9, Residential extensions and replacement dwellings, Old Bursledon Special Policy Area

Residential extensions and replacement dwellings in the Old Bursledon Special Policy Area as defined on the policies map will be permitted provided they:

- i. **do not increase the volume of the original dwelling (as existing when the conservation area was first designated in 1982) by more than 25%. Further extension beyond this limit will not be permitted;**
- ii. **have regard to the impact of the development on the space between buildings and the openness of the area, ensuring that the character of the undeveloped landscape between buildings is conserved and enhanced;**
- iii. **do not create a dwelling disproportionately larger than the one that is being extended or replaced;**
- iv. **are subservient to and in proportion to the existing building in form, scale and design;**



- v. **do not contribute to the cumulative urbanisation of the area; and**
- vi. **are not otherwise detrimental to the character of the area as viewed from the River Hamble.**

6.2.41 The Old Bursledon Conservation Area lies in the countryside and is particularly vulnerable to the visual impacts of large-scale extensions and replacement dwellings. It is therefore subject to a special policy to manage these forms of development, supported by the Council's Supplementary Planning Document; 'Old Bursledon Conservation Area Appraisal'. When assessing any proposal to extend a dwelling, account will be taken of any previous extensions and their cumulative effect on the size and character of the property and the appearance of the area.

Hamble-le-Rice parish

Context and key issues

6.2.42 The parish of Hamble-le-Rice is situated in the southern part of the Hamble Peninsula, fronting the estuary of the River Hamble and the coast of Southampton Water to the east and south. It adjoins Hound parish to the north and west. It is one of the older settlements in the Borough, and has grown considerably in recent decades. The population of the parish in 2011 was 4,695 and there were 2,207 dwellings (2011 Census). In 2015 the population was 4,722⁶⁸.

6.2.43 The village had its origins in marine-related activities and its connections to the River Hamble remain very strong, with boat-building and repair and considerable sailing activity remaining major influences

in the local economy and a valued part of local heritage. The attractive village centre lies on the shore of the Hamble estuary and is included in the Hamble Conservation Area. Other features of archaeological interest include iron-age remains on Hamble Common and the foundations of St Andrew's Castle (a former Henry VIII castle) on the coast. The village also has an aviation heritage as the former Hamble Airfield played a significant role in both World Wars. More could be made of the village's heritage both for the benefit of residents and to encourage visitors.

6.2.44 The river is central to the identity of the village and is of considerable value for its landscape, for nature conservation and for recreation as well as heritage. There are tensions between recreational and economic activities and maintaining the landscape and biodiversity interest of the river and the coast, including its accessibility for other recreational uses.

6.2.45 The former airfield is a substantial area to the immediate north of the village. It has been disused for many years and its future is one of the main concerns of the local community. The Hampshire Minerals and Waste Plan, adopted in October 2013 identifies the whole site as an area for mineral extraction.

6.2.46 Residents have access to a good range of recreational activities. Facilities include Hamble Common and extensive access to the coast and the river estuary. There is also a secondary school on the outskirts of the village which offers indoor and outdoor facilities.

6.2.47 Hamble has quite considerable areas of employment with a major aviation business, a large industrial estate and an

68 Small Area Projections 2015 published by Hampshire County Council

oil storage depot fronting Southampton Water. Boatyards and marinas front the River Hamble estuary.

6.2.48 Retail facilities in the village are limited. The village centre struggles to retain shops, of which there are now very few. There is another small frontage at Coronation Parade but here too there are pressures for non-retail uses. However, there is a reasonable array of public houses and restaurants.

6.2.49 The main route into the parish is Hamble Lane, which is one of the most congested roads in the Borough (see commentary on Bursledon). Access to the water frontage is from Satchell Lane, but this is a narrow road also linked to Hamble Lane.

6.2.50 There is a railway station serving Hamble, but it is some way out of the village to the north. Public transport is good to Southampton but is poor to the north of the Borough, particularly with regard to links to Eastleigh. The majority of people use cars. There is a small ferry between Hamble and Warsash.

6.2.51 The village is popular with tourists and the sailing community, but suffers from inadequate parking particularly for regattas or other events. This limits the economic benefits that could arise from its river frontage, marine activity and heritage interest. There is some local visitor accommodation in the form of B&Bs and camp sites, but there is a general need for a hotel, particularly for marine visitors.

6.2.52 There is an increasing proportion of older people and a related increased need for specialised accommodation for elderly people. Local medical facilities are available in the form of a GP surgery,

the Blackthorn surgery, which is located in the countryside between Hamble and Netley and serves both communities. Education facilities are adequate to meet local needs and the primary schools are understood to be operating at capacity. The settlement has village halls and other meeting places. There is a strong sense of community and local identity in Hamble, and a good range of local activities.

6.2.53 Hamble has a community plan prepared in 2008 which sets out local priorities for planning, transport, recreation, the environment, quality of life, health, education and visitors. The Parish is currently carrying out a new residents' survey.

6.2.54 The most pressing issues in Hamble include:

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

6.2.55 The following policies apply in the parish of Hamble:

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



Transport improvements

Hamble Railway Station

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

Policy HA1, Railway station parking, Hamble

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

Holiday accommodation, Hamble peninsula

6.2.57 There has been a long identified need for a high quality hotel to be provided within the Hamble Peninsula, which could also provide leisure facilities for nearby residents. The sites of the Mercury Marina and the adjoining Riverside camping and caravan park are considered to be suitable to accommodate such a use, as well as a range of other holiday accommodation to cater for a variety of holiday needs including both luxury and lower cost accommodation. They are on the shore of the River Hamble, and part of the site is already in use as a marina, with related sail and canoe training facilities, and holiday uses. The Mercury Marina site was formerly designated as a boatyard and marina, and to compensate for the potential loss of boatyard facilities arising from the hotel development, a site is allocated in Bursledon for the expansion of the Riverside Boatyard (see policy BU8).

Note: the northern part of this site lies in Hound parish.

Policy HA2, Mercury Marina and Riverside Camping and Caravan Park

Approximately 4.7 hectares of land at the Mercury Marina and the Riverside Camping and Caravan Park, Satchell Lane, Bursledon/ Hound (in addition to the boatyard identified on the policies map) is allocated for a marina, hotel, a range of other holiday accommodation and car parking/boat storage.

Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the following requirements:

- i. **the hotel shall be of an outstanding design commensurate with its location close to or within the Old Bursledon Conservation Area and fronting the River Hamble;**
- ii. **the site retains the marina and related uses including sail and canoe training, facilities for other water-sports and visitor facilities;**
- iii. **a public slipway to the River Hamble will be provided within the site for the use of the general public;**
- iv. **the site retains and, where feasible, enhances the existing amount and mix of holiday accommodation within the site;**
- v. **the northernmost shores of the site are restored for nature conservation purposes, commensurate with the proximity of national and international nature conservation designations;**

- vi. **the Mound (the Mercury Marina Saltmarsh Site of Importance for Nature Conservation) adjoining the site is retained and managed to maintain and enhance its nature conservation interest, including the provision if possible of public access subject to there being no adverse impact on nature conservation interests;**
- vii. **the development includes measures to protect the amenities of existing residential properties within the site and adjoining dwellings to the south at The Halyards, Fry Close and Kingfisher Close; and**
- viii. **a flood risk sequential approach to allocating land uses is taken within the site, with the most vulnerable parts of the development located in the areas of lowest risk.**

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

A comprehensive scheme will be required for the site. In the event that no hotel is developed, the site shall be retained in boatyard use and covered by policy DM20, Chapter 5.

6.2.58 It is considered important to retain training facilities for sailing and canoeing and other water sports on the site. These are used and valued by the local community including the Itchen South District Scouts and the Sea Scouts. It is also considered important that the site provides for a range of holiday needs.

6.2.59 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being

delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

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

6.2.60 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

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

Open space and recreation

6.2.62 As is the case for Bursledon Parish, the Open Space Needs Assessment has identified that although the supply of allotments in the Parish of Hamble is



currently sufficient; by 2036 it is likely that the supply will be under pressure to meet the required quantity standard. Policy DM36, Chapter 6 enables the development of allotments subject to a number of criteria.

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

Policy HA3, Hamble Airfield

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

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

for outdoor sports as well as for general public amenity space.

Hound parish

Context and key issues

- 6.2.65 The parish of Hound adjoins Southampton to the north-west, and fronts Southampton Water to the southwest and Hamble to the east. It extends north almost as far as the M27, adjoining Bursledon parish to the east and West End parish to the north. It includes Netley Abbey, which is one of the older settlements in the Borough, and the small outlying settlements of Butlocks Heath and Old Netley (which borders Bursledon). In 2011 the population of the parish was 7,105 and there were 3,255 dwellings (2011 Census). In 2015 the population was 7,316⁶⁹.
- 6.2.66 Large areas of the parish are undeveloped, forming the majority of the gap between Southampton and the settlements of Netley and Bursledon. The parish includes the Royal Victoria Country Park managed by Hampshire County Council, which is of historic, landscape and recreational value and extends along the coast of Southampton Water. It also includes the West Wood Country Park, another area of recreational green space managed by Hampshire County Council. Access to the coast is good in locations, with pedestrian and cycle routes providing links through to Southampton. There is considerable biodiversity interest, with the coastline included in sites of national, European and international interest, and local nature conservation designations at West Wood, woodlands in and near Netley (some of which extend north to Bursledon) and

69 Small Area Projections 2015 published by Hampshire County Council

other areas of local interest to the north of the parish including Netley Common.

- 6.2.67 Parts of the coast are eroding and in time will be affected further by sea level rise. Areas at risk include the Royal Victoria Country Park. Netley itself is protected by low cliffs which are subject to slow erosion. The North Solent Shoreline Management Plan identifies a narrow area at risk of erosion along the cliff top, and has a 'hold the line' policy for this stretch of the coastline (although this is subject to the availability of resources).
- 6.2.68 There is considerable heritage interest in this parish, with the ruins of Netley Abbey and Netley Castle (Scheduled Ancient Monuments), numerous listed buildings and historic landscapes (including the Royal Victoria Country Park). The centre of Netley is included in a conservation area. Some listed buildings are not in a good state of repair. There are other areas of heritage interest at Butlock's Heath and Old Netley.
- 6.2.69 There are few employment premises in the parish. There is one small industrial estate at the Sidings, and a minor industrial development at the former Abbey Fruit Farm; there are also some converted farm buildings within the parish, including at Hound Farm. In addition, there is a Police Training Headquarters in the countryside to the east of Netley. There are some shops in the settlement with minor parades at Victoria Road and Station Road – however, retaining retail uses is proving difficult, and the frontage at Victoria Road in particular is showing signs of decline.
- 6.2.70 The parish is served by Hamble Lane and some other road links to Southampton, including the A3025 Portsmouth Road, the A3024 Bursledon Road and the A27

West End Road. Hamble Lane, the A27 and the A3024 converge at Windhover roundabout, where there is congestion at peak hours. An air quality management area has been defined in this area including the northern end of Hamble Lane because of vehicle emissions arising from congestion.

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



- Access, which is affected by congestion on Hamble Lane;
- Lack of local employment opportunities;
- Coastal erosion along the Netley village and Royal Victoria Country Park frontages.

Development proposals and special policies

6.2.75 The following policies apply in Hound:

HO1 Country Park, land south of Bursledon Road

6.2.76 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Economy and tourism

New Hotel, Mercury Marina

6.2.77 The sites of Mercury Marina and the adjoining Riverside Camping and caravan site are allocated for a hotel and marina use. The southern part of the site lies in Hamble parish, and the proposal is at policy HA2, section 6.8 above.

Transport improvements

6.2.78 Access issues have been identified in Hound Parish. Many of these relate to traffic using the main routes to and from Southampton and Bursledon, e.g. Hamble Lane, Portsmouth Road and Woolston Road, and junctions on these roads with Grange Road. There are a number of proposals to remedy these. These are set out in the Eastleigh Borough Local Transport Statement and will be included

in the Council's Infrastructure Delivery Plan.

6.2.79 The M27 Southampton Junctions scheme and potential Hamble Lane junction improvements also fall along the boundaries of Hound Parish.

Open space

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

6.2.81 The Council has been working with developers to deliver a new country park. This is part of a wider development on land south of Bursledon Road and includes the development of approximately 180 dwellings and a new junction and access road through the site to Kingfisher Grange.

Policy HO1, Country Park, land south of Bursledon Road

Approximately 10.5 hectares of land south of Bursledon Road as defined on the policies map, is allocated for use as a country park. It will include public open space, play equipment and habitats for wildlife. The existing public rights of way across the site will be retained and improved.

6.3 Chandler’s Ford and Hiltingbury

Chandler’s Ford Parish

Context and key issues

6.3.1 The parish of Chandler’s Ford is located to the north-west of Eastleigh west of and bounded by the M3, and merges with the Valley Park development in Test Valley Borough to the west. It includes Hiltingbury to the north and the Velmore area to the south where there has been substantial recent redevelopment of the housing stock. Originally a collection of farms, Chandler’s Ford was located on an important route between Southampton and Winchester, and started to grow when brick works became established in the area. Development has included substantial areas of employment, some based on the former brickworks site. In 2011 the population of the area was 23,916 and there were 10,270 dwellings (2011 Census). In 2015 the population had increased to 24,421 people⁷⁰.

6.3.2 Although very substantially developed, Chandler’s Ford and Hiltingbury retain some important green spaces and amenity areas, some of local biodiversity interest, including the Flexford and Hocombe Mead Nature Reserves, the Lakes off Lakewood Road, Cuckoo Bushes and Ramalley Copse. Parts of the area, in particular at Hiltingbury, have been developed with larger houses set in mature grounds that

create a valued local character. However, access to larger areas of open space such as the country parks is limited and there is some evidence that Chandler’s Ford and Hiltingbury lack open space and sports facilities. Velmore has a significant green corridor running east to west on either side of Falkland Road and directly parallel to the north of Cambridge Drive and Nursery Gardens. This connects through to Fleming Park which provides a significant resource for the Velmore area.

6.3.3 The Borough Council has defined a number of Character Areas within Chandler’s Ford and Hiltingbury with a view to preserving and encouraging enhancement of their special qualities. There are no conservation areas and only three listed buildings within the area.

6.3.4 The Chandler’s Ford Industrial Estate west of Bournemouth Road is one of the largest in the Borough, while the Hampshire Corporate Park and the major new offices off Chestnut Avenue (west of the M3) are some of the most modern. Drapers Tools currently has its headquarters on Hursley Road but has recently been granted planning permission to redevelop its site for residential development and a care home. Drapers Tools will relocate to their site at North Baddesley.

6.3.5 There is a district centre of some size at Chandler’s Ford centred on the Fryern Arcade, with other shopping areas in close

70 Small Area Projections 2015 published by Hampshire County Council



proximity such as Central Precinct. Some of these are in need of refurbishment or redevelopment, in particular the Fryern Arcade and Central Precinct. Frontages to Bournemouth Road and Hursley Road could also benefit from environmental improvements. The parade at Falkland Road is generally well used and occupied. On the southern edge of the parish is an Asda supermarket which attracts a significant number of shoppers and provides competition for the smaller retail businesses within the parish and beyond.

6.3.6 The parish's eastern boundary adjoins the M3. The M3 is designated as an air quality management area along the entire length that adjoins the parish boundary, reflecting the potential health impacts that the motorway can have on residents who live in close proximity.

6.3.7 Roads within the parish are well used as through-routes, particularly the links to junctions 12 and 13 of the M3 and junction 5 of the M27. There are concerns about the impact of development in Test Valley Borough and the implications this could have for traffic movements, particularly through Hiltingbury. Traffic management measures are in place to limit its impact. There is a local railway station in Chandler's Ford, successfully re-opened in recent years. There are frequent high quality bus services to Winchester and Southampton, but links to Eastleigh Town Centre have proven more difficult to maintain, especially from the Hiltingbury area.

6.3.8 Parts of Chandler's Ford contain some of the more expensive dwellings in the Borough, particularly at Hiltingbury, and there is a lack of affordable housing within the area. The population of these parishes is ageing and there is a higher proportion of older people than in the rest of the Borough. However, there remains a

reasonable proportion of younger people, and an associated need for facilities to meet their needs – there is some evidence of behavioural issues that could be addressed by provision of diversionary activities.

6.3.9 Elsewhere within the parish, there has been significant regeneration within the Velmore estate (an area with evidence of deprivation) where existing housing stock has been redeveloped and refurbished, along with the provision of enhanced community facilities.

6.3.10 The parish is well-supplied with schools and Thornden and Toynbee Schools are amongst the most popular in the Borough.

6.3.11 Chandler's Ford and Hiltingbury's 20-20 Vision sets out health priorities for the area. These include issues relating to young people including alcohol abuse, family and peer pressure, poor diet, lack of exercise and the need for diversionary activities. The Vision also refers to air pollution, public transport, promoting healthy activities in and around schools, and deterring the use of cars particularly for the school run. It also includes proposals for support for older people such as the Good Neighbours Scheme.

6.3.12 There may also be a need for additional cemetery provision, although there is capacity to serve this area in the cemetery at Brookwood in Eastleigh.

Development proposals and special policies

6.3.13 The following policies apply in Chandler's Ford:

- CF1 Central Precinct, Chandler's Ford
- CF2 Land at Steele Close, Chandler's Ford

CF3 Land south of the supermarket and east of Bournemouth Road, Chandler’s Ford

6.3.14 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Housing

Central Precinct

6.3.15 An area of approximately 1.2 hectares at the Central Precinct, Chandler’s Ford currently accommodates a mixture of retail, residential and community uses. The buildings are of poor quality and some age and considered to be suitable for replacement. The site provides an opportunity for a more intensive and attractive development to be achieved.

6.3.16 Any redevelopment should ensure that that the main road frontage at ground floor level is retained for retail use with the remainder of the site in residential uses. The need to ensure continued access and unhindered operation of the commercial business to the immediate south-east of the site is recognised. The Borough Council has prepared a development brief for this site.

Policy CF1, Central Precinct, Chandler’s Ford

An area of approximately 1.2 hectares of land at Central Precinct, Chandler’s Ford, as defined on the policies map is allocated for redevelopment to accommodate approximately 85 dwellings and A1, A2 or A3 uses subject to the following conditions:

- i. **ground floor town centre uses shall be retained on the frontage of the site onto Bournemouth Road;**

- ii. **the existing social club and snooker club shall be relocated within the site, or to an alternative off-site location of equivalent or better quality and size;**
- iii. **the bus-stop facility shall be retained within the site;**
- iv. **development shall take place in accordance with the Borough Council’s development brief for the site; and**
- v. **a connection to the sewerage system shall be provided at the nearest point of adequate capacity as advised by Southern Water, and access to the existing sewerage infrastructure and water main shall be secured for future maintenance and upsizing purposes, or these shall be diverted to an accessible alternative route**
- vi. **a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.**

6.3.17 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:



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

Employment allocations:

Land at Steele Close, Chandler's Ford

6.3.18 An area of 1.3 hectares of land at, Steele Close, Chandler's Ford is presently used as an operational fire station. A car rental business has recently been given planning permission to operate from another building on the site that was previously used as an ambulance station. A significant area of the south-western part of the site is identified by the Environment Agency as being within a functional floodplain (flood zone 3b). The site is immediately adjacent to junction 13 of the M3 which generates significant noise and air quality issues. In view of these constraints, the Council considers that if the site were to come forward for redevelopment, it should be re-used for commercial purposes rather than residential development.

Policy CF2, Land at Steele Close, Chandler's Ford

An area of approximately 1.3 hectares of land at Steele Close, Chandler's Ford, as defined on the policies map is allocated for B1(b), B1(c), B2, B8, car showroom or

other similar sui generis uses subject to the following conditions:

- i. **it is demonstrated that the site is no longer required by the emergency services;**
- ii. **proposals are supported by a flood risk assessment and flood mitigation proposals;**
- iii. **the proposals do not include noise-sensitive uses;**
- iv. **there is no significant impact on the amenities of surrounding occupiers; and**
- v. **it can be demonstrated that development would not have a detrimental impact on the air quality at the junction of Leigh Road and the northbound slip road at junction 13 of the M3.**

6.3.19 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
- b. adherence to a Construction Environmental Management Plan

and utilisation of standard pollution control guidance with regard to impacts on water quality; and

- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

Land south of the supermarket and east of Bournemouth Road

6.3.20 A site in Chandler’s Ford, off Bournemouth Road south of the supermarket has been identified as having potential for employment use. It is currently a field, bordered by trees and hedgerows. Although the surrounding area is the focus for significant out-of-centre office developments, new offices within use class B1(a) should instead be developed within Eastleigh town centre, the Eastleigh urban renaissance quarter and other district and local centres over the Local Plan period.

Policy CF3, Land south of the supermarket and east of Bournemouth Road, Chandler’s Ford

An area of approximately 1.9 hectares of land south of the supermarket and east of Bournemouth Road, Chandler’s Ford as defined on the policies map, is allocated for employment uses subject to the following conditions:

- i. **the site is developed for employment in use classes B1(b), B1(c), B2 or B8;**
- ii. **access to the site shall be from Bournemouth Road; and**
- iii. **financial contributions are made towards a new cycleway on Bournemouth Road linking Chandler’s Ford and Chilworth.**

Existing trees on the boundaries of the site shall be retained and reinforced with additional landscape planting. The mass and height of new buildings should take account of the site’s prominence from areas to the north and east.

Transport improvements

6.3.21 The impact of existing traffic movements through the parish has been identified as an issue, and a number of transport improvements are proposed to remedy these. These are set out in the Eastleigh Borough Transport Strategy and will be included in the Council’s Infrastructure Delivery Plan.

6.3.22 The Council’s Local Plan development proposals are not however forecast to have significant impacts (above existing levels of traffic/delays) in the Chandler’s Ford area.

6.3.23 The South of Chestnut Avenue development site will deliver some highway improvements in the Chandler’s Ford parish, most notably widening and an additional lane on the Chestnut Avenue westbound arms of the Chestnut Avenue/Tollgate roundabout, and at the Asda roundabout.

Open space and recreation

6.3.24 The Council’s study of open space and recreation provision in the Borough (Eastleigh Borough Open Space Needs Assessment 2017) has identified a need for amenity open space and allotments in the Chandler’s Ford local area. Policy DM36, Chapter 5 sets out the policy for open space.



6.4 Eastleigh

Context and key issues

6.4.1 Eastleigh town includes the urban area of Eastleigh as far west as the M3, including the town centre, the older employment area to the east of the mainline railway (Eastleigh River Side), Southampton Airport and Boyatt Wood to the north of the Eastleigh-Romsey railway line. Its population in 2011 was 24,011 and there were 10,125 dwellings (2011 Census). In 2015 the population was 25,014⁷¹. This area is the only part of the Borough not to have a town or parish Council.

6.4.2 As Eastleigh is the Borough's main town, it is unsurprising that it is substantially developed. However, the area includes some green areas in particular at Fleming Park, and, south of the town at the Lakeside Country Park. These areas, along with the university playing fields to the south of the town, help to maintain the separation between Eastleigh and Southampton, which lies a short distance to the south of the M27.

6.4.3 Although geographically close to the Itchen river valley, links between the town and the valley are poor, with the main London-Bournemouth railway, the industrial area to the east (Eastleigh River Side) and Southampton Airport intervening. The Itchen valley forms the gap that separates Eastleigh from Bishopstoke.

6.4.4 In the town centre the Leigh Road Recreation Ground provides a vital green space. There are no conservation areas in Eastleigh, and only 7 listed buildings. The town was historically a railway town focused on the former railway works to the east of the centre (Eastleigh River Side), and this has shaped its character,

with a grid pattern of streets and older buildings predominantly from the Victorian and Edwardian eras. The town has a strong railway heritage, and also a considerable aviation heritage given the proximity of the airport and the history of aircraft developed in this area.

6.4.5 The town has an extensive range of indoor and outdoor sport and recreation facilities at Fleming Park to the west of the town centre. A new leisure centre has recently opened and includes a full-size indoor swimming pool and improved facilities compared to the current leisure centre. It is set in parkland with bowling greens, floodlit all weather pitches and play facilities, and an extensive area of informal open space that was formerly a golf course. It serves the whole Borough and areas beyond.

6.4.6 South of the town, there are further playing fields at Wide Lane, where a partnership arrangement between Eastleigh Borough Council, Southampton University and the Football Federation has enabled the construction of a new sports pavilion and greatly enhanced the provision of sports pitches on both grass and artificial surfaces. To the west at Stoneham Lane and around junction 5 of the M27 there are further privately-owned sports pitches. Also south of the town and west of Wide Lane is the Lakeside Country Park with pleasant walks, fishing, canoeing and sailing facilities, and a popular miniature steam railway.

6.4.7 To the east of the town, 'The Hub' on Bishopstoke Road is a sports pavilion within an area of sports pitches which

71 Small Area Projections 2015 published by Hampshire County Council

offers a range of sports activities including a thriving Rugby Club.

6.4.8 Eastleigh provides significant employment areas at the industrial estates at Boyatt Wood and at Eastleigh River Side. It also provides the main shopping centre for the Borough.

6.4.9 The town centre has a dual focus, with the majority of the newer shops in the Swan Centre to the south, and a major supermarket along with the recreation ground, cultural facilities and offices to the north off Leigh Road, linked by two main streets (High Street and Market Street). Studies have been undertaken on the town centre retail offer and how to regenerate the centre, however there is a challenge due to the number of separate ownerships.

6.4.10 The Eastleigh River Side area to the east is a source of employment close to the town centre but includes ageing industrial buildings such as the former railways works and other infrastructure. Combined with extensive railway sidings these create a poor environment on the eastern side of the town. It is in need of extensive regeneration, but also includes or adjoins several greenfield development opportunities that could come forward if new or improved access arrangements were provided.

6.4.11 The town has strong road, rail, bus and air transport links. The A335 Leigh Road/ Southampton Road/ Wide Lane links the town centre to both the M3 and M27 motorways and Southampton. There are two railway stations, one serving the town centre, and another at the airport (Southampton Airport Parkway). In the northern part of the town there is a bus station adjoining the supermarket.

However, road traffic through the town is very heavy and includes many heavy goods vehicles. This gives rise to air quality issues and the main road links to the motorways (Leigh Road and Southampton Road) are in an air quality management area.

6.4.12 Southampton Airport is seen as one of the three major 'gateways' into South Hampshire (the other two being the ports of Southampton and Portsmouth). It provides links to destinations within the UK, the Channel Islands and Europe. It provides considerable economic benefits to the town. It needs better public transport access from the eastern parts of south Hampshire as rail travellers from these areas currently have to change trains at Southampton or Eastleigh.

6.4.13 Eastleigh is well-provided with education facilities, some with spare capacity, for example at Nightingale School and Crestwood College. There are first class further education facilities at Eastleigh College and Barton Peveril College providing vocational and non-vocational courses for a wide catchment that extends beyond the Borough.

6.4.14 Health facilities in the town include a number of GP practices located in a central GP surgery building. There is some evidence of deprivation in the Aviary estate, the Pirelli estate, Eastleigh town centre, south Eastleigh and at Eastleigh River Side.

6.4.15 Eastleigh provides a variety of leisure and cultural venues including The Point – an arts and dance centre with an auditorium which can seat 300. As well as an arts centre it is a popular focal point for community events and is establishing a reputation as a conference centre. The



Concorde Club is a nationally recognised centre for jazz. At the Swan Centre, a recently completed leisure complex provides a cinema, bowling and restaurant facilities.

Development proposals and special policies

- 6.4.16 The following policies apply in Eastleigh:
- E1 Land at the Civic Offices and former Magistrates' Court, Leigh Road, Eastleigh
 - E2 Land at Woodside Avenue, Eastleigh
 - E3 Eastleigh town centre
 - E4 Urban renaissance quarter, Eastleigh
 - E5 Public realm improvements in and adjoining Eastleigh town centre
 - E6 Eastleigh River Side
 - E7 Development opportunities adjoining Eastleigh River Side
 - E8 Junction improvements, Eastleigh
 - E9 Southampton Airport
 - E10 Land south of M27 Junction 5
 - E11 Western extension to Lakeside Country Park, Eastleigh
 - E12 Aviary Estate, Eastleigh

- 6.4.17 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Housing/ mixed use

Council Offices and former Magistrates' Court, Leigh Road, Eastleigh

- 6.4.18 An area of approximately 1.9 hectares of land south of Leigh Road and immediately north of Fleming Park previously accommodated the Council's Civic Offices and a former magistrates' court building.

To the immediate east of the site is a listed building which is currently in use as offices. The site contains some important mature trees and has a prominent road frontage to Leigh Road to the north which is also in an air quality management area. The site is also affected by the noise of the M3 motorway.

- 6.4.19 It is considered that this site could accommodate a range of uses, preferably as part of a mixed use scheme. It is important that the site retains its employment potential, and as well as the potential for office uses (to replace existing office floorspace), the site could prove attractive for other commercial and employment uses which take advantage of the site's prominent roadside location as well as educational uses, emergency and health services and training and meeting facilities. The southern part of the site, fronting onto Fleming Park, is considered to be suitable for residential uses.

Policy E1, Land at the Civic Offices and former Magistrates' Court, Leigh Road, Eastleigh

An area of approximately 1.9 hectares south of Leigh Road, Eastleigh as defined on the policies map is allocated for re-development. It is suitable for a range of uses including office (B1a) development or other uses providing employment, education/ training and/ or meeting facilities, emergency or community uses and some residential development. Development will be subject to the approval by the Borough Council of a development brief and a masterplan which address the following requirements:

- i. residential uses are located on the southern part of the site, with other

less noise-sensitive uses focussed on the northern part of site;

- ii. **development achieves a positive relationship with Fleming Park to the south of the site and Leigh Road to the north;**
- iii. **development improves the setting of the adjacent listed building to the east of the site;**
- iv. **development retains existing important trees within the site;**
- v. **the design and layout of development takes account of the noise and air quality issues adjoining the site;**
- vi. **the main vehicular access to the site is provided from Leigh Road**
- vii. **contributions are made to the scheduled capacity improvements of the Leigh Road/ Passfield Avenue junction; and**
- viii. **a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.**

6.4.20 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar

site and the avoidance and mitigation measures identified. These include:

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

Land east of Woodside Avenue, Eastleigh

6.4.21 Land to the east of Woodside Avenue was previously partly in use as a household waste recycling facility (now relocated to Stonecroft Rise) and has until recently also been used for allotments and to accommodate community uses. To the north of the site is the Romsey- Eastleigh railway line, to the south residential properties and to the east Brookwood Road cemetery. Woodside Avenue currently provides vehicular access to the site from the west.

6.4.22 The site is close to the town centre and its more intensive use would help to add vitality to the town centre. It is well located for housing and this development is now under construction.

Policy E2, Land at Woodside Avenue, Eastleigh

An area of approximately 3.3 hectares off Woodside Avenue, Eastleigh, as



defined on the policies map, is allocated for approximately 80-100 dwellings. Detailed development criteria for the site are set out in a development brief adopted by the Council in April 2009, as amended. Development proposals should be in accordance with the requirements of that brief unless it is subsequently revised and approved by the Council. Any development should address the following key requirements:

- i. vehicular access to the site is provided from Woodside Avenue only;**
- ii. residential development is set back as far as necessary from Woodside Avenue in order to limit the impact of traffic noise and air pollution on residential amenity to acceptable levels restricted;**
- iii. provision should be made for on-site public open space including a play area;**
- iv. improvements to highway junctions including Leigh Road/Woodside Avenue;**
- v. retention of trees protected by tree preservation orders;**
- vi. measures to mitigate the biodiversity impact of development;**
- vii. a need to take into account the amenities of adjoining residential occupiers to the south of the site and the proximity of the railway line to the north; and**
- viii. provision of a footpath and cycleway links to improve the accessibility of the site to Eastleigh town centre.**

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

6.4.24 The Borough Council wishes to continue the existing initiatives to regenerate the town centre as set out in its 'Town Centre Vision', which has been agreed and continues to evolve through public consultation and dialogue with stakeholders. Development proposals in the town centre should have regard to the evolving proposals for implementing the town centre vision.

6.4.25 The policies map will identify a number of zones which have different characteristics and development management policies associated with them. This approach is taken to protect the key functions of the town centre whilst also promoting vitality, viability and variety. An example of this is the protection of retailing in the core and primary shopping zones whilst allowing a greater range of non-shopping uses in the secondary zone, to allow the restaurant and café sector to develop further. The Council publishes a retail occupancy survey annually that sets out the proportion of non A1 uses for each shopping area.

6.4.26 The active use of upper floors is encouraged in all shopping zones, to contribute to the vitality and viability of the town centre.

Policy E3, Eastleigh town centre

The Borough Council will support the regeneration of Eastleigh town centre as defined on the policies map. This will include:

- i. strengthening the retail circuit through seeking:**
 - a. development that strengthens the function of the town centre retail anchor to the north of Leigh Road; and**

- b. **the redevelopment of the block east of Upper Market Street, where a range of town centre uses will be acceptable including retail, financial and professional services, public sector services, cafes/restaurants, public houses, hotels, leisure uses, non-residential institutions such as galleries and exhibition halls on the ground and lower floors, with residential uses, including student accommodation, acceptable on upper floors.**

- ii. **promoting well designed, high density mixed-use development that delivers schemes suitable for modern retailing and other town centre uses subject to the following criteria:**

Swan Centre

- a. within the core shopping zone as defined on the policies map development which will result in the loss of A1 retail floorspace will not be permitted.
- b. within the core leisure zone as defined on the policies map a maximum of 20% of the floor area may be used for A1 (retail) use. The following uses will also be permitted: A3 (restaurants and cafes); A4 (drinking establishments); and D2 (assembly and leisure).

Primary shopping zone

- c. within the primary shopping zone in Eastleigh town centre as defined on the policies map a change of use or redevelopment involving the loss of ground floor class A1 shops will only be permitted where not less than 70% of the total frontage is and would remain in A1 retail use.

Secondary shopping zone

- d. within the secondary shopping zone in Eastleigh town centre as defined on the policies map a change of use or redevelopment involving the loss of ground floor class A1 shops will only be permitted where not less than 40% of the total frontage is and would remain in A1 retail use. A2 (financial services) A3 (cafes/restaurants) and A4 (drinking establishments) uses will be permitted within the remaining 60% of the total ground floor frontage to promote diversity and the development of the evening economy. Other town centre uses such as A5 (hot food takeaways) uses and those that do not fall within any use class (such as beauticians) may also be permitted within the remaining 60% of the total ground floor frontage, provided that their contribution to increased vitality in the town centre can be demonstrated.

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

Urban Renaissance

6.4.28 An Urban Renaissance Quarter has been defined adjoining Eastleigh town centre to the north and west and including the main approaches to the town from Leigh Road, Romsey Road and Twyford Road. The area accommodates a number of uses including higher density housing,



community facilities, cultural activities, health and office uses. These uses complement and support the function of the town centre and provide variety and choice, encouraging linked trips in a location accessible by public transport. In addition, taller buildings on the approaches to the town centre enhance legibility by indicating that an area of importance is being approached.

6.4.29 Redevelopment within the Urban Renaissance Quarter provides the opportunity to enhance the quality and design of the building stock and associated public realm and build on the success of recent redevelopments in the area. Developers will be required to improve areas that can be viewed by the public such as boundaries, frontages and facades, and to contribute to identified projects that will enable the renaissance of central Eastleigh. Planning permission for 10-20 Romsey Road, allocated in E4iii below, was approved subject to S106 (F/16/77785).

Policy E4, Urban Renaissance Quarter, Eastleigh

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

i. Residential, office and community areas

Within the areas defined on the policies map, residential, office and community uses of predominantly 3-storeys will be permitted.

ii. Health and education area

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

iii. Romsey Road frontage

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

- a. **exceptional design is delivered; and**
- b. **residential use occupies no more than 50% of the ground floor site frontage.**

iv. Leisure and cultural zone, Leigh Road

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

- a. **the design of any new buildings or external alterations is of high quality; and**
- b. **the new use is complementary to the cultural or recreational activities that are established at The Point or Recreation Ground.**

6.4.30 Development proposals in the Urban Renaissance Quarter that are likely to cause significant traffic increases have been identified as having the potential

to have significant effects on the River Itchen SAC through increased emissions and their effects on air quality. Habitats Regulations Assessment is therefore required to support planning applications for significant development in the Urban Renaissance Quarter.

- 6.4.31 An important element of the Town Centre Vision is that the overall environment of the town centre is improved and made more attractive. A number of priority areas for improvement have been defined and are set out in the policy below.

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

Contributions will be sought from all town centre developments to provide improvements to public spaces, arrival points and street frontages at:

- i. **Leigh Road Recreation Ground;**
- ii. **the Leigh Road axis from the Point, through the Precinct to the railway station forecourt. Provision should be made for a link to a shared foot/cycle facility between the town centre and Barton Park in the longer term (see policy E6);**
- iii. **Upper Market Street (including the bus station);**
- iv. **Twyford Road, to link the town centre with programmed road corridor improvements;**
- v. **Bishopstoke Bridge gateway;**
- vi. **High Street, Market Street and Wells Place; and**

vii. Leigh Road/Romsey Road junction in proximity to the Point.

All highway improvements must be carried out to a standard such that they are adoptable by the Highway Authority.

Employment and transport

Eastleigh River Side

- 6.4.32 Strategic policy S4, Chapter 4 identifies Eastleigh River Side as an area for regeneration. It is also identified for this purpose by the South Hampshire Strategy (October 2012), and was mentioned in similar terms in the former South East Plan.

- 6.4.33 Development of Eastleigh River Side is currently constrained by the proximity of the airport and related limitations on development (including a Public Safety Zone), by limited vehicular access, and by extensive rail infrastructure – also by the waste water treatment works, and the sensitivity of the Itchen valley to the east. However, there are also opportunities – with improved links to the town centre the site has potential to include a wider range of uses, whilst the valley provides an attractive setting for development and opportunities for green links through the site. There is also significant potential for enhancing the use of public transport.

- 6.4.34 The area covers a number of industrial sites and railway sidings east of Eastleigh railway station, and bordering the sensitive Itchen valley to the east and Southampton Airport to the south. It includes the historic former railway works which sits within a rail 'loop' that provides an essential turning facility for trains. Within the eastern boundary of the area



there is the Chickenhall Lane Waste Water Treatment Works. It also includes two small residential streets (Barton Road and Campbell Road) that were originally occupied by railway workers – the houses in Campbell Road are valued for their local heritage interest. It is bordered to the west by the main London-Weymouth railway line, which divides it from the town centre, and it is bisected by the Eastleigh- Fareham railway line.

6.4.35 As it is now defined, the Eastleigh River Side area comprises the existing developed areas between Bishopstoke Road and Southampton Airport (all of which are occupied by business enterprises or local households) and approximately 5.7ha of greenfield land at the southern end of Chickenhall Lane. A further 29ha of currently inaccessible greenfield land lies to the south of the Fareham railway line, to be developed for employment uses over the Local Plan period, if access can be provided. The Eastleigh River Side area and its neighbouring development opportunities can be divided into a number of different parts (to be shown on the policies map), each of which has different characteristics.

6.4.36 Eastleigh River Side currently gains access from:

- Bishopstoke Road via Chickenhall Lane, which extends along the eastern boundary of the site as far as the Fareham railway line. Bishopstoke Road is congested at peak hours, and right-turning traffic entering Chickenhall Lane from the west significantly impedes traffic flows from Bishopstoke and Fair Oak to the east; and
- Southampton Road via the Campbell Road bridge, which is narrow and of poor alignment.

6.4.37 These access arrangements mean that much traffic for the site has to pass through or close to Eastleigh town centre, with associated problems of congestion and poor air quality.

6.4.38 Most of the existing buildings on the site are of some age, and for many years the Council has pursued the possibility of regeneration of the site supported by a new link road from Bishopstoke Road to Wide Lane, via Chickenhall Lane and the airport. This would also help to remove traffic from the town centre. Detailed assessment has suggested that it may not be economically viable to construct such a road at least during the plan period. However the full regeneration potential of Eastleigh River Side will not be realised without the provision of such a link, and therefore it must remain a long-term aspiration.

6.4.39 A balance needs to be struck between resolving local transport issues and enabling economic growth. While not wishing to preclude the long term possibility of a link road through the site, arrangements are needed to help bring forward development on the site during this Local Plan period. There is considered to be scope for enhancing the existing accesses and other parts of the local road network sufficiently to support more intensive or additional development that would help to achieve at least some regeneration of the site, and would help to contribute towards local and sub-regional economic growth objectives. It is recognised that this approach will not remove traffic from the town centre, but it could help to bring forward some improvements to local roads and junctions which could help to resolve existing problems of peak-hour congestion, in particular on Bishopstoke Road.

6.4.40 Although it is currently inaccessible from the public highway, the greenfield land to the south of the railway line (formerly entitled the Northern Business Park) clearly has significant potential to provide additional employment floorspace. The majority of this site adjoins the operational area of the airport and is owned by Southampton Airport Ltd, who have plans to expand the airport's operations. The greenfield land immediately east of the railway works is owned by Network Rail

Policy E6, Eastleigh River Side

The Borough Council will promote the regeneration of Eastleigh River Side through the redevelopment of existing industrial premises and new development off Chickenhall Lane as follows, and subject to the development criteria identified below:

- i. Barton Park/ Deacon's Industrial Estate and adjoining land to the west (Network Rail sidings) and to the east adjoining Chickenhall Lane, as defined on the policies map, should be redeveloped with a mixed-use scheme including:
 - a Technology and Innovation Centre and associated facilities;
 - uses complementary to Eastleigh town centre such as offices (use class B1a business uses); bulky goods retail; hotel/conference centre, restaurants and other leisure uses; some residential development and related community uses possibly including student accommodation; and car parking

to serve Eastleigh Station and the town centre;

- other employment uses in use classes B1, B2 or B8; and
- a new access from Bishopstoke Road, or an improved access from Chickenhall Lane; provided that:
 - ▶ a pedestrian/cycle link is provided across the railway between the site and Eastleigh Station and the town centre, and linked to a green route across the site to the Itchen valley; and
 - ▶ Barton Road is retained in residential use.

Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the foregoing requirements and the development criteria below.

- ii. Tower Lane area, as defined on the policies map, should be redeveloped for business and industrial uses including use classes B1(b) (business - research and development of products or processes), B1(c) (business - light industry), B2 (general industrial) and B8 (storage and distribution).
- iii. land south of the sewage works as defined on the policies map should be developed for B2 and/or B8 uses, including waste management uses such as:
 - Sorting and recycling of waste materials including rail aggregates;



- Generation of renewable energy from waste materials (other than by incineration), e.g. by anaerobic digestion. The possibility of a combined heat and power plant serving other parts of Eastleigh River Side should be explored.
- iv. the railway works, as defined on the policies map, should be developed or redeveloped for business and/or industrial uses in use classes B1(b), B1(c), B2 and B8, provided that it can be demonstrated to the satisfaction of the Borough Council that the land is not required, either now or in the longer term, for rail-related uses. Access to the site could be provided from Southampton Road via an improved Campbell Road bridge and a road link into the site. Improvements to the Campbell Road bridge should include pedestrian facilities.
- Development Criteria:**
- a. Mixed-use schemes should include high quality employment opportunities sufficient to replace and where possible enhance any employment lost through redevelopment;
 - b. The aggregates depots (crushed rock and rail ballast) shall be retained on the site in a location where they can continue to be served by rail;
 - c. A route shall be reserved clear of development to enable the provision of a new link road in the longer term between Bishopstoke Road and Wide Lane, broadly as indicated on the policies map although the precise route will need to be determined as the site is developed. Where economically viable, parts of this route should be constructed as part of new site access arrangements, or contributions should be made towards its longer term provision. In the meantime vehicular access to the various parts of the site shall be provided to the satisfaction of the Highway Authority, and contributions shall be made to the planned improvements to junction 5 of the M27, and improvements to other parts of the local road network including the Twyford Road roundabout in Eastleigh town centre), the junction of Chickenhall Lane and Bishopstoke Road and other junctions on Bishopstoke Road (see policies E8 below, and FO7, section 6.1);
 - d. All new development should be of the highest quality, providing clear environmental benefits including enhancement of the eastern and southern approaches to Eastleigh town centre, and according with the design and sustainability principles set out in this Local Plan;
 - e. Development shall take advantage of existing high quality public transport links and the proximity to the airport;
 - f. There shall be no adverse impact on the sensitive nature conservation interests of the Itchen valley and development on any part of the site should not cause or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation;
 - g. The residential amenities of the occupiers of dwellings in Barton Road, Campbell Road and Southampton Road must not be adversely affected by activities in adjoining industrial areas, including through noise, light, air pollution,

traffic generation or hours of working;

- h. The airport building height limits are respected, and development within the airport’s Public Safety Zone is limited in accordance with the provisions of DfT Circular 01/2010 and any proposals for high density development adjacent to the PSZ does not significantly increase the net risks across the overall site;
- i. Any pollution, including contaminated land, shall be mitigated or remediated in accordance with policy DM8, Chapter 5; and
- j. In order to safeguard the continued operation of the Chickenhall Wastewater Treatment Works, no development sensitive to odours shall be located within the odour zone surrounding the works (to be determined by odour modelling in consultation with Southern Water).

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

Policy E7, Development opportunities adjoining Eastleigh River Side

The development of approximately 9.6 hectares of land to the east of the railway works as defined on the policies map will be permitted for employment uses (in use classes B1(b), B1(c), B2 or B8) subject to the following criteria:

- i. Vehicular access to the site shall be provided to the satisfaction of the Highway Authority;
- ii. The design and layout of new development shall not preclude but shall allow for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority;
- iii. Contributions will be required for the delivery of the new Chickenhall Lane link road where viable;
- iv. There shall be no adverse impact on the sensitive nature conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country Park and the Itchen Way. Development on any part of the site should not cause or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation; and
- v. Land owned by Network Rail within the Itchen Valley Site of Special Scientific Interest shall be transferred to the Borough Council.
- vi. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.

Note: adjoining land in the ownership of Southampton Airport to the south of the railway works shall be developed in accordance with policy E9.

6.4.41 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being



delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

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

Junction improvements, Eastleigh

- 6.4.42 In addition to site-specific transport requirements such as the Northern Link Road the ongoing work to prepare a Transport Assessment has identified a number of junctions in Eastleigh where “do minimum” traffic modelling has indicated improvements may be required to assist in mitigating existing and anticipated future traffic congestion.
- 6.4.43 The Council’s current traffic modelling work on “do something” scenarios is focused on seeking to maximise the benefits of the Northern Link Road proposal, with the aim of reducing the required scope or removing the need for

some of the schemes listed below. The final Transport Assessment will specify the extent of improvement schemes likely to be required in this area to make the Council’s proposed Local Plan strategy acceptable in transport terms.

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

- 6.4.44 The roundabout in Eastleigh town centre at the junction of Twyford Road, Romsey Road, Bishopstoke Road and Station Hill acts as a point of convergence for traffic accessing or crossing the town centre, and is currently operating over-capacity at peak times. There is a significant issue of peak hour congestion in the area. Contributions have been received for improvements to this roundabout.
- 6.4.45 As development in the town centre and the wider area progresses it will be important to continue to secure improvements to this roundabout to increase its capacity and improve traffic flows. This issue is recognised in the TfSH Transport Delivery Plan as part of a wider issue involving the Bishopstoke Road corridor. Improvements to this roundabout will be supplemented by a strategy to enhance traffic conditions along the Bishopstoke Road corridor, particularly at key junctions, to ease peak-hour traffic congestion.
- 6.4.46 The need for, and scope of, a Bishopstoke Road corridor strategy will be identified in the Transport Assessment.

Chickenhall Lane/ Bishopstoke Road

- 6.4.47 This scheme could also form part of a Bishopstoke Road corridor scheme. The existing mini-roundabout at the junction of Chickenhall Lane and Bishopstoke Road facilitates right-turning traffic into and out of Chickenhall Lane which causes

long queues on Bishopstoke Road during peak hours. There is potential to signalise the junction, and also to widen the Bishopstoke Road approaches to it. This would require widening of the existing bridge to the east of the junction as well as some works to the west of the junction.

South of Chestnut Avenue development site

6.4.48 The committed development at the South of Chestnut Avenue site will deliver a number of junction improvement schemes in the south of Eastleigh town area. These are:

- a. Southampton Road/ Chestnut Avenue: Provision of a new right turn lane on Southampton Road
- b. Derby Road/ Passfield Avenue: Widening and additional lane on Passfield Avenue approach
- c. Chestnut Avenue/Passfield Avenue: Widening on all arms and conversion from mini-roundabout to a standard roundabout
- d. Chestnut Avenue/Stoneham Lane: Widening and additional lane on Chestnut Avenue (eastbound) and Stoneham Way approaches
- e. Stoneham Lane/Stoneham Way: Conversion of current restricted moves junction to a four arm roundabout and changes to the road network in this area
- f. Chestnut Avenue/Nightingale Avenue: Conversion to a signalised staggered crossroads

6.4.49 No significant traffic impacts, above impacts from committed developments, were forecast at this location in the “do

minimum” modelling of the Council’s preferred Local Plan Strategy.

Policy E8, Junction improvements, Eastleigh

The Borough Council will support the Highway Authority in developing and delivering capacity improvements as required at:

- i. **Twyford Road/Romsey Road roundabout in order to enhance traffic conditions whilst enabling development and regeneration to take place in the Town Centre and its immediate periphery. Improvements to conditions for pedestrians and cyclists across this junction will be integral to scheme design;**
- ii. **the Chickenhall Lane/ Bishopstoke Road junction, including the installation of traffic signals and widening of the Bishopstoke Road approaches;**
- iii. **various locations in relation to the South of Chestnut Avenue development site (several schemes committed);**
- iv. **at other locations if a requirement is identified in the Transport Assessment.**

6.4.50 Other junction improvements may be required as part of development proposals. Details of these highway improvements will be included in the Infrastructure Delivery Plan. The Borough Council will work with the highways authority to secure funding for proposals from developers’ contributions, including s.106 and community infrastructure levy funding, along with other sources of



funding if necessary, in accordance with the principles set out in strategic policy S12.

Southampton Airport

6.4.51 The airport gains access from junction 5 of the M27 and local roads, including local bus routes, and from the main line London-Weymouth railway via the station at Southampton Airport Parkway. The current operators, Southampton Airport Ltd, have plans to expand operations at the airport in the medium to long term as set out in the Southampton Airport Masterplan 200691. They have powers to undertake airport-related development within the operational area of the airport without the need for planning permission.

6.4.52 The issues set out in Chapter 2 refer to the airport's impacts on the local area in terms of the traffic it generates, noise and emissions from aircraft, and restrictions on development arising from the operational needs of the airport. These include height restrictions and a Public Safety Zone to the north of the airport across Eastleigh River Side and extending into parts of the town centre. There are broad consultation zones for the airport and its radar facility relating to the height of structures and developments likely to attract birds.

6.4.53 The following policy continues to provide for the future development of Southampton Airport in the light of the above issues and to support the increase in use of regional airports to relieve London airports.

Policy E9, Southampton Airport

The Borough Council will continue to work with the operators of Southampton Airport to promote its viability, and will support the expansion of the airport's operations and related development provided that the proposals:

- i. **are necessary for economic growth within the Borough or the improvement of airport operational efficiency, and passenger safety and convenience;**
- ii. **would not physically or visually diminish the countryside gap between Eastleigh and Southampton;**
- iii. **are supported by transport assessments which confirm local network capacity and are consistent with the airport operators' agreed Airport Surface Access Strategy; and**
- iv. **will not unacceptably increase noise and other environmental impacts on the Borough's residents.**

Approximately 21.6 hectares of land identified to the northeast of the runway as defined on the policies map may be developed for airport-related activities and/or employment uses in use classes B1(b), B1(c), B2 or B8, subject to the following criteria:

- a. **any new vehicular access between the site and the public highway shall be provided to the satisfaction of the Highway Authority. The design and layout of new development shall not preclude but shall make allowances for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority;**
- b. **contributions will be required for the delivery of the new Chickenhall Lane link road where viable; and**
- c. **there shall be no adverse impact on the sensitive nature of conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country Park and the Itchen**

Way. Development on any part of the site should not cause, or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation.

6.4.54 The Borough Council will ensure that the airport’s operational constraints are respected, including height limits on development in the vicinity of the airport. Development within the Southampton Airport Public Safety Zone (as shown on the policies map) will be restricted in accordance with DfT Circular 01/2010.

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

Open space and recreation

Land south of M27 junction 5

6.4.56 To the south of junction 5 of the M27 there are areas of former playing fields. The Council is working with Southampton City Council to develop a FA Parklife Football

hub. The Parklife programme was introduced to help address issues of poor pitch quality and this redevelopment will help make up for the loss of playing fields at Stoneham Park and to help ensure sufficient stock of 3G pitches in the Borough. An application is expected shortly for three full sized floodlit 3G pitches and associated changing and parking facilities. Provision of such a facility is supported by the findings of the Sports Facility Needs Assessment and Playing Pitch Strategy Update.

Policy E10, Land south of M27 junction 5

Approximately 18.3 ha of land south of the M27 junction 5, as defined on the policies map, is allocated for the development of playing fields and any ancillary facilities that are required to serve this use. Future development must not adversely affect the existing public right of way that runs alongside parts this site and Stoneham Way.

6.4.57 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar, and impact on water, otters and the introduction of invasive non-native species.

Lakeside Country Park

6.4.58 Lakeside Country Park is located to the south of Eastleigh and comprises approximately 40 hectares of lakes, wet meadow and woodland. Created from



former gravel works associated with the construction of the M27 motorway, the park is now a popular leisure attraction for local residents as well as providing important habitats for flora and fauna.

6.4.59 Lakeside Country Park currently has limited accessibility from Stoneham Lane to the west of the site. An area of approximately 3.6 hectares is located between the Country Park and Stoneham Lane, comprising of woodland and wet meadows. Most of this area is liable to flood (Flood Zone 3) and thus has very limited development potential. It could however accommodate an extension to the country park to provide for some of the future open space needs and mitigate the impact of new development proposed within the vicinity of the site on the local biodiversity interest.

Policy E11, Western extension to Lakeside Country Park, Eastleigh

An area of approximately 3.6 hectares of land west of Lakeside Country Park and east of Stoneham Lane as defined on the policies map is allocated for open space provided that:

- i. a new footway and cycle path is provided on the northern part of the site to connect Stoneham Lane to the Lakeside Country Park; and**
- ii. the biodiversity interest of the site is protected and enhanced.**
- iii. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.**

6.4.60 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any

European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

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

Heritage

Aviary Estate, Eastleigh

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

Policy E12, Aviary Estate, Eastleigh

In order to protect the special character of the Aviary Estate as shown on the policies map, development including extensions will not be permitted unless all the following criteria are met:

- i. the size, scale, architectural style, materials and detailing of the proposals closely reflects the character of the existing development; and**
- ii. the open spaces identified on the policies map are retained and their settings are not adversely affected.**

Allbrook and North Boyatt parish

Context and key issues

6.4.62 Allbrook and North Boyatt parish is the smallest in the Borough. It lies north of Eastleigh adjoining the northern edge of the Borough and Winchester district. In 2011 the population was 1,755 and there were 758 dwellings (2011 Census). In 2015 the population had fallen to 1,676⁷².

6.4.63 The settlement has its origins in the small village of Allbrook that now forms part of the northern extremity of the built-up area of Eastleigh. It includes an area of countryside centred on the former clay pit (now a lake) that forms a gap between an outlying part of the settlement at Pitmore Road and rest of the parish at North Boyatt.

6.4.64 The parish has very little employment, being primarily residential. However, it has good access from the M3 via junction 12 and Allbrook Way. There are also strong road links to Eastleigh town centre via Twyford Road and Woodside Avenue. Public transport comprises bus links to Eastleigh and Winchester. There is no local centre.

6.4.65 Despite its close proximity to Eastleigh, Allbrook has quite a strong sense of community and local identity. Existing scout halls in Boyatt Lane and Allbrook Hill provide useful community facilities.

6.4.66 There is a former infant school in the parish at Rookwood. Although not currently in use as a school it is still in the ownership of the Education Authority and although the buildings are in need of improvements, it remains suitable for educational uses.

6.4.67 There is currently no parish plan.

Development proposals and special policies

6.4.68 The following policies apply in the parish of Allbrook:

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

6.4.69 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

72

Small Area Projections 2015 published by Hampshire County Council



Housing

Land east of Allbrook Way and west of Pitmore Road



6.4.70 On the eastern side of Allbrook Way and raised well above the level of the road is an area of land currently used for grazing. The land slopes down from north to south and from west to east. Lincoln's Copse, an area of ancient woodland and a Site of Importance for Nature Conservation adjoins to the north. There is a belt of mature trees along the eastern boundary which are protected by a Tree Preservation Order. There is also a watercourse in this part of the site which runs north to south along the eastern boundary. Residential properties adjoin to the east in Pitmore Road and to the south in Allbrook Hill. Allbrook Hill is a narrow and congested road with limited capacity for on-

street car parking for existing residents. Development of the site should help to improve this situation. The land is also required to provide the first phase of a new link road in connection with the proposed Strategic Growth Option, north of Bishopstoke/Fair Oak (see Policies S5 and S6).

Policy AL1, Land east of Allbrook Way

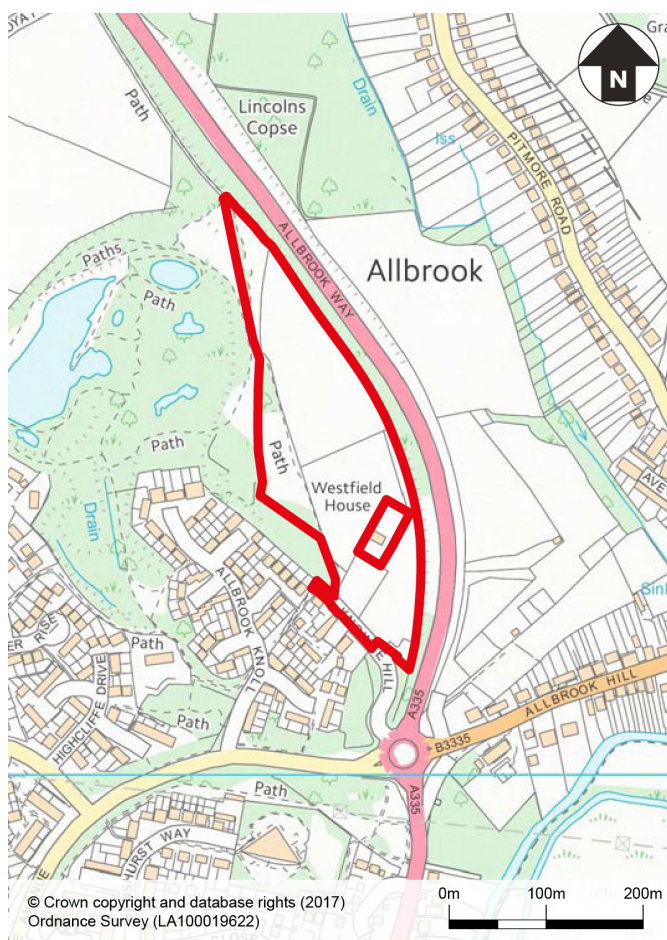
Approximately 7.76 hectares of land on sites east of Allbrook Way and west of Pitmore Road, as defined on the policies map is allocated for approximately 95 dwellings, public open space and a new link road connecting Pitmore Road with Allbrook Way. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:

- i. vehicular access shall be from Pitmore Road or off the new link road;
- ii. adequate land across the site is safeguarded for the new link road;
- iii. the design of the buildings is of a high quality and is sympathetic to the character of the older parts of Allbrook;
- iv. public open space and play space to serve the development shall be provided with connections to Lincoln's Copse;
- v. the development shall retain the biodiversity interests of the site and provide buffers of 20m to the existing watercourse and undeveloped buffers to the south of Lincoln's Copse and to the protected trees to the east (note: size of the buffer will depend on the outcome

of the maternity roost bat surveys currently being undertaken);

- vi. to preserve water quality and flows into the Lower Itchen, details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;
- vii. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
- viii. a site level Habitats Regulations Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site;
- ix. provision of pedestrian and cycle links, both within the site and to connect with the surrounding area;
- x. contributions will be required for transport infrastructure;
- xi. a highway and parking strategy shall be prepared and implemented in consultation with the Council and the highway authority designed to reduce traffic congestion on Allbrook Hill, enhance the amenities of existing occupiers and maintain highway safety.

Land west of Allbrook Way



6.4.71 On the western side of Allbrook Way and raised well above the level of the road is an area of land approximately 4.2ha in area currently used for grazing. It slopes gently from north to south and west to east. The area includes a large residential property south of its centre but this property and its curtilage are excluded from the site though the access to the property is included. This forms one of two accesses to the site from Knowle Hill. A public footpath runs approximately north south across the western part of the site. A woodland protected by a Tree Preservation Order abuts the north-western boundary and mature vegetation extends down the western boundary. A



substantial tree belt provides a buffer along much of the eastern boundary to Allbrook Way (the A335) which connects to junction 12 of the M3 Motorway beyond the site to the north. There is no screening along the southern part of the eastern boundary. There are protected trees within the curtilage of the residential property in the centre of the site.

- 6.4.72 The site contains part of the Allbrook Clay Pits SINC (west of the public right of way) which will need to be retained and protected within any development by the provision of appropriate buffers. There is the potential for bats to be present within the woodland. There is potential for contamination from former use of the wider area as a brickworks. There is also the potential for noise and air quality issues arising from vehicles using the A335 to the east. The majority of the site is safeguarded in the adopted Hampshire Minerals & Waste Local Plan (2013) for sharp sand and gravel.
- 6.4.73 There is expected to be a new access to be provided on Allbrook Way through development of land to the east as part of a new road being planned in association with the proposed north of Bishopstoke / north & east of Fair Oak Strategic Growth Option (see policies S5 and S6). Land may need to be safeguarded within the site to allow the construction of the new link road junction with Allbrook Way.
- 6.4.74 It is considered that the buffers to be provided to protect the SINC, protected trees and other ecology substantially reduce the net developable area of the site, possibly down to as little as 1.5ha resulting in the site being allocated for approximately 45 dwellings.

Policy AL2, Land west of Allbrook Way

Approximately 4.2 hectares of land west of Allbrook Way and north of Knowle Hill, as defined on the policies map is allocated for approximately 45 dwellings. Planning permission will be granted provided that detailed proposals accord with the development plan and meet the following specific development requirements:

- i. **Vehicular access shall be from Knowle Hill;**
- ii. **Appropriate land is safeguarded for the construction of a new junction with Allbrook Way for the SGO link road which will cross land allocated under Policy AL1;**
- iii. **Appropriate provision is made for the retention of existing public access rights across the site and to secure public access to the SINC woodland to the west;**
- iv. **The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;**
- v. **The development shall avoid or adequately mitigate any direct or indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and shall deliver a net gain in biodiversity.**
- vi. **The biodiversity interests of the site shall be retained and appropriate buffers provided to protect the SINC, protected trees and other features of environmental significance (note: size of the buffers will depend on the outcome of the appropriate species**

and habitat surveys to be carried out and submitted with any planning application for the site);

- vii. **To preserve water quality and flows into the Lower Itchen, details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;**
- viii. **A site level Habitats Regulations Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site**
- ix. **Provision of pedestrian and cycle links, both within the site and to connect with the surrounding area;**
- x. **Implementation of appropriate measures to address any land contamination associated with former uses of the site; and**
- xi. **Implementation of appropriate measures to mitigate any adverse air quality and/or noise impacts arising from the proximity of the M27 Motorway to the west and/or Allbrook Way to the east;**
- xii. **Thorough exploration of the nature and extent of the underlying mineral resource and of the potential for the extraction of any viable deposits on the part of the site affected by minerals safeguarding; and**
- xiii. **Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.**

Transport

Allbrook Hill Relief Road

6.4.75 Part of the proposals for a new northern link road between M3 Junction 12 and the proposed Strategic Growth Option site is to deliver a new Allbrook Hill Relief Road, linking the B3335 Allbrook Hill/Highbridge Road/Pitmore Road junction with the A335 Allbrook Way, south of M3 Junction 12.

6.4.76 It is proposed that the junction in the centre of Allbrook would be modified so that the new section of road (through to Allbrook Way) would link directly with Highbridge Road, and Pitmore Road would become the minor arm of a "T" junction. Allbrook Hill, currently a two way through road, would become a cul-de-sac connecting into Osborne Mews to maintaining access for residents and businesses there, but would no longer be a route for through traffic.

6.4.77 It is envisaged that such an arrangement would both prioritise traffic from the Strategic Growth Option site towards M3 Junction 12, and would also resolve existing traffic congestion and safety issues on Allbrook Hill

M3 Junction 12 and Allbrook Way

6.4.78 The Allbrook Hill Relief Road would connect to the A335 Allbrook Way by means of a new roundabout junction. Traffic modelling to date has indicated that additional traffic flows from the Strategic Growth Option site would have a significant impact on congestion at the eastern roundabout of M3 Junction 12, such that an improvement scheme here to mitigate these impacts would be required. However other aspects of operation



of the junction (e.g. the operation of sliproads to the main carriageway) are not indicated as being significantly affected by development traffic flows.

- 6.4.79 Work is currently underway to develop an improvement scheme for M3 Junction 12 and details of a preferred option for this will be included in the Transport Assessment. It is anticipated that this scheme would be mostly focused on the arms of the eastern roundabout but may also need to incorporate improvements to Winchester Road (link to Otterbourne Hill) on the north side of the junction.

Allbrook Rail Bridge

- 6.4.80 Allbrook Rail Bridge has been identified as a potential pinch-point for large vehicles attempting to pass each other under the bridge. The northern link road proposals include changes to the highway geometry on the approaches to the bridge (particularly to the east of the bridge, where Highbridge Road is proposed to be realigned to straighten the bridge approach). These changes should enable large vehicles to pass each other more easily under the bridge and on its approaches.
- 6.4.81 The promoter of the Strategic Growth Option site will be required to provide detailed design proposals for alterations here, which maintain accessibility for pedestrians and cyclists, to the satisfaction of the Local Highway Authority.

6.5 Hedge End, West End and Botley

Hedge End Parish

Context and key issues

- 6.5.1 Hedge End is centrally located within the Borough with the settlements of Horton Heath and Fair Oak to the north and the Hamble peninsula to the south. It adjoins Botley parish to the north and east, Bursledon parish to the south and West End parish to the west.
- 6.5.2 The town has seen significant growth in recent years, including extensive residential development that has expanded the town north to the Eastleigh-Fareham railway, and substantial residential, commercial and industrial development to the south-west including major out-of-town shopping at junction 7 of the M27. It is now the second largest settlement in the Borough, and in 2011 had a population of some 20,790 and 8,488 dwellings (2011 Census). In 2015 the population was 21,791⁷³.
- 6.5.3 The boundaries of Hedge End town closely follow the urban edge of the settlement, and it includes very little open countryside. Land to the north of the railway in Botley parish contributes to the separation between Hedge End and Horton Heath to the north, and Boorley Green to the east. To the east, other land in Botley parish provides a narrow gap between the urban area of Hedge End and
- the village of Botley. [Note – dwellings accessed off King’s Copse Avenue form part of the urban area of Hedge End although they lie in Botley parish.]
- 6.5.4 The parish includes a narrow strip of countryside to the south-west of the M27 which comprises the gap between Hedge End and Southampton. This area is under on-going development pressures, and the extensive development at junction 7 has also diminished this gap significantly.
- 6.5.5 Within the parish there are some areas of open space generally in the form of playing fields, managed open spaces and green links through residential areas. Outside the parish to the south east is the Manor Farm Country Park. There is little heritage interest in the town.
- 6.5.6 Hedge End contains some of the Borough’s more extensive industrial and commercial developments in the area adjoining junction 7 of the M27, with the out-of-town superstores, other major retail stores and industrial estates.
- 6.5.7 The town has a district centre. Here, however, the proximity of the out-of-town stores has impacted on its vitality. It is also bisected by busy roads.
- 6.5.8 Hedge End gains vehicular access primarily from the M27 junctions 7 and 8. The main route to Southampton is via the A334 from junction 7. There are problems of peak hour congestion on the M27, at



junctions 7 and 8 and on the approach roads to these junctions, including routes through the industrial and commercial area at Hedge End such as Tollbar Way.

6.5.9 There is a railway station at Hedge End located on the northernmost boundary of the settlement. Hedge End is also served by a number of bus services to Southampton and Eastleigh.

6.5.10 There has been considerable residential development in Hedge End over recent decades, including a variety of house types and tenures e.g. Dowd's Farm. There is an increasing need for specialised accommodation for elderly people and for affordable housing.

6.5.11 The main secondary school in the area is the Wildern School which is operating over capacity. There is understood to be some spare capacity at a few of the primary schools such as Shamblehurst, but others are accommodating more than planned and having to expand where possible. The Wildern School site is a hub site for leisure, arts, dance and theatre including The Berry Theatre which is an innovative concept bringing live entertainment to this part of the Borough.

6.5.12 Medical facilities are provided by two GP surgeries.

6.5.13 Hedge End does not have a parish plan.

Development proposals and special policies

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

- HE1 Land west of Woodhouse Lane, Hedge End
- HE2 Land at Sunday's Hill and Land north of Peewit Hill Close
- HE3 Land at Home Farm, St John's Road

HE4 Land off Peewit Hill Close and Dodwell Lane, Bursledon

HE5 Land at Netley Firs, Kanes Hill, Hedge End

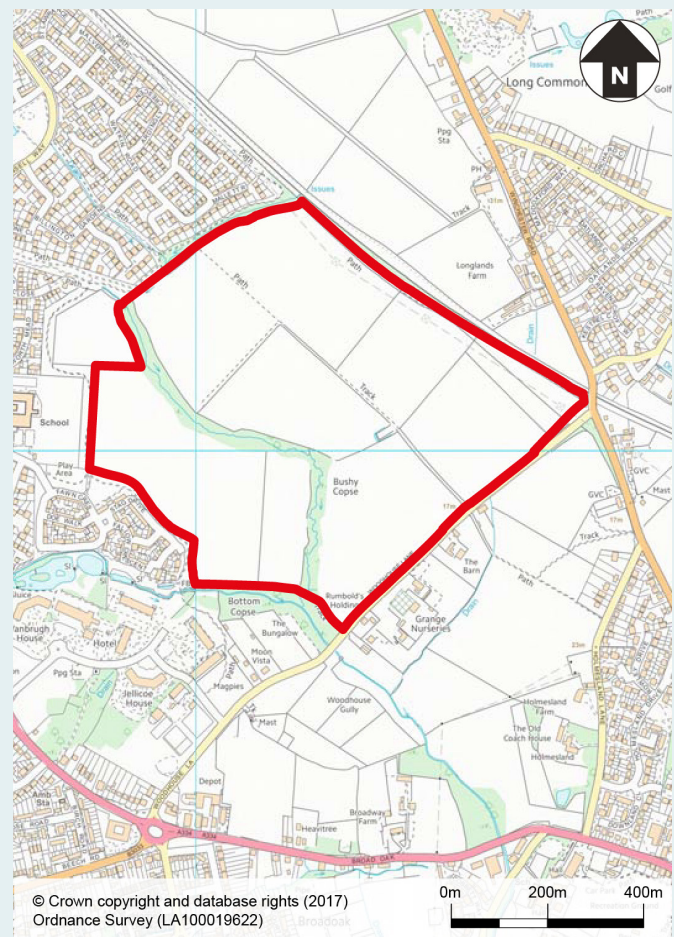
HE6 Hedge End Railway Station, Hedge End

HE7 Land at Kanes Hill, Hedge End

6.5.15 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Housing

Land west of Woodhouse Lane, Hedge End



6.5.16 A site comprising approximately 51.1 ha of land on the western side of Woodhouse Lane is currently in agricultural use. The site is bounded to the north east by the Fareham to Eastleigh railway line, to the south east by Woodhouse Lane and to the west by the existing built-up area. It comprises gently undulating farmland which is bisected by a stream within a wooded corridor which is a locally-protected site of nature conservation interest (Bottom Copse Bushy Copse SIN). A small part of the site lies in an area at risk of flooding.

6.5.17 A high voltage overhead power line runs parallel to the northern edge of the site adjacent to the railway line which is mostly in a shallow cutting. The site is crossed by underground water and gas pipelines and a public footpath linking Woodhouse Lane with the existing housing area of north Hedge End.

6.5.18 Taking the above into account, the development of this site for residential development and a secondary school together with a local centre is proposed.

Policy HE1, Land west of Woodhouse Lane, Hedge End

An area of approximately 51.1 hectares of land west of Woodhouse Lane, Hedge End, as defined on the policies map is allocated for the development of approximately 650 dwellings and community facilities including a new secondary school, a local centre, sports facilities within a Sports Hub and public open space. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following requirements:

- i. The provision of a range of housing types, size and tenures;
- ii. The provision of community facilities including a local centre, a seven-form entry secondary school (with space to expand to nine-form entry) and playing fields;
- iii. The provision of on-site public open space and play areas to serve the development;
- iv. Safeguarding of land adjoining the Berrywood Meadows open space for improved sports facilities;
- v. The retention of a countryside gap to separate Boorley Green, Botley and Hedge End;
- vi. The provision of contributions towards the laying out of playing fields on the adjacent Berrywood Meadows public open space (land south west of the mature tree line across the site); (see policy DM36)
- vii. Safeguarding of land required for the Botley bypass (see policy BO5) and the provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development unless a transport assessment demonstrates that this is not necessary;
- viii. the provision of vehicular access to the development from Woodhouse Lane;
- ix. the retention of the existing Public Rights of Way through the site and the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area;

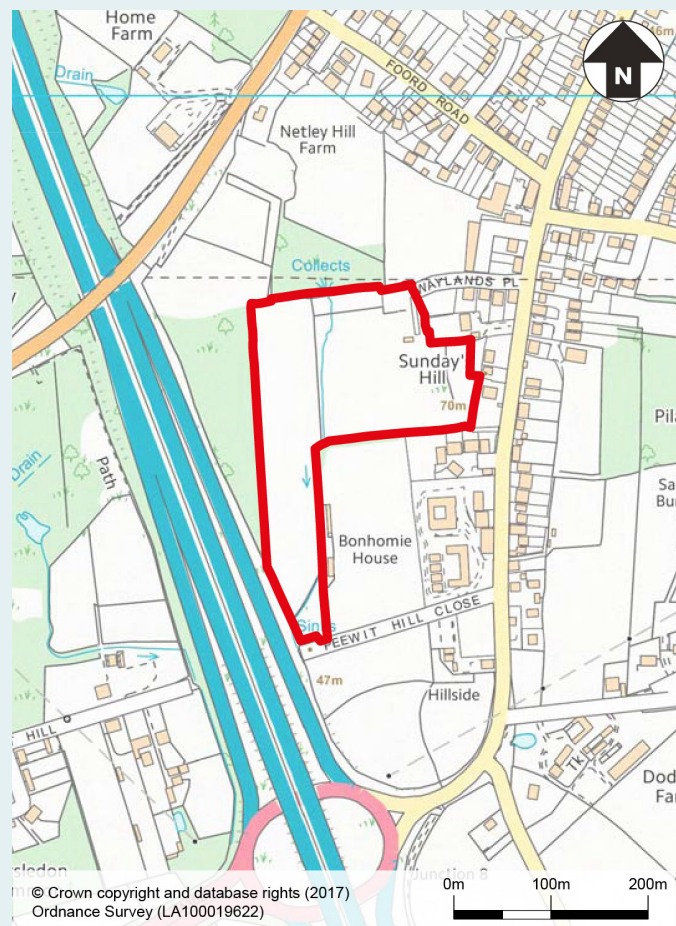


- x. protection and enhancement of the nature conservation interests of the sites, including the Bushy Copse SINC woodland and stream corridor including 20m buffers along all boundaries of the woodland and the stream;
- xi. avoiding development on areas of the site at risk of flooding;
- xii. to preserve water quality and flows into Woodhouse Gully details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage
- xiii. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 list, that the Railway and Wildern PBLs that interlace the site are kept open for wildlife dispersal and that there is a net gain in biodiversity
- xiv. the provision of a landscape setting for the development, including buffer planting on Woodhouse Lane frontage, landscape treatment of the corridor adjacent to the railway line and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- xv. a thorough examination of the potential for the re-location of the overhead power lines within the site, in order to maximise the site's development potential;
- xvi. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures,

in light of the adjacent railway line and the proposed school;

- xvii. a thorough examination of the potential for incidental minerals recovery for that part of the site within the Minerals Safeguarding Area;
- xviii. provision of a connection to the sewerage system at the nearest point of connection, as advised by Southern Water.

Land at Sundays Hill and Land north of Peewit Hill Close



6.5.19 The site comprises 4.2ha of land on the southern side of St Johns Road Phase 1 residential development, eastern side of the M27 and the northern side of Peewit Hill Close, and is currently covered in grassland with extensive wooded areas

(predominantly within the west of the site). Trees to the north of the site are protected by a Tree Preservation Order. The headwaters of the Badnum Creek are present within the north of the site whilst Badnum Creek dissects the centre of the site, flowing north to south. The topography of the site also falls gradually from north to south towards Peewit Hill Close. The site as a whole is likely to be able to accommodate approximately 106 dwellings.

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

An area of approximately 4.2ha of land on the southern side of St Johns Road Phase 1 residential development and the northern side of Peewit Hill Close, as defined by the policies map, is allocated for development to include approximately 106 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. The provision of part of the new link road between St Johns Road Phase 1 residential development and Dowell Lane that passes through the site, which will provide the main access to the site;
- ii. The provision of a range of housing types, size and tenures;
- iii. The provision of on-site public open space and play areas, to serve the development providing it is kept outside the natural woodland areas,

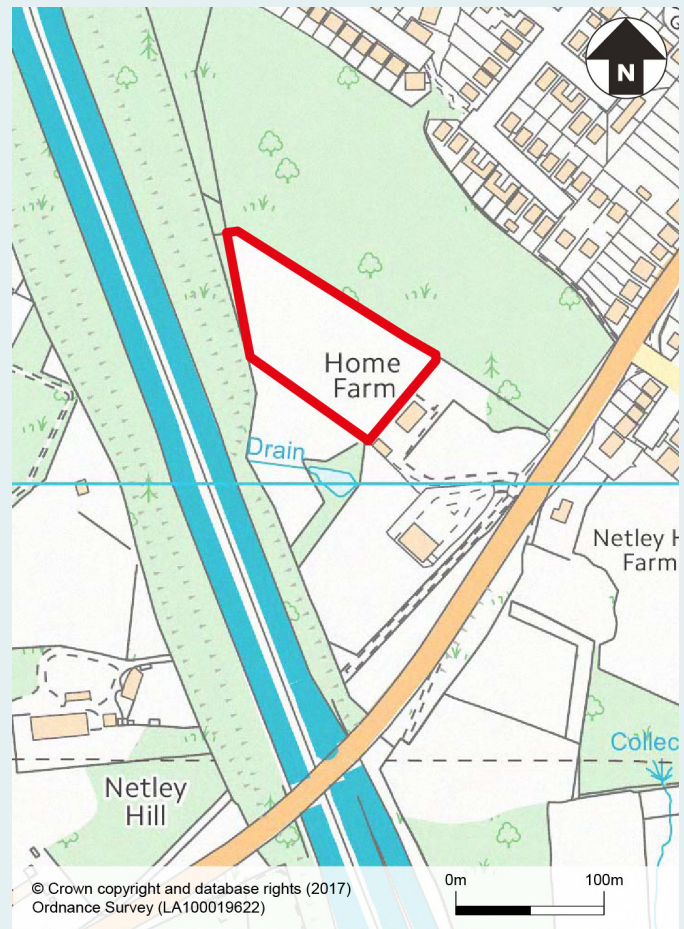
the headwaters and the buffers for Badnum Creek;

- iv. To preserve water quality and flows into the headwaters and Badnum Creek the following studies and information will be required for the HRA:
 - a. A thorough hydrological survey of the water flow across the site
 - b. A full exploration of the headwater system detailing the damage already occasioned by phase 1, chemical and water quality testing, and suggesting any remediation that can be provided and how the remaining headwater habitat can be retained and protected
 - c. details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at greenfield rates.
- v. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists or habitats that support the adder populations on site, that routes remain open along the M27 PBL for species dispersal and ensure that there is a net gain in biodiversity;
- vi. Opportunities will be taken to create and enhance habitat connectivity within the M27 Priority Biodiversity Link to the west to ensure this corridor remains open for wildlife dispersal;



- vii. **The provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area;**
- viii. **The provision of a good quality landscape setting for the development (including retention and buffering of the headwaters and Badnum Creek. The creek should be buffered by at least 20m landscape treatment for the proposed link road) and retaining, maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;**
- ix. **Ensuring an acceptable noise and air environment for new homes through appropriate siting of development and the provision of suitable noise and air mitigation measures, in light of the of the proposed link road (Policy HE2), the M27 and the proposed employment uses (Policy HE3); and**
- x. **Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.**

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



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

Local Plan (2013). The site is allocated for a residential development of approximately 16 dwellings.

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

An area of approximately 0.6ha to the west of Hedge End, as defined on the policies map, is allocated for development to include approximately 16 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. A range of housing types, sizes and tenure;
- ii. The provision of vehicular access from St John's Road;
- iii. The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
- iv. The provision of pedestrian and cycle links both within the site and to connect the site with the built-up area of Hedge End, with development permitted on adjacent sites and over the motorway to Southampton in accordance with Policy S13 (xv);
- v. To preserve water quality and flows details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;
- vi. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
- vii. The provision of a good quality landscape setting for the development and the adjacent permitted development and maintaining and reinforcing existing boundary planting compatible with planned adjoining uses and minimising impacts on protected trees;
- viii. Ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the proximity of the M27 Motorway to the west;
- ix. Implementation of appropriate measures to mitigate any adverse air quality impacts arising from the proximity of the M27 Motorway to the west;
- x. Thorough exploration of the nature and extent of the underlying mineral resource and of the potential for the extraction of any viable deposits on the part of the site affected by minerals safeguarding;
- xi. Implementation of appropriate measures to address any land contamination associated with former uses of the site; and
- xii. Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.



Housing in adjoining areas

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

Employment

Land off Peewit Hill Close and Dodwell lane

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

Policy HE4, Land off Peewit Hill Close and Dodwell Lane

Approximately 3.6 hectares of land off Peewit Hill Close and Dodwell Lane, as defined on the policies map, is allocated for employment uses in use classes B1b, B1c and B8 subject to the following requirements:

- i. **the development provides the remainder of the new road link between the southern boundary of the residential allocation to the north (policy HE2) and Dodwell Lane;**
- ii. **access to the site is from the new road link;**
- iii. **the use of the site is compatible with neighbouring residential uses and does not affect their residential amenities by adding to noise or**

light pollution, air pollution, traffic or by hours of working;

- iv. **a landscape screen is provided around the southern portion of the site which is currently visually exposed from the eastbound motorway off-slip and junction 8;**
- v. **the development is built to a high standard of design compatible with its location on the southern side of Hedge End at an entry point to the settlement; and**
- vi. **provision of a connection to the sewerage systems at the nearest point of adequate capacity as advised by Southern Water.**
- vii. **a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.**

6.5.23 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and the avoidance and mitigation measures identified. These include:

- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species

- b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution control guidance with regard to impacts on water quality; and
- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

6.5.24 There is also potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

6.5.25 A further small site has been identified in Hedge End parish with the potential for the development small-scale employment premises to help meet the needs of local employers and those seeking to work locally. There is a small site at Netley Firs, Kanes Hill, where there is some existing employment and this site is also suitable for a travelling showpeople’s yard.

Policy HE5, Land at Netley Firs, Kanes Hill, Hedge End

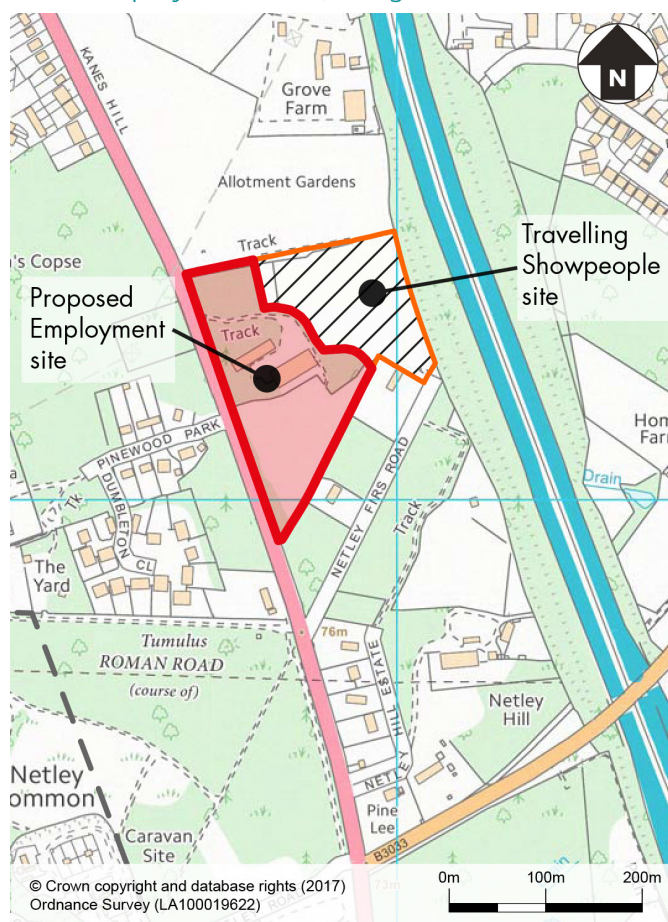
An area of approximately 1.8 hectares of land at Netley Firs, Kanes Hill, Hedge End as defined on the policies map is allocated for employment use subject to the following conditions:

- i. the site is developed for employment in use classes B1b, B1c or B2 compatible with the existing employment uses on the site, with nearby dwellings and the proposed adjoining travelling showpeople’s site;
- ii. access shall be from the A27 Kanes Hill via an access shared with the adjoining travelling showpeople’s site; and
- iii. existing trees within the site shall be retained and protected as part of a landscape scheme for the site.

An area of approximately 1.5 hectares of land at Netley Firs, Kanes Hill, Hedge End, as defined on the policies map, is suitable for use as a travelling showman’s yard subject to the following conditions:

- i. access shall be from the A27 Kanes Hill via an access shared with the adjoining employment site;

Other employment sites, Hedge End



- ii. **a noise impact assessment should inform the siting and design of plots to minimise noise nuisance from the adjoining motorway and from activities on the site; and**
- iii. **existing trees bordering the site shall be retained and reinforced with additional planting as part of a landscape scheme for the site, to provide visual and noise screening.**

6.5.26 There is some potential for previously unidentified archaeology of prehistoric and Roman date. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Employment in adjoining areas

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

Transport

6.5.28 Traffic flows generated by the strategic development at Boorley Green are forecast to generate significant additional demand on routes towards M27 Junction 8 via Woodhouse Lane and Maypole Roundabout. A capacity improvement scheme at Maypole Roundabout is committed in relation to this development.

6.5.29 The “do minimum” traffic modelling of the Strategic Growth Option indicated potential significant additional impacts at Maypole Roundabout, possibly requiring a further improvement scheme at this location. More clarity on this requirement will emerge once “do something” modelling and the Transport Assessment are completed.

6.5.30 The Council also has a long-standing policy seeking to deliver a new road to the south of Hedge End linking the western end of the Sunday’s Hill bypass with St John’s Road. An initial part of this route will be delivered by committed housing development at St Johns Road and the Council will continue to seek completion of this additional route.

Other transport improvements

6.5.31 Strategic policy S12 also indicates the Borough Council’s intention to work with the Highway Authority to achieve improvements to junction 7 of the M27. There is now a commitment in place from central government to fund upgrades to the traffic signals at this junction to provide better coordination and improve throughput.

6.5.32 The centre of Hedge End is dominated by busy roads, and needs transport improvements. Proposed transport improvements to local roads, cycleways and footpaths are set out in the Eastleigh Borough Local Transport Statement and the Council’s emerging Infrastructure Delivery Plan

6.5.33 A need has been identified for improvements to Hedge End station to cater for increasing use. While there is a footbridge connecting both platforms, it is not fully accessible (e.g. to those with disabilities) - those with mobility difficulties must use the narrow, unlit Shamblehurst Lane North road bridge and indirect connecting paths instead.

Policy HE6, Hedge End Railway Station, Hedge End

The Borough Council will work with the train operators, Network Rail and the Highway Authority to achieve improvements to Hedge End railway

station including a new accessible footbridge.

6.5.34 Use of Hedge End railway station is increasing and is likely to increase further with new development in the area. Improvements are likely to be needed to increase its capacity and the level of amenity it provides for rail users. Funding for such improvements will be sought from a variety of sources including the train operating companies, Network Rail and developer contributions.

Open space and recreation

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

Community facilities

6.5.36 Hedge End Town Council has also notified the Borough Council of a need for a new cemetery to serve the town.

Policy HE7, Land at Kanes Hill, Hedge End

Cemetery provision on land to the east of Kanes Hill, Hedge End as identified on the policies map will be permitted subject to the provisions of policy

DM39, Chapter 5. Landscape screening may be required to protect the amenity of surrounding uses and provide a suitable context for the development.

West End parish

Context and key issues

6.5.37 The parish of West End lies on the south-western boundary of the Borough adjoining Southampton. In terms of its built form, the settlement has effectively merged with Southampton and there is no gap between the two.

6.5.38 The parish is divided by the M27 and extends some way to the north of the motorway, bordering Bishopstoke and Fair Oak parishes to the north, and Hedge End to the east. To the west it includes the Itchen valley and borders Eastleigh. A small area of the parish extends around Thornhill (in Southampton) and adjoins Hound parish to the south.

6.5.39 The settlement of West End has grown in recent decades and in 2011 had a population of 11,470 and 5,168 dwellings (2011 Census). By 2015 the population had increased to 11,836⁷⁴.

6.5.40 There is a narrow gap between the built-up areas of West End and Hedge End, alongside the M27 motorway, but this is under threat from development pressures. There are some open spaces within the settlement and its wooded hills and views across the Itchen have drawn many people to West End. However the main area of countryside in the parish lies north of the motorway. This area includes

74 Small Area Projections 2015 published by Hampshire County Council



the Itchen Valley Country Park, a valued amenity which serves a wide area.

- 6.5.41 The area can claim to be a centre of sporting excellence as it contains the Ageas Bowl, home to Hampshire County Cricket Club, and the Hampshire Tennis and Health Club, with associated golf course and hotel facilities. This is a substantial venue of regional significance. As well as major sporting fixtures it hosts other events such as large concerts. It has implications for the area because of the amount of traffic that it attracts for such events. Access is from the already busy roads leading from junction 7 of the M27. On-site parking is limited, necessitating the use of overflow and park and ride car parks in the surrounding area, including at Bursledon. This facility is a major asset for the Borough and has developed further sporting activities and outreach into schools including the Poseidon Boxing Club, Choi Kwang Do, Orbit Learning Centre and Hedge End Running Club. There remains a shortage of junior pitches in the parish.
- 6.5.42 Parts of the parish are of heritage value and it contains conservation areas at Gaters Mill and Romill Close. There are remains of an ancient hill fort in Telegraph Woods.
- 6.5.43 West End parish includes some of the large industrial units adjoining Hedge End, and a scatter of employment uses created through re-use of buildings in its rural areas, including Berrywood Farm off Tollbar Way, and along Allington Lane. At Allington Lane such uses have degraded the character of the countryside. The parish also includes the Chalcroft Business Park, a former rail-based naval victualling depot that has poor road access but is now in a variety of commercial uses, mainly in uses class B8 storage and distribution, resulting in considerable

disturbance to local residents from related traffic.

- 6.5.44 The parish does not have access to a railway station. However parts of the parish are served by regular buses to Southampton and Eastleigh.
- 6.5.45 West End has a busy local centre which is in need of some regeneration and improvement.
- 6.5.46 There is a primary school and some parts of the parish are also served by schools in Southampton and Hedge End. The parish includes Moorgreen Hospital, parts of which have been recently redeveloped. It nevertheless provides specialised health services including palliative care and some mental health facilities.
- 6.5.47 The West End Parish Plan was produced in 2010.

Development proposals and special policies

- 6.5.48 The following policies apply in the parish of West End:
- WE1 Chalcroft Business Park, Burnetts Lane, West End
- WE2 Land adjoining the Chalcroft Business Park
- WE3 Land west of Tollbar Way and south of Berrywood Business Park, Hedge End
- WE4 Land at Ageas Bowl and Tennis Centre, Botley
- 6.5.49 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.

Employment

Chalcroft Business Park, Burnetts Lane, West End

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

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

Proposals for the alteration, extension, change of use or redevelopment of existing land and buildings within the Chalcroft Business Park (as defined on the policies map) for class B1b, B1c, B2 and B8 uses will be permitted if all of the following criteria are met:

- i. a new road is built as shown on the policies map to serve the Chalcroft Business Park and the new development west of Horton Heath; and
- ii. development would not adversely affect the adjoining Round Copse or Chalcroft Business Park sites of importance for nature conservation.

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

Policy WE2, Land adjoining the Chalcroft Business Park

A site of approximately 1.6 hectares between the Chalcroft Business Park and Burnetts Lane is allocated for employment development in use classes B1(b), B1(c) and B8 provided that:

- i. a new road is built as shown on the policies map to serve the Chalcroft Business Park and the new development west of Horton Heath;
- ii. the site is served by a shared access with the rest of the Chalcroft Business Park;
- iii. the use of the site does not adversely affect the residential amenities of adjoining dwellings within the Chalcroft Business Park, or opposite the site on Burnetts Lane;
- iv. the development would have no unacceptable adverse impact on the adjoining Chalcroft Business Park Site of Importance for Nature Conservation or existing mature trees within and bordering the site; and
- v. a substantial landscape screen is provided fronting Burnetts Lane to help screen the development from the dwellings on the opposite side of the lane.

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

6.5.51 The site covered by Policy WE2 is a small area bounded by the Chalcroft Business Park, its access road, Burnetts Lane and the railway. It would provide a useful



extension to the business park, but its development for this purpose needs to take account of the proximity of dwellings within the business park and opposite the site on Burnetts Lane, and the presence of mature trees within and bordering the site.

6.5.52 Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the Solent and Southampton Water SPA and Ramsar site and the River Itchen SAC and the avoidance and mitigation measures identified. These include:

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

Berrywood Farm, Tollbar Way, Hedge End

6.5.53 A number of sites have been identified in the Borough that have the potential for small-scale employment development to help meet the needs of local employers

and those seeking to work locally. These include an extension to an existing employment site at Berrywood Farm, west of Tollbar Way, Hedge End, which lies in West End parish. This employment use came about originally from the conversion of farm buildings, and the policy allocates a small adjoining site for new employment development.

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

An area of approximately 0.8 hectares of land west of Tollbar Way and south of Berrywood Business Park, Hedge End, as defined on the policies map is allocated for employment use subject to the following conditions:

- i. **the site is developed for employment in use classes B1b, B1c and B2 compatible with the existing employment uses on the adjoining Berrywood Business Park;**
- ii. **access shall be via the existing access serving the larger site on Tollbar Way;**
- iii. **the development is of a high quality compatible with the adjoining buildings on the Berrywood Business Park; and**
- iv. **the existing hedgerow fronting Tollbar Way is retained and reinforced with additional landscape planting.**

6.5.54 Part of the site may be at risk from flooding from an adjoining watercourse and a flood risk assessment may be required in accordance with policy DM5. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed

development upon these in accordance with policy DM12.

Transport

Bubb Lane-Burnetts Lane link road

- 6.5.55 As part of the West Horton Heath development, there is a commitment by developers to deliver a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see WE1, Chapter 6, section 6.5). This road is intended to help reduce local difficulties caused by large vehicles accessing Chalcroft Business Park via narrow and unsuitable rural roads.
- 6.5.56 There may also be a need to make improvements to the A27 Mansbridge Rd/ Swaythling Road/ Allington Lane/ Townhill Way junction. The “do minimum” modelling indicated significant impacts here (as well as significant increases in traffic flow along Allington Lane) related to the Strategic Growth Option site. However it is hoped that improvement schemes in the “do something” modelling, particularly at M3 Junction 12, will improve journey times via the northern link road route sufficient that traffic volume increases via Allington Lane will be minimised.
- 6.5.57 The Transport Assessment will provide further detail on any requirement for improvements at this junction.

Sport and recreation

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

- 6.5.58 The Ageas Bowl (formerly the Rose Bowl), the tennis centre and golf course at West End have seen significant development in recent years. The Council is keen to

ensure the success of these facilities whilst maintaining the generally green, open, landscaped character of the area. The use of the present facilities causes traffic congestion on occasions, and enhanced provision for pedestrians, cyclists and public transport will be required in conjunction with any additional development.

- 6.5.59 The following policy allows for reasonable additional development, adaptation and change, whilst maintaining outdoor recreational activities as the primary uses of the area, and seeking to ensure that any development is of the highest quality.

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

Proposals for the development of further sports and recreational facilities at the Ageas Bowl and Tennis Centre will only be permitted if they conform to all the following criteria:

- i. **development must be for outdoor sport or recreational purposes, or for buildings strictly ancillary to such uses;**
- ii. **any buildings or structures must be appropriate in scale, form and location to the predominantly green and open character of the area and should only be visible from the surrounding area in the context of the wider landscape setting;**
- iii. **development must be of a high quality layout and design, with careful attention to detailing, hard landscaping and planting;**
- iv. **proposals for floodlighting on any part of the site (excluding cricket)**



must be of a scale, form, location and luminosity that would not affect the predominantly open character of the area. The hours of use of any floodlighting may be limited in order to minimise its impact on nearby residential property;

- v. **proposals must be accompanied by satisfactory arrangements for vehicular access from Botley Road and must include provision for improved facilities for pedestrians, cyclists and public transport;**
- vi. **any areas of the site to be used for occasional or short-term car parking must be provided with an appropriate soft surface, be well landscaped and not be used for any purposes other than car parking;**
- vii. **any proposal must ensure that surface water drainage will not increase flood risks downstream and within the river corridor; and**
- viii. **that there will be no adverse impact on the adjacent Telegraph Woods SINC where contributions will be required towards its maintenance.**

interest. A major new development including 1,400 dwellings, a new primary school and public open space is currently under construction to the north and east of Boorley Green. Other developments with planning permission in the parish include 600 dwellings at Land at Hedge End north of Winchester Road. This will significantly increase the population in the parish which was recorded at 5,083 and there were 2,199 dwellings in the 2011 Census. In 2015 the population was 5,061⁷⁵.

6.5.62 There are dwellings in Botley parish that sit on the eastern edge of Hedge End. The gap between these and other parts of Botley is important for the identity of Botley village, but its open and rural character is being eroded.

6.5.63 Botley lies on the upper reaches of the River Hamble, which is tidal up to Botley Mill. It has an attractive village centre which is included in a conservation area, and a large number of listed buildings, including Botley Mill which is an historic flour mill on the river. The conservation area extends south of the village to include areas of countryside linked to it historically.

6.5.64 There is also historic interest at the Manor Farm Country Park which lies within the parish. This provides an important recreational resource for the Borough and the rest of south Hampshire, although local pedestrian, cycle and bridleway links to it are in need of improvement.

6.5.65 Other recreational resources in the parish currently include areas of public open space with related pitches, greens and courts.

6.5.66 There is little employment in Botley apart from within local shops and small workshops – most residents of working

Botley Parish

Context and key issues

6.5.60 Botley parish is located on the eastern boundary of the Borough adjoining Winchester district. The parish extends around the northern part of Hedge End, bordering Fair Oak and Horton Heath parish, and includes housing on the eastern edge of Hedge End and in Boorley Green to the north of Botley.

6.5.61 Botley is one of the oldest settlements in the Borough and has significant heritage

age commute to workplaces at Hedge End, Winchester and Southampton.

6.5.67 The retail centre of Botley is attractive, but its prosperity is compromised by the presence of significant flows of through traffic and the proximity of the out-of-town stores at Hedge End. The new development at Boorley Green includes a new local centre.

6.5.68 Botley is served by the A334 extending through the village centre from Hedge End and linking through to Wickham and Bishop’s Waltham to the east. To the north, Winchester Street and Woodhouse Lane link the village to Boorley Green and Fair Oak. There is a limited bus service to Eastleigh and Southampton.

6.5.69 Traffic flows through the village include HGVs and are sufficient to have caused an Air Quality Management Area to be defined because of the related emissions. The traffic also affects the viability of the village centre and its heritage qualities, reducing its attractiveness as a place to visit and affecting quality of life for local residents. Means of addressing poor air quality in the village are set out in the Council’s Botley Air Quality Management Area Action Plan. These include increasing the use of public transport and other modes, travel planning, working with local businesses to reduce vehicle movements, detailed analysis of traffic movements, vehicle emission testing and air pollution monitoring. However, the most effective measure to resolve air quality and other issues would be to divert traffic away from the village centre, and there is a long-standing proposal for a Botley bypass that is included in the Local Plan (see policy BO4).

6.5.70 Outside the village to the east, in Winchester district, there is a railway

station serving the village. It lies on the line linking Fareham and Eastleigh. At the station there is a rail-served aggregates depot. The station has little car parking.

6.5.71 The parish is currently served by a range of community facilities including meeting halls and a local primary school and other facilities will be provided as part of new development. The school is supported by pupils from beyond the immediate parish. There is also currently a small private school (Woodhill School). GP services are understood to be adequate to meet existing local needs. There is a need for additional cemetery facilities.

6.5.72 Work is currently progressing on the preparation of a Neighbourhood Plan.

Development proposals and special policies

6.5.73 The following policies apply in in the parish of Botley:

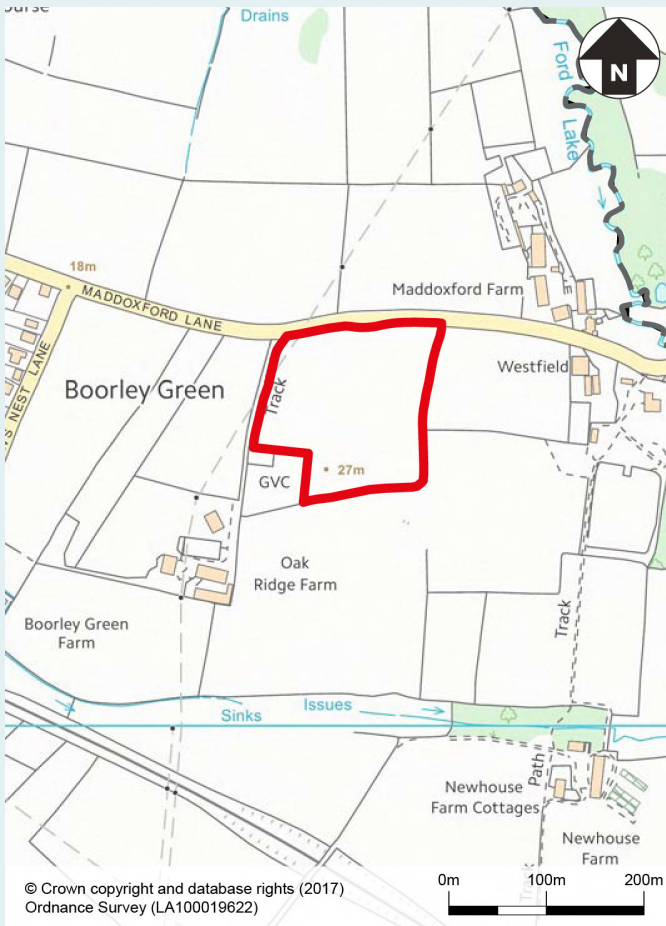
- BO1 Land south of Maddowford Lane and east of Crows Nest Lane
- BO2 Land west of Uplands Farm, Botley
- BO3 Land east of Kings Copse Avenue and east of Tanhouse Lane
- BO4 Land north of Myrtle Cottage, Winchester Road
- BO5 Botley bypass
- BO6 Junction Improvement, Botley Road/ Bubb Lane roundabout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

6.5.74 In addition policy DM24, page 114 lists developments with planning permission or resolution to permit in the parish.



Housing

Land south of Maddoxford Lane and east of Crows Nest Lane



6.5.75 This site comprises land on the southern side of Maddoxford Lane and to the east of Crows Nest Lane, currently in agricultural use. The site is split into three field parcels defined by mature tree and hedge planting. The site is bisected by underground gas and water pipelines and an overhead power line. Two of the field parcels have been the subject of recent planning applications - the site closest to Crows Nest lane having recently been granted outline planning permission for up to 50 dwellings and the adjacent site having a resolution to grant outline permission for up to 50 dwellings, subject to additional ecology information and to the completion of a Section 106 legal agreement. The site as a whole is likely to

be able to accommodate approximately 130 dwellings. A lower density for the eastern-most parcel is envisaged to allow a softer rounding off of the settlement.

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

An area of land to the south of Maddoxford Lane and the east of Crows Nest Lane, as defined on the policies map, is allocated for the development of approximately 30 dwellings.

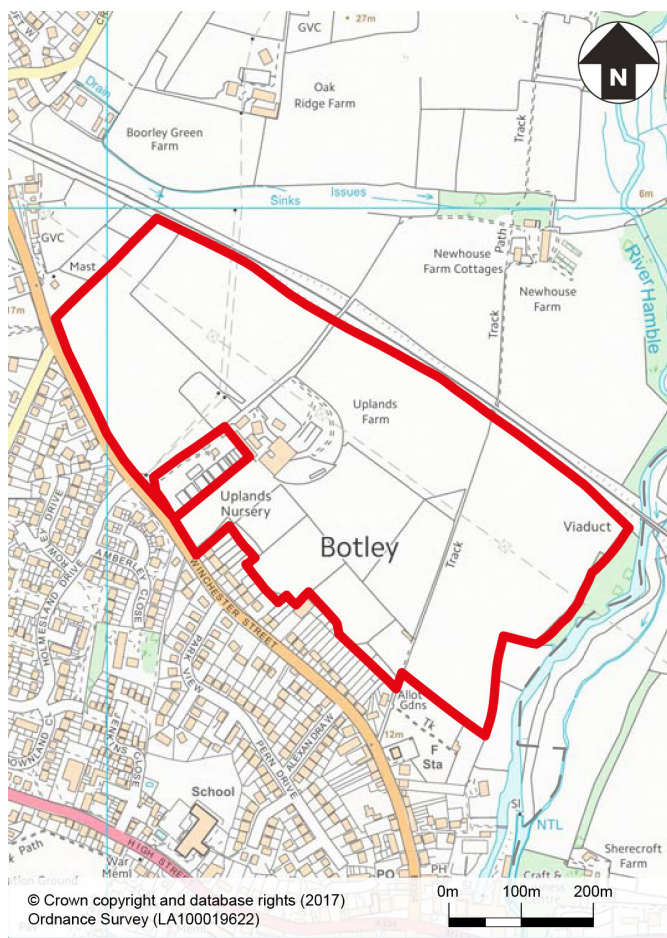
Planning permission will be granted provided that the detailed proposals comply with the Development Plan and address the following specific requirements:

- i. the provision of housing of a range of type, size and tenure;
- ii. access shall be made from Maddoxford Lane;
- iii. the provision of pedestrian and cycle links within the site and to connect the site with nearby development along Maddoxford Lane;
- iv. **Marshy Grassland, Botley SINC runs to the south and east of the development. Buffers of 20m will need to be kept free from development adjacent to the SINC and designed to maintain the hydrological flows and extend the habitat into the SINC;**
- v. **To preserve water quality and flows into Ford Lake details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;**
- vi. **Ensure avoidance or mitigation of direct and indirect adverse impacts**

on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists, ensure routes remain open within the Railway PBL for Wildlife dispersal and that there is a net gain in biodiversity;

- vii. examination of the potential for the relocation of the overhead power line crossing the site in order to optimise the site’s development potential;
- viii. the development should be designed and landscaped to provide an appropriate settlement edge and should retain and reinforce existing boundary hedgerows and tree belts;
- ix. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water

Land west of Uplands Farm, Botley



6.5.76 A site comprising approximately 26 hectares on the north eastern side of Winchester Street and to the south of the railway line is primarily in agricultural use. The site includes the listed farmhouse and buildings of Uplands Farm, the existing dwelling at Uplands Nurseries and allotments in the south western corner. The eastern part of the site lies adjacent to the River Hamble which is within an area at risk of flooding and is also adjacent to the Botley Mill SINC, designated for its wet woodland habitat and adjacent to the designated Botley Conservation Area. The site is crossed from north-west to south-east by a high voltage overhead power line and by a public footpath which runs north to



south, linking the village with the open countryside to the north.

Policy BO2, Land west of Uplands Farm, Botley

An area of approximately 26 hectares of land to the north-east of Winchester Street, as defined on the policies map, is allocated for the development of approximately 300-375 dwellings, land for the Botley by-pass, employment use and public open space.

Planning permission will be granted provided that the detailed proposals comply with the Development Plan and with an approved masterplan for the whole site which addresses the following specific requirements:

- i. land is safeguarded for the route of the Botley bypass in accordance with policy BO4 and details of this route shall be agreed with the highway authority, and the Borough Council (see policy S12); contributions shall be made towards the bypass unless a transport assessment demonstrates that this is not necessary;
- ii. contributions to other relevant off-site transport proposals as set out in the Eastleigh Borough Transport Statement;
- iii. the provision of vehicular accesses from the proposed Botley bypass and from Winchester Street;
- iv. the provision of housing of a range of type, size and tenure
- v. the provision for approximately 6,000m² of new employment floorspace in use classes B1(b), B1(c), B2 or B8.
- vi. the provision of on-site public open space and play areas;
- vii. the retention of the existing allotments on the site or their re-provision in an equivalent or better location elsewhere on the site and to an equivalent or better standard;
- viii. a thorough examination of the potential for the relocation of the overhead power line on the northern edge of the site, adjacent to the railway line, in order to maximise the site's development potential;
- ix. 20m buffers will be required to the River Hamble and Botley Mill SINC the designated River Hamble and the Wet Woodland respectively.
- x. to preserve water quality and flows into the River Hamble details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage.
- xi. ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists, ensure that the routes remain open within the Railway PBL for wildlife dispersal and that there is a net gain in biodiversity.
- xii. the provision of naturalised SuDS with three forms of filtration, unless it is demonstrated that the ground conditions are unsuitable
- xiii. the retention, improvement, and maintenance of the existing Public Rights of Way through the site

and the provision of good quality pedestrian and cycle links both within the site and to connect the site to the surrounding area;

- xiv. the protection of heritage assets within the site (including the listed buildings at Uplands Farm and potential archaeological remains) and the provision of an enhanced setting for these buildings and for the designated conservation area to the east of the site;
- xv. the provision of a good quality landscape setting for the development (including landscape treatment of the corridor adjacent to the railway line for the proposed bypass) and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- xvi. ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures, in light of the adjacent railway line, the existing fire station, the proposed Botley bypass and the proposed employment uses;
- xvii. a thorough examination of the potential for localised small scale minerals extraction or incidental minerals recovery for that part of the site within the Minerals Safeguarding Area;
- xviii. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water;

Land east of Kings Copse Avenue and east of Tanhouse Lane



6.5.77 The site comprises 6.18ha of land on the eastern side of Kings Copse Avenue and Tanhouse Lane and falls within the Manor Farm County Park. The site is split into two parcels with the larger open parcel to the south, currently used for agriculture and the smaller northern parcel consisting of mature woodland which is part of the Tanhouse Meadow SINC and Manor Farm LNR. The Hedge End Stream is located within this area of woodland. Overhead powerlines cross diagonally through the eastern part of the site. The site boundaries are well defined by mature vegetation apart from the north western boundary which abuts Kings Copse



Avenue, where clear views of the site are achieved. The topography of the site falls gently towards the north east. The site as a whole is likely to be able to accommodate approximately 70 dwellings.

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

An area of approximately 6.18ha of land on the eastern side of Kings Copse Avenue and Tanhouse Lane, as defined by the policies map, is allocated for development to include approximately 70 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. A range of housing types, sizes and tenure;
- ii. The provision of on-site public open space and play areas, to serve the development;
- iii. The provision of vehicular access from Kings Copse Avenue;
- iv. The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;
- v. The provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including the adjacent Rodaway Pavilion and Football Ground;
- vi. The maintenance and improvement of the Public Rights of Way to the west of the site;
- vii. 20m buffers off Tanhouse Meadow SINC/Manor Farm LNR to protect the designated sites and the Hedge End stream to the north. All mature hedgerows should be retained and buffered by 5m either side;
- viii. Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;
- ix. Avoiding development on areas of the site at risk of flooding;
- x. To preserve water quality and flows into the Hedge End Stream details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at greenfield rates will be required at the outline stage;
- xi. The provision of a landscape setting for the development, including buffer planting on Kings Copse Avenue frontage, and maintaining, reinforcing and buffering existing boundary hedgerows, tree belts and woodland;
- xii. The provision of good quality landscape setting for the development (including buffer planting on Kings Copse Avenue frontage), and maintaining and reinforcing existing boundary hedgerows, tree belts and woodland;
- xiii. A thorough examination of the potential for the relocation of the overhead power line which crosses the site, in order to maximise the site's development potential;
- xiv. Preservation of the pipeline infrastructure which cross the site;
- xv. Ensuring an acceptable noise environment for new homes through appropriate siting of

development and the provision of suitable noise and air mitigation measures, in light of the increased road traffic noise impact from Kings Copse Avenue, due to the opening of Pylands By Pass / Link Road and Botley By Pass; and

- xvi. **Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.**

Park Hotel & Spa beyond which land has been granted planning permission for approximately 1,400 dwellings. Land to the west is currently in agricultural use but forms part of an area granted planning permission for 680 dwellings. The site is allocated for residential development of approximately 22 dwellings.

Policy BO4, Land north of Myrtle Cottage, Winchester Road

Land north of Myrtle Cottage, Winchester Road



An area of approximately 1.1ha to the north-west of Boorley Green, as defined on the policies map, is allocated for development to include approximately 22 dwellings. Planning permission will be granted provided that the detailed proposals comply with the development plan, and comply with an approved masterplan for the whole site which addresses the following specific requirements:-

- i. **A range of housing types, sizes and tenure;**
- ii. **The provision of vehicular access from Winchester Road (B3354);**
- iii. **The provision of contributions to, or delivery of, off-site highway improvements considered necessary to serve the development;**
- iv. **The provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including enhancement of connections with Boorley Green, with the permitted development to the west and to Hedge End Railway Station in accordance with policy S13xii;**

6.5.78 An area of approximately 1.1ha to the north-west of Boorley Green is in mixed use comprising a two residential properties and agricultural storage uses. To the east is the Macdonald Botley



- v. **To preserve water quality and flows details of Sustainable Urban Drainage with three forms of naturalised filtration and maintenance of runoff at Greenfield rates will be required at the outline stage;**
- vi. **The potential for relocating the existing low voltage electric pole is thoroughly examined in order to maximise the development potential of the site and to create satisfactory residential amenity;**
- vii. **Ensure avoidance or mitigation of direct and indirect adverse impacts on habitats or species protected by legislation or identified as of principal importance within the NERC Act 2006 S41 lists and that there is a net gain in biodiversity;**
- viii. **The provision of a good quality landscape setting for the development (including buffer planting on the Winchester Road frontage) and maintaining and reinforcing existing boundary hedgerows, compatible with adjoining uses;**
- ix. **Ensuring an acceptable noise environment for new homes through appropriate siting of development and the provision of suitable noise mitigation measures; and**
- x. **Provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water.**

Transport

Botley bypass

6.5.79 The village of Botley has suffered from increasing vehicular traffic and congestion in recent years. The A334 runs west to east through the village centre and provides

access to Winchester district and Fareham Borough over the River Hamble. Traffic flows through the village are likely to increase as a result of the development proposals of this plan, and the major development approved at North Whiteley in Winchester district.

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

Policy BO5, Botley bypass

An indicative route is reserved for a new road bypassing Botley to the north, as shown on the policies map. This shall comprise:

- i. **improvements to the Maypole roundabout, and to Woodhouse Lane from the Maypole roundabout in**

Hedge End to a new roundabout with a new road link across to Winchester Street, to be secured in connection with development proposals at Hedge End, Botley, Boorley Green, and Horton Heath;

- ii. a new road link between Woodhouse Lane and Winchester Street;
- iii. a new road link from Winchester Street to the River Hamble built to distributor road standard through the site allocated for development by policy BO2 above, to form part of the road network serving this development site; and
- iv. a bridge over the River Hamble, and a road south-eastward to the junction of the A334 with the Curdridge Road in Winchester district, for future implementation (as set out in Winchester City Council's Local Plan Part 2). The design of the bridge over the upper reaches of the Hamble River should minimise damage to the river and to the adjoining Botley Mill Woodland Site of Importance for Nature Conservation.
- v. a site level Habitats Regulation Assessment is required to demonstrate how this site will be delivered without adverse effect on any European site.

The new road should include safe and convenient provision for pedestrians, equestrians and cyclists including the ability to access Botley station to the east. An environmental impact assessment will need to be prepared to accompany the planning application for the road and the bridge over the River

Hamble. In due course the Borough Council will promote traffic calming measures within Botley village in association with the bypass.

6.5.81 This proposal links to an equivalent proposal in Winchester district that continues the bypass past Botley Station to link with the A334. In preparing a scheme for the bridge over the River Hamble and the eastern-most part of the bypass, a Construction Environmental Management Plan is likely to be required. The environmental impact assessment should include specific consideration of water quality impacts on the Solent Maritime Special Area of Conservation (which includes the River Hamble estuary) and how adverse effects on the SAC will be avoided.

6.5.82 The Habitats Regulations Assessment Screening Report of this plan will determine if this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site. Particular reference should be made to the findings of the Habitats Regulation Assessment of the Local Plan with regards to the River Itchen SAC and the avoidance and mitigation measures identified. These include:

- a. careful design of new development, informing new residents and commitment to monitoring with regard to risk introducing invasive non-native species
- b. adherence to a Construction Environmental Management Plan and utilisation of standard pollution



control guidance with regard to impacts on water quality; and

- c. avoidance measures with regard to disturbance of otters and protection of watercourses to preserve the otter movement network.

6.5.83 There is also potential for previously unidentified archaeology of prehistoric and Roman date along the route of the bypass. Any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM12.

Other transport improvements

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

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

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

6.5.86 There is a commitment from the developers of the site between Hedge End station and Boorley Green to make improvements to this roundabout. These improvements will consist of enlarging the roundabout itself and widening to two

lanes on the Winchester Road and Bubb Lane approach arms.

6.5.87 It is possible that even with this improvement, capacity could be exceeded by traffic generated by the proposed SGO site and the proposed Botley bypass. It is likely it would be possible to additionally widen the Winchester Road southern approach if a requirement is identified in the Transport Assessment. The Borough Council will work with the Highways Authority to secure funding for this proposal from developers' contributions, including s.106 and community infrastructure levy funding, along with other sources of funding if necessary, in accordance with the principles set out in strategic policy S12.

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

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

Footpaths and cycleways

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

Open space provision

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

Heritage

Botley Mill

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

Policy BO7, Botley Mill

Planning permission will be granted for development at Botley Mill subject to the other policies of this Local Plan and the following conditions:

- i. **it enables the preservation, restoration and future maintenance of the buildings and their setting;**
- ii. **it is sympathetic in terms of use, layout and design to the location of the site, the character of the listed buildings and their setting;**
- iii. **it provides improved pedestrian links to the centre of Botley;**
- iv. **measures are taken to improve the safety of the vehicular access to the site; and**
- v. **development would not harm the nature conservation value of the River Hamble.**



Chapter 7: Monitoring and Review

Monitoring

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

Review

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



Appendix A: Policies to be replaced by this plan

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

Policies in the 2011-2029 plan are saved until this plan has been updated, albeit that most of the sites have been permitted since its publication (before adoption, the policies in this plan will be a material consideration)

Policy	Summary
1.0 The Countryside	
1.CO	Criteria for development in the countryside
2.CO	Presumption against development in strategic gaps
3.CO	Criteria for development in local gaps
5.CO	Farm diversification
6.CO	Criteria for agricultural workers dwellings
7.CO	Agricultural occupancy condition
8.CO	Replacement dwellings in the countryside
9.CO	Residential extensions in the countryside
10.CO	Replacement of non-residential buildings in the countryside
11.CO	Extensions to non-residential buildings in the countryside
12.CO	Hamble Community Sports College SPA
13.CO	Hampshire Police Headquarters SPA
14.CO	Mobile Home Parks
15.CO	Conversion of rural buildings for employment purposes
16.CO	Conversion of rural buildings to residential
17.CO	Extension of authorised commercial uses in the countryside
18.CO	Protection of the landscape
19.CO	Protection of landscape features

Policy	Summary
20.CO	Landscape Improvements
2.0 Nature Conservation	
22.NC	Protection of SSSIs
23.NC	Protection of Sites of Importance for Nature Conservation
25.NC	Promotion of biodiversity
26.NC	Protection of wildlife network
27.NC	Designation of Local Nature Reserves
3.0 Environmental Sustainability	
28.ES	Waste collection and storage
29.ES	Development next to noise sensitive premises
30.ES	Noise sensitive development
31.ES	Residential development and noise
32.ES	Pollution control
33.ES	Air Quality
34.ES	Reduction of greenhouse gases
35.ES	Contaminated land
36.ES	Lighting
37.ES	Sustainable construction
38.ES	Renewable energy
39.ES	River corridors
40.ES	Southampton Water and Hamble estuary
41.ES	Development affecting water courses
42.ES	Development in a catchment of a water course
43.ES	Areas at risk of flooding



Policy	Summary
44.ES	Development in areas at risk of flooding
45.ES	Sustainable drainage
4.0 Urban Renaissance and the Built Environment	
52.BE	Improving Eastleigh approach roads
53.BE	Eastleigh Renaissance Quarter
54.BE	Financial contributions in Renaissance Quarter
55.BE	Recreation Ground
56.BE	Barton Park
57.BE	Barton Park
58.BE	Protection of greenspaces
59.BE	Design Criteria
60.BE	Road and Rail corridors
61.BE	Homezones
62.BE	People with disabilities
63.BE	Car park design
64.BE	Overhead electricity lines
65.BE	Criteria for telecommunications proposals
66.BE	Information and communications technology
67.BE	Criteria for advertisement proposals
68.BE	Notifiable installations
69.BE	Airport Public Safety Zone
5.0 Housing	
71.H	Mixed use development
72.H	Density
73.H	Housing mix
74.H	Affordable housing

Policy	Summary
75.H	Affordable housing on smaller sites
76.H	Dowd's Farm, Hedge End
77.H	South Street, Eastleigh
79.H	Development off Woodside Avenue, Eastleigh
80.H	Pirelli Phase 2
81.H	Reserve Housing Sites
82.H	Hardings Lane Fair Oak
83.H	Fair Oak Lodge
84.H	Romill Close, West End
85.H	Conversion to flats
86.H	HMOs
87.H	Gypsy sites.
88.H	Scotland Close, Fair Oak
6.0 Transport & Accessibility	
89.T	Investment criteria
91.T	Transport Schemes
92.T	Local transport proposals
93.T	Park and Ride at Stoneham
94.T	Park and Ride at Windhover, Bursledon
95.T	Parking at Southampton Parkway
96.T	Interchange facilities
97.T	Parking at Airport
98.T	Small Park and Ride schemes
99.T	Freight



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

Policy	Summary
128.TC	Core retail area
129.TC	North of Wells Place
130.TC	Leigh Road
131.TC	Romsey Road
132.TC	Market Street
133.TC	District and local centres
134.TC	Major retail development
135.TC	Warehouse clubs
136.TC	Core Zone
137.TC	Primary shopping zones
138.TC	Secondary shopping zones
139.TC	Change of use in local centres
140.TC	Changes of use which don't attract customers
141.TC	Upper floors
142.TC	Change of use to A3 in shopping areas
143.TC	Amusement centres
144.TC	Car Boot Sales
9.0 Public Open Space, Sport & Recreation	
145.OS	Loss of open space
146.OS	Green Network
147.OS	Open space requirements
148.OS	Shortfall of open space
149.OS	Improvement of playing fields
150.OS	Berrywood open space



Policy	Summary
151.OS	Allotments
152.OS	New footpaths
153.OS	Bridleways
154.OS	Stables and Riding Schools
155.OS	River Hamble Moorings
156.OS	Jetties, pontoons, landing stages, etc
157.OS	Noisy sports
158.OS	Rose Bowl SPA, West End
10.0 Tourism & The Arts	
159.TA	Sustainable tourism
160.TA	Leisure and tourism facilities in the countryside
161.TA	Leisure and tourism facilities in urban areas
162.TA	The Strawberry Trail
163.TA	Hotel on Hamble peninsula
164.TA	Conference Centre at Barton Park
165.TA	Percent for Art
11.0 Conservation & Listed Buildings	
166.LB	Protection of scheduled archaeological sites
167.LB	Protection of non-scheduled sites
168.LB	Archaeological evaluation
169.LB	Criteria for development in a Conservation Area
170.LB	Demolition in a Conservation Area
171.LB	The setting of buildings in a Conservation Area
172.LB	Advertisements in Conservation Areas
173.LB	Listed building demolition
174.LB	Listed building alterations

Policy	Summary
175.LB	Buildings of Local Importance
176.LB	Enabling development
177.LB	Protection of historic parks and gardens
178.LB	Botley Mill restoration
179.LB	Old Bursledon – protection
180.LB	Old Bursledon –roads
181.LB	Hiltingbury –protection
182.LB	Bournemouth Road
183.LB	The Aviary Estate
184.LB	Campbell Road, Eastleigh & Crowsport
12.0 Community Facilities	
185.IN	Protection of existing community facilities
186.IN	Criteria for new facilities
187.IN	Moorgreen and Nuffield SPAs
188.IN	Tankerville SPA
190.IN	Infrastructure Provision
191.IN	Developers’ Contributions



Appendix B: Legislation and other plans and strategies

A.1 There is a full list of the legislation, strategies, plans and policies that we must take into account in the Sustainability Appraisal Scoping Report Appendix 1, which you can see at: <http://www.eastleigh.gov.uk/planning--building-control/ planning-policy-and-design/local-development-framework/sustainability- appraisal.aspx>

Legislation

A.2 Statutory requirements are set out in the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004 (the 2004 Act), the Planning Act 2008, the Localism Act 2011, the National Planning Policy Framework 2012 and the Town and Country Planning (Local Planning) (England) Regulations 2012. The Localism Act removed the former regional plans, has introduced powers for local communities to prepare neighbourhood development plans, and made a number of further amendments to the 1990 and 2004 Acts and regulations.

A.3 The 2004 Act established a different way of preparing Local Plans, introducing the concept of 'Local Development Frameworks' (LDFs) - portfolios of documents that included a core strategy and other development plan documents (DPDs) and Supplementary Planning Documents (SPDs). The government's National Planning Policy Framework published in March 2012 has changed this, suggesting that all policies and proposals should now be included in a single DPD called a Local Plan. Eastleigh Borough Council has accordingly produced a Local

Plan, but is also proposing to produce another DPD on Travelling Communities.

A.4 The National Planning Policy Framework has replaced the Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs) which formerly set out national planning policies and guidance on how to prepare local development frameworks.

A.5 The Government also publishes circulars and other guidance on planning matters. There are also many other pieces of legislation that are relevant to planning, for example relating to housing, public health, transport, biodiversity etc. All this legislation and guidance can be viewed in full at www.communities.gov.uk/.

Planning and other strategies

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

National plans and strategies

National Planning Policy Framework

A.7 In March 2012 the Government published the National Planning Policy Framework: www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework.

This replaces most of the former planning policy statements and planning policy guidance notes. It provides a set of national planning principles, and all Local Plans are required to be in conformity with these.

County and sub-regional plans and strategies

Hampshire County Council

A.8 The County Council has responsibility for:

- minerals and waste planning, along with the unitary city authorities of Southampton and Portsmouth and the New Forest and South Downs national park authorities;
- transport planning, including the Local Transport Plan
- flooding – the County Council is now a Lead Local Flooding Authority under the Flood and Water Management Act 2010
- Management of the River Hamble – the County Council is responsible for the Harbour Authority;
- education;
- social care and health;
- libraries.

It also has roles in encouraging business and the economy, leisure and tourism, landscape planning and heritage, promoting biodiversity etc. (see www.hants.gov.uk).

Hampshire Minerals and Waste Plan

A.9 Hampshire County Council, Southampton City Council, Portsmouth City Council, the New Forest National Park Authority and the South Downs National Park authority are the minerals planning authorities for Hampshire. The Hampshire Minerals and Waste Plan (HMWP) was adopted in October 2013 – see www3.hants.gov.uk/mineralsandwaste.htm. The HMWP has identified a mineral extraction site at Hamble Airfield in Eastleigh Borough, along with a number of minerals and waste safeguarding sites. Local Plans must reflect minerals and waste plans once these are adopted.

Local Transport Plan

A.10 Highway authorities have a duty under the Local Transport Act 2008 to produce a local transport plan. The Local Transport Plan for Hampshire (LTP3) has been prepared by Hampshire County Council and Portsmouth and Southampton City Councils setting out the long-term strategy for travel and transport within Hampshire for the period 2011 to 2031 - <http://www3.hants.gov.uk/local-transport-plan.htm>. In the light of the recession and reductions in public spending, it identifies as an overall priority the need to make the most of existing infrastructure. Within this, there are a number of themes including maintenance and safety of roads, management of traffic,



public transport, quality of life and place, and transport and growth areas. The LTP contains sections relating to strategies for the various parts of Hampshire including a Strategy for South Hampshire. This identifies the characteristics and challenges relating to transport in south Hampshire, and outcomes required to deliver the vision. It contains 14 policies for the county and the two cities, a number of which are of particular relevance to Eastleigh Borough, as follows:

- i. Support sustainable economic growth; this is of relevance to Eastleigh River Side and other economic development in the Borough;
- ii. Ensure reliable access to and from the three main 'gateways' in this area (the two ports and the airport); this includes improving rail access to the airport from the east, which has implications for the rail network through Eastleigh Borough and within Eastleigh River Side. It also includes measures to optimise use of the motorways;
- iii. Maximise the capacity of existing roads; this could include works to traffic lights and other more localised improvements and traffic management measures within the Borough;
- iv. Achieve a high quality and well-maintained transport network;
- v. Deliver improvements in air quality – this is a particular concern within the Borough where there are four Air Quality Management Areas relating to roads and road junctions;
- vi. Develop sub-regional approaches to managing parking;
- vii. Improve road safety;

- viii. Promote walking and cycling; this will link to the Borough Council's existing walking and cycling strategies;
- ix. Encourage private investment in public transport (buses, taxis etc.);
- x. Develop the role of water-borne transport;
- xi. Work with rail operators to improve stations and facilities for people and freight – this is likely to have implications for Eastleigh River Side;
- xii. Work with local planning authorities to integrate planning and transport;
- xiii. Develop and deliver public realm improvements (e.g. environmental improvements to streets); work has already progressed with Hampshire County Council to identify street scene improvements.
- xiv. Safeguard and enable the delivery of a limited range of transport improvements within the area – those relating to Eastleigh Borough include:
 - Safeguarding a route for the Botley Bypass;
 - Enabling developer-led solutions to access Eastleigh River Side; and
 - Enabling developer-led improvements to facilitate access to planned major development areas.

Transport Delivery Plan

A.11 Transport for South Hampshire working with Hampshire County Council has produced the Transport Delivery Plan as a statement of the major transport schemes priorities to be progressed by TfSH. It is a strategic plan and therefore does not include full details of all transport schemes to be progressed, which for each local

authority area are set out in local transport statements.

Eastleigh Borough Local Transport Statement

A.12 Hampshire County Council has worked with Eastleigh Borough Council to produce a statement which consists of the Transport Strategy and the proposed package of sustainable transport measures to improve accessibility and modal choice within the Eastleigh Borough Council (EBC) area. The Transport Statement provides the following:

- a comprehensive local transport policy framework for the Borough;
- a framework to assist with the prioritisation of transport investment;
- a sound basis for land use and development planning;
- assistance to the local planning authority with infrastructure planning in support of the Eastleigh Borough Council Proposed Submission Local Plan 2016-2036, the preparation of a Community Infrastructure Levy (CIL) Charging Schedule and the application of the Transport Contributions Policy in the interim period until the CIL Charging Schedule is adopted.

Flood Risk

A.13 Hampshire County Council is now a Lead Local Flood Authority (LLFA). Under the requirements of the Flood and Water

Management Act 2010 and the 2009 Flood Risk Regulations, the County Council as a has prepared a Preliminary Flood Risk Assessment - see www3.hants.gov.uk/flooding/floodriskassessments. The County Council has prepared a Local Flood Risk Management Strategy and a Groundwater Management Plan for Hampshire and is preparing surface water management plans for districts and Boroughs in the county.

Hampshire Strategic Infrastructure Statement 2013

A.14 Since 2009 Hampshire County Council has produced studies of the community infrastructure likely to be needed to support development proposals across the county. In 2013 these were consolidated into a single strategic infrastructure statement which includes transport infrastructure, schools, countryside schemes, waste and energy infrastructure and social and community infrastructure including libraries, broadband access, extra care housing, health care provision, police service and fire and rescue service – see <http://www3.hants.gov.uk/strategic-planning/infrastructure>. These are set out by local authority area.

Older People's Well Being Strategy

A.15 The County Council has produced an Older People's Well Being Strategy - see www3.hants.gov.uk/bettertime/cx-olderpeoplesstrategy.htm - that seeks to address issues they face in remaining



independent. The County Council also seeks to ensure the provision of housing for older people across the county, and produced their Older People's Housing Study in 2009 – see http://www3.hants.gov.uk/housing_provision_for_older_people_nov_2009.pdf

Hampshire School Places Planning Framework 2017-2021

- A.16 The School Places Planning Framework can be viewed at: <http://www3.hants.gov.uk/education/schools/school-places.htm>. The Borough Council continues to discuss the Borough's existing and future school needs with the County Council and the proposed provisions made in this Local Plan reflect the currently identified needs.

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

- A.17 The River Hamble Harbour Authority's Strategic Vision, Strategic Plan and Business Plan - <http://www3.hants.gov.uk/hambleharbour/harbour-authority.htm> seek to bring together the various interest groups for the River Hamble and formulate common aims as well as agree policies and actions for a wide range of topics.

Countryside Access Plan for Hampshire

- A.18 The Countryside Access Plan (CAP) for Hampshire comprises seven local area plans

which, together with an eighth 'County Overview' CAP, form the Rights of Way Improvement Plan (ROWIP) for the county of Hampshire - see www3.hants.gov.uk/countryside/access-plans.htm. These plans meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.

- A.19 The plans relevant to Eastleigh Borough are the County Overview and the CAPs for the Forest of Bere, Solent and Test and Itchen areas. These plans set out a framework by which the County Council and its partners can coordinate work to improve the network of rights of way and other forms of access to the countryside to facilitate and promote outdoor recreation and enjoyment of Hampshire's countryside.

- A.20 Rights of Way Improvement Plans are closely linked with Local Transport Plans, with the aim of delivering a more integrated approach to sustainable transport in rural and urban areas. The CAP identifies the main issues and suggests what should be done to improve access to the countryside and contribute to walking and cycling access to services, amenities and transport hubs.

Hampshire Biodiversity Action Plan

- A.21 The County Council has prepared a biodiversity action plan which reviews the status of wildlife in Hampshire and sets out a framework for action – see www.hampshirebiodiversity.org.uk/action.html

Faster broadband

- A.22 Hampshire County Council is also promoting a faster broadband initiative in order to achieve improvements in broadband access for businesses and

residents – see <http://www3.hants.gov.uk/broadband.htm>

Partnership for Urban South Hampshire (PUSH)

A.23 Eastleigh Borough sits within the south Hampshire area, which includes the cities of Southampton and Portsmouth along with neighbouring areas related to them through transport links, their local economy or community interests. In south Hampshire, a voluntary association of city, district and Borough Councils – the Partnership for South Hampshire (PUSH)⁷⁶ as arrived at an overall economic strategy which informs all the plans and strategies of its member authorities.

PUSH Economic Development Strategy

A.24 Through joint working and public consultation, PUSH has established an economic development strategy for the south Hampshire area up to 2026. Originally published in 2006, it informed the preparation of policies in the South East Plan. The strategy was revised in 2010 – see <http://www.push.gov.uk/work/economic-development/economic-development-strategy.htm>. It suggests how much economic development will need to be accommodated in the member authorities' cities, Boroughs and districts over that time period, in order to promote a healthy local economy and meet local

needs, along with the housing required to support it.

A.25 The revised PUSH Economic Development Strategy proposes economic development to help boost south Hampshire's economic performance, which is lagging slightly behind that of other areas in the south-east of England. It suggests 1.36 - 1.72 million sq. m. of new employment development over the period 2006 to 2026. It also proposes around 74,000 dwellings for south Hampshire over the same time period.

PUSH South Hampshire Spatial Position Statement

A.26 PUSH has produced a statement that apportions the identified development requirements between its constituent authorities, informed by the Economic Development Strategy and Strategic Housing Market Assessment. The PUSH South Hampshire Spatial Position Statement can be viewed at: http://www.push.gov.uk/work/planning-and-infrastructure/push_spatial_position_statement_to_2034-2.htm

For Eastleigh Borough, the South Hampshire Spatial Position Statement;

- Identifies the northern part of Eastleigh Borough as a strategic development locations for mixed use development, subject to significant infrastructure investment (SDL1);

76 PUSH is a partnership of the unitary authorities of Portsmouth and Southampton, Hampshire County Council (HCC) and district authorities of Eastleigh, East Hampshire, Fareham, Gosport, Havant, New Forest, Test Valley and Winchester. Note: in autumn 2010 HCC and New Forest District Council gave notice of their intention to withdraw from this partnership. HCC has since decided to remain within the partnership.



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

PUSH Green Infrastructure Strategy

A.27 The PUSH Green Infrastructure Strategy identifies the parks, opens spaces, sports facilities, green routes and important areas of countryside that exist in the south Hampshire sub-region and presents a case for improving them and providing new green areas. The PUSH Green Infrastructure Strategy was adopted by PUSH in June 2010 and can be viewed at: <http://www.push.gov.uk/work/sustainability-and-social-infrastructure.htm>. Central to the approach is the principle that all green areas have a variety of uses and benefits (open space, amenity, biodiversity, economic benefits, health etc.). They can also be important in relieving recreation pressures on areas of major nature conservation importance. The strategy provides a basis for cross-boundary working between the south Hampshire authorities.

It includes a number of proposals that affect the Borough:

- **Forest Park:** Increase public access to a proposed woodland country park on the border between Southampton, Eastleigh and Test Valley.
- **Countryside recreation network:** Improve access to the countryside for walking, cycling and horse-riding both within the PUSH area, and connecting to areas and long-distance routes beyond PUSH's boundaries.
- **Marine and Coastal Access:** Improve multi-user access to the coastline and provide greater connectivity, increasing recreation and enhancing biodiversity. Promote sustainable tourism and transport.
- **Green grid:** Establish a green network of linear features such as rivers, hedgerows, recreational routes and other corridors connecting green areas which perform a variety of functions.
- **Forest of Bere:** Part of this ancient hunting forest once lay across the northern part of the Borough. The PUSH strategy is to focus on woodlands in this area, with existing and new woodland hubs connected by a network of links, and links also to woodlands beyond the area. The idea is also that the woodlands could be managed to supply sustainable wood fuel.
- **Heritage projects - River Hamble and Royal Victoria Country Park:** The strategy is to improve heritage interpretation, education, visitor facilities and the volunteering programme for these areas – also to improve access to them and to broaden the range of users.

- Sustainable food production:** Increase the proportion of food that is produced sustainably and consumed locally, reducing food miles, increasing the proportion of land used for food production, reconnecting communities with growing food and generating more jobs in food production.
- Biofuels energy project:** Improve biodiversity and biofuel value of woodland through better management, encourage the use of sustainably produced biofuels in energy generation, for example by setting up infrastructure such as Combined Heat and Power units, and an education programme.
- Solent disturbance and mitigation project:** Assess the current impact on Natura 2000 sites and produce an avoidance and mitigation plan

guidance can be viewed on their web site which is at <http://www.push.gov.uk>.

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

A.29 Solent Transport is PUSH’s partner in achieving its economic strategy and leads on addressing existing and future transport requirements for south Hampshire. It comprises representatives of the area’s highway authorities (Hampshire County Council and Portsmouth and Southampton City Councils). Solent Transport (and TfSHIoW before July 2014) has produced a number of strategies relevant to the management of transport in the Borough including:

- A ‘Reduce’ Strategy (2009) designed to:

 - ▶ reduce the need to travel;
 - ▶ maximise the number and proportion of journeys made by alternative modes to the private car; and
 - ▶ contribute to wider environmental and health benefits, such as reducing carbon emissions and improving air quality.

See www3.hants.gov.uk/reduce_strategy.pdf

- A Freight Strategy (2009), which aims to, “facilitate the safe and efficient transportation of freight into, out of and within the TfSH sub-region, supporting a competitive local and regional economy, whilst taking into

Other PUSH policies

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

- affordable housing;
- sustainable development;
- the Integrated Water Management Strategy;
- climate change and quality places;
- the use of developers contributions to provide workforce training.
- (<http://www.push.gov.uk/pjc-11011-r05-gtu-kra-.pdf>)

This guidance also informs the policies of this Local Plan. All PUSH policies and



account the existing and future needs of our society and the environment."

See <http://www3.hants.gov.uk/tfsh-freight-strategy-2009.pdf>. It examines issues relating to road, rail, maritime and air freight in south Hampshire, and includes a freight action plan which contains a number of general measures to address the issues identified.

Solent Local Enterprise Partnership

The Solent Local Enterprise Partnership (Solent LEP) helps to determine local economic priorities and drive local economic growth and the creation of new jobs. The Solent LEP is driven by the business community and is supported by four university partners, the further education sector, four upper tier local authorities, eight district Councils and the voluntary and community sector, all of whom are actively working together to secure a more prosperous and sustainable future for the Solent area. Solent LEP has produced a vision and approach for the sub-region – see www.solentlep.org.uk/about/vision_and_approach.

Local plans and strategies

Eastleigh Borough Council

Eastleigh Borough Council strategies

A.30 Eastleigh Borough Council has three strategic priorities, which are:

- **A Green Borough:** Making a difference to our environment

- **A Prosperous Place:** Where everyone is able to share in prosperity
- **A Healthy Community:** Active and lively with a spirit of togetherness
These closely parallel the three elements of the former Community Plan Vision, and have been used as the basis for the vision, objectives and policies included in this Local Plan.

A.31 The Borough Council has a particularly wide range of strategies that assist to achieve its strategic priorities, as follows:

- Air Quality Action Plans (see www.eastleigh.gov.uk/waste-recycling-environment/environmental-)
- Biodiversity Action Plan (see www.eastleigh.gov.uk/sport-leisure-and-culture/countryside/biodiversity.aspx)
- Children & Young People Strategy
- Climate Change Strategy and Action Plan - see www.eastleigh.gov.uk/waste-recycling-environment/sustainability.aspx
- Community Safety Partnership Plan - see www.eastleigh.gov.uk/our-community/community-safety.aspx
- Cultural Strategy - see www.eastleigh.gov.uk/sport-leisure-and-culture/culture-and-the-arts.aspx
- Cycling Strategy - see www.eastleigh.gov.uk/parking-travel--roads/cycling.aspx
- Equality and Diversity Strategy - see www.eastleigh.gov.uk/the-Council/equality-and-diversity.aspx and Accessible Homes Strategy 2008-2011 – see www.eastleigh.gov.uk/housing/strategiespolicies-documents/accessible-homes-strategy.aspx

- Draft Health and Wellbeing Strategy (2016)
- Home Energy Conservation and Fuel Poverty Strategy – see www.eastleigh.gov.uk/PDF/HECAstrategy131008.pdf
- Homelessness Strategies - see www.eastleigh.gov.uk/housing/housing-advice/homelessness.aspx
- Housing Strategy for Eastleigh - see <http://www.eastleigh.gov.uk/PDF/Housing%20strategy2012-2017.pdf>
- Play Strategy and Action Plan
- Prosperity Strategy and Delivery Plan
- Public Art Strategy – see www.eastleigh.gov.uk/PDF/PublicArtDraft241011.pdf
- Public Transport Strategy for Eastleigh - see <http://www.eastleigh.gov.uk/PDF/TEPubTransStrat.pdf>
- Sport & Recreation Strategy
- Walking Strategy - see www.eastleigh.gov.uk/parking-travel--roads/walking.aspx

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

Neighbouring authorities

A.32 In arriving at its strategy for the Local Plan, the Borough Council has also taken into account the plans of neighbouring authorities:

A.33 Southampton City Council: The Borough's close relationship with Southampton has involved joint transport assessment,

joint work on affordable housing, a joint retail study (with the City Council and Test Valley Borough Council) and close working over site-specific cross-boundary issues, including green infrastructure and the gaps between the city and the settlements in the Borough. There has also been discussion of the City Council's current aspirations for Park and Ride sites in Eastleigh Borough, and whether these will ever be needed. The activities of the Port of Southampton, including its links to Southampton Airport, and its on-going requirements for warehousing have implications for this Borough. Movement of people and goods generated by development proposals in Southampton will have implications for the strategic transport networks that pass through this Borough.

A.34 Test Valley Borough Council: There is close working with Test Valley Borough Council on green infrastructure, in particular the proposed Central Forest Park in southern Test Valley which borders the Borough. There is also liaison on other issues, for example relating to the shared boundary at Valley Park and Chandler's Ford, transport links and a joint retail study (see Southampton City Council above).

A.35 Winchester City Council: Winchester's proposals for development at Whiteley have implications for road proposals in Eastleigh Borough, including the proposed Botley Bypass. There is also co-ordination with them over housing and rural gap issues.

A.36 Fareham Borough Council: We need to take into account the implications of Fareham Borough Council's Strategic Development Area north of Fareham town (a new community to be known as Welborne), e.g.



in terms of traffic generation. We also need to coordinate our policies for the River Hamble.

A.37 New Forest District Council (NFDC): NFDC has led the production of the North Solent Shoreline Management Plan - see www.northsolentsmp.co.uk. Eastleigh Borough Council has been part of the project management group that has helped to produce the document. It covers the whole of the Borough's coastline, and identifies which areas are to be protected from coastal erosion, and for how long.

- Two Catchment Flood Management Plans covering the Borough, the Test and Itchen, and South East Hampshire CFMPs, which develop policies for managing fluvial flood risks in these catchments – see www.environment-agency.gov.uk/research/planning/127387.aspx

See Background Paper EN3 Water.

A.40 English Heritage (EH): English Heritage is the Government's statutory advisor on the historic environment. It provides advice on development proposals affecting Grade I and Grade II* listed buildings, historic parks and gardens and larger developments in conservation areas. It also administers the Scheduled Ancient Monument Consent regime on behalf of the Secretary of State for Culture, Media and Sport.

Other agencies and bodies

A.38 Southern Water and Portsmouth Water: These authorities' Water Resources Management Plans (WRMPs) are important because they set out how water is to be supplied and waste water dealt with in the Borough. Southern Water's WRMP is at: <http://www.southernwater.co.uk/Environment/managingResources/publicConsultation.asp>

A.41 Natural England (NE): NE is responsible for areas of nature conservation value, and for soil quality and agricultural land value. These factors also influence where development can go.

Portsmouth Water's WRMP is at: <http://www.portsmouthwater.co.uk/news/default2.aspx?id=424>

A.42 Marine Management Organisation (MMO): the MMO has been set up to undertake marine planning of the seas around the coast of the UK. The aim is to ensure a sustainable future for coastal and offshore waters through managing and balancing the many activities, resources and assets in the marine environment. Marine planning is following a similar approach to terrestrial planning – setting the direction for decision making at a local level to lead to the efficient and sustainable use of marine resources. Marine planning will:

A.39 Environment Agency (EA): The EA is responsible for identifying the areas at risk from flooding, and it also has responsibilities for controlling how much water is taken from the rivers, and what is discharged into them. These all have implications for how much development can be accommodated and where. The EA has produced:

- A River Basin Management Plan for the South East, which includes Eastleigh Borough – see www.environment-agency.gov.uk/research/planning/124978.aspx.

- guide marine users to the most suitable locations for different activities;
- manage the use of marine resources to ensure sustainable levels;

- work with all marine users to ensure everyone has an opportunity to contribute to marine plans;
- take a holistic approach to decision making and consider all the benefits and impacts of all the current and future activities that occur in the marine environment.

A.43 Transport operators and agencies:

- **Network Rail's** proposals for improvements to its main line are of great importance for the future of one of the Borough's largest employment sites at Eastleigh River Side (the area north of the airport including Barton Park, the former railway works etc.) – see Background paper T8, Network Rail Route Utilisation Strategy. See <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/london%20and%20south%20east/london%20and%20south%20east%20route%20utilisation%20strategy.pdf>
- The relationship between the rail network and the airport is also important for the local economy.
- Southampton Airport Ltd's masterplan for Southampton Airport envisages a considerable expansion of passenger throughput over the next 15 years – see http://www.southamptonairport.com/static/Southampton/Downloads/PDF/Southampton_masterplan_final.pdf. It is currently under review.



Appendix C: Monitoring Framework

A GREEN BOROUGH

Objective i – Tackling congestion

Relevant policies: S1, S6, S12, S13, DM8, DM13, DM14

Target/direction	Indicator	Source of data
All development within distance	Proportion of residential development within 1km and 3km of bus stop and/or train station	EBC
Complete	Delivery of new road schemes identified	EBC/HCC/Highways Agency
Reduce	Number of vehicle movements per capita	HCC
Increase	Number of miles travelled by car club vehicles	EBC/HCC
Increase	Number of cycle movements per capita	HCC
Increase	Delivery of new strategic routes as set out in policy S13 by km complete	EBC
Increase	Passenger numbers at train stations	HCC
Decrease in commuting by car	Reduce number of commuting journeys made by car	2011 Census
Reduce number, size and level of pollution	Status of AQMAs (number, area, pollution levels)	EBC

A GREEN BOROUGH

Objective ii – Developing green infrastructure

Relevant policies: S10, DM34, DM35

Target/direction	Indicator	Source of data
Maintain and increase the amount of green infrastructure	GI provided/lost, including in association with development	EBC/HCC
All country parks assessed as being of 'very good' quality	Update of qualitative assessment of country parks	EBC
Increase	New public open space created	EBC/HCC

Improve access to open space to standards set out in accompanying policy DM35	Unrestricted open space per 1000 people	EBC
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A GREEN BOROUGH
Objective iii – Encouraging a sustainable community
Relevant policies: S1, DM2, DM3, DM4, DM5, DM6, DM7

Target/direction	Indicator	Source of data
Decrease	% change in per capita greenhouse gas emissions	ONS
Increase	Number of renewable energy schemes completed	EBC
Number of projects	Projects to enable adaption	EBC

A GREEN BOROUGH
Objective iv – Maintaining the identity of towns and villages
Relevant policies: S7, S8, S11, DM17, DM18, DM27, DM28, DM29

Target/direction	Indicator	Source of data
Retain open and undeveloped nature of gaps identified in the policy	Number of new buildings developed/ material changes of use in the gaps	HCC/EBC
Housing development is for operational needs	Net additional dwellings outside of existing urban edge	HCC/EBC
Ensure protection of countryside/landscape	Applications refused due to impact on the countryside & landscape	EBC
Mooring restrictions – visual appearance and navigational safety of the River Hamble	Number of new moorings	EBC/River authority
Increase	Amount of new floorspace completed for boatyard/marina use	HCC/EBC
Protect high quality agricultural land	Amount of Grade 1, 2 and 3a agricultural land lost to other uses (DM16)	HCC/EBC
Maintain 5% surplus of school places across borough	Number on school rolls compared with school capacity	HCC



Delivery of additional cemetery space	Number of new plots provided	EBC/HCC
Increase	Number of cultural and arts and tourism facilities delivered	EBC
Retention and improvement in services and facilities	Applications permitted for new community facilities & applications refused due to the loss of a community facility	EBC

A GREEN BOROUGH

Objective v – Excellent environment for all

Relevant policies: S1, S7, S11, DM1, DM8, DM12

Target/direction	Indicator	Source of data
Reduce number, size and level of pollution	Status of AQMA's (number, area, pollution levels)	EBC
Increase water quality	watercourses classified as good or very good biological or chemical quality; compliance with EC bathing waters directive	EA
Reduce pollution	% applications refused due to unacceptable noise/air pollution or land contamination (DM7)	EBC
Reduce amount of development permitted in areas subject to noise pollution	Number of applications which require noise mitigation measures	EBC
Reduce number of sites	% of sites affected by land contamination and number of projects involving remediation	EBC
Ensure high standards of design in new development	Number of applications refused for poor design (DM1)	EBC
Increase	Schemes awarded design awards (DM1)	EBC
Ensure protection of historic environment	Applications refused due to impact on the historic environment	EBC
All	Conservations areas covered by up-to-date appraisals (completed within last 5 years)	EBC
Reduce	Heritage Classified as 'At Risk' by English Heritage	English Heritage

Protect historical gardens, landscapes and archaeological assets	% of historic gardens, landscapes and archaeological assets affected by development	EBC
Increase access to heritage access	Number of applications to conserve, enhance or/and increase access to heritage assets	EBC

A GREEN BOROUGH
Objective vi – Minimising waste and managing resources
Relevant policies: S1, S7, DM1

Target/direction	Indicator	Source of data
Increase	% of waste recycled	HCC

A GREEN BOROUGH
Objective vii – Protecting and enhancing biodiversity
Relevant policies: S1, S9, S10, DM11

Target/direction	Indicator	Source of data
No loss in areas of biodiversity importance	Extent of areas of biodiversity importance (including SACs, SPA and Ramsar sites, SSIs, SINCs)	HBIC/Natural England
Improved local biodiversity	Conditions of SSSIs. Management status of SINCs	HBIC/Natural England
Delivering BAP targets and enhancing biodiversity opportunity areas and links	Extent of BAP priority habitats Trends for BAP priority species	HBIC

A HEALTHY COMMUNITY
Objective viii – Enabling healthier lifestyles / wellbeing
Relevant policies: S1, S5, S10, S11, S13, DM34, DM35, DM37, DM38

Target/direction	Indicator	Source of data
Increase	Adult participation in sport at least once a week	Sport England (Active People Survey)
Reduce	Adult obesity rates	Department of Health



Increase	Amount of new sport and recreation facilities available for general public	EBC/Sport England
Complete	Delivery of identified community infrastructure	EBC

A HEALTHY COMMUNITY

Objective ix – Tackling deprivation

Relevant policies: S1, DM16

Target/direction	Indicator	Source of data
Decrease	Indices of multiple deprivation and crime statistics	ONS

A PROSPEROUS PLACE

Objective x – Increased provision and more diverse mix of housing

Relevant policies: S2, DM26, DM29, DM31, DM32, DM33

Target/direction	Indicator	Source of data
14,580 net additional dwellings built between 2016-36	Net additional dwellings completions	EBC/HCC
Maintain 5-year land supply	Number of dwellings in pipeline as identified in Housing Implementation Strategy	EBC/HCC
Completed	Delivery of housing on strategic sites	HCC and EBC monitoring of land supply
Completed	Net additional gypsy and traveller pitches	EBC/HCC
To reflect identified housing needs	Mix of housing type of completed dwellings	EBC/HCC
To reflect identified housing needs	Size of completed dwellings (by bedrooms)	EBC/HCC
Increase	Older persons accommodation completed	EBC/HCC
Increase	Affordable housing completions	EBC/HCC
35%	% of affordable housing completions on sites of 11 or more dwellings	EBC/HCC

A PROSPEROUS PLACE

Objective xi – Ensuring appropriate infrastructure including employment land

Relevant policies: S2, S4, S5, S6, S12, DM1, DM15, DM16, DM17, DM18, DM19, DM20, DM21, DM22, E6

Target/direction	Indicator	Source of data
144,050m ² new employment development 2016-36	Net additional floorspace in B class uses, by type	EBC/HCC
Sufficient floorspace to provide choice and flexibility in market	Employment land allocated/with planning permission by type	EBC/HCC
Retention of employment floorspace; efficient use of land	Amount of floorspace lost to other uses within the borough; % within the urban edge/on PDL	HCC/EBC
Regeneration of Eastleigh River Side to include at least 131,900m ² of additional floorspace	Net additional floorspace completed at Eastleigh River Side (E6)	EBC/HCC
Increase	% of borough able to access super-fast broadband	EBC/HCC

A PROSPEROUS PLACE

Objective xii – Enabling the right skills and employment mix

Relevant policies: DM16, DM17

Target/direction	Indicator	Source of data
Increase	Number of training opportunities secured	
Maintain 5% surplus of school places across borough	Number on school rolls compared with school capacity	HCC

A PROSPEROUS PLACE

Objective xiii – Reinvigorating town and local centres

Relevant policies: S2, DM21, DM22, DM25, E3

Target/direction	Indicator	Source of data
Increase	Floorspace completed for 'town centre' uses within defined centres	HCC/EBC
Maintain retail focus	Proportion of non-retail frontage in defined centres	EBC
Increase	Footfall count	EBC
Decrease	Vacancies in town and district centres	EBC



List of proposed policies

Strategic policy S1, Delivering sustainable development	33
Strategic policy S2, Approach to new development	36
Strategic policy S3, Location of new housing	37
Strategic policy S4, Employment provision	38
Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak	42
Strategic Policy S6, New Allbrook Hill, Bishopstoke and Fair Oak link road	49
Strategic policy S7, New development in the countryside	54
Strategic policy S8, Protection of countryside gaps	54
Strategic policy S9, The coast	57
Strategic policy S10, Green infrastructure	59
Strategic policy S11, Community facilities	60
Strategic policy S12, Transport infrastructure	64
Strategic policy S13, Strategic footpath, cycleway and bridleway links	67
Policy DM1, General criteria for new development	71
Policy DM2, Environmentally sustainable development	74
Policy DM3, Adaptation to climate change	75
Policy DM4, Zero or low carbon energy	78
Policy DM5, Managing flood risk	79
Policy DM6, Sustainable surface water management and watercourse management	79
Policy DM7, Flood defences, land reclamation and coast protection	82
Policy DM8, Pollution	83
Policy DM9, Public utilities and communications	88
Policy DM10, Water and Waste Water	88
Policy DM11, Nature conservation	90
Policy DM12, Heritage assets	96
Policy DM13, General development criteria - transport	100
Policy DM14, Parking	102

Policy DM15, Safeguarding existing employment sites	104
Policy DM16, Workforce training requirements and new jobs	104
Policy DM17, Agricultural development	105
Policy DM18, Extension and replacement of non- residential buildings in the countryside	106
Policy DM19, Change of use of buildings in the countryside	106
Policy DM20, Boatyard and marina sites on the River Hamble	108
Policy DM21, New retail development	110
Policy DM22, Changes of use in retail frontages in district centres	111
Policy DM23, Residential development in urban areas	113
Policy DM24, Housing Sites with Planning Permission	114
Policy DM25, Redevelopment of urban sites in unneighbourly use	115
Policy DM26, Creating a mix of housing	116
Policy DM27, Delivering Older peoples housing	116
Policy DM28, Residential extensions and replacement dwellings in the countryside	118
Policy DM29, Rural workers' dwellings	118
Policy DM30, Delivering affordable housing	119
Policy DM31, Dwellings with higher access standards	121
Policy DM32, Internal space standards for new residential development	121
Policy DM33, Gypsies, travellers and travelling showpeople	122
Policy DM34, Protection of recreation and open space facilities	125
Policy DM35, Provision of recreation and open space facilities with new development	126
Policy DM36, New and enhanced recreation and open space facilities	127
Policy DM37, Recreational activity on the River Hamble	129
Policy DM38, Community, leisure and cultural facilities	130
Policy DM39, Cemetery provision	132
Policy DM40, Funding infrastructure	134
Policy Bi1, South of Stokewood Surgery, Bishopstoke	138
Policy FO1, West of Durley Road, Fair Oak	141



Policy FO2, Land north of Mortimers Lane	142
Policy FO3, East of Allington Lane	144
Policy FO4, Lechlade, Burnetts Lane, Fair Oak	146
Policy FO5, Land East of Knowle Lane	147
Policy FO6, Foxholes Farm, Fair Oak	148
Policy FO7, Land at Costalot Stables, Blind Lane, Horton Heath	149
Policy FO8, Hammerley Farm, Anson Road, Horton Heath	149
Policy FO9, Junction improvements, Fair Oak	152
Policy BU1, Land north of Providence Hill	155
Policy BU2, Heath House Farm	157
Policy BU3, Land lying south east of Windmill Lane	159
Policy BU4, Land at Tansfield Stud, Tanhouse Lane	160
Policy BU5, Land at Heath Green, Heath House Lane, Hedge End	160
Policy BU6, Land adjacent to Woodleigh, Windmill Lane, Bursledon	160
Policy BU7, Riverside Boatyard, Blundell Lane, Bursledon (Special Policy Area)	162
Policy BU8, Open space at Long Lane, Bursledon	164
Policy BU9, Residential extensions and replacement dwellings, Old Bursledon Special Policy Area	165
Policy HA1, Railway station parking, Hamble	168
Policy HA2, Mercury Marina and Riverside Camping and Caravan Park	168
Policy HA3, Hamble Airfield	170
Policy HO1, Country Park, land south of Bursledon Road	172
Policy CF1, Central Precinct, Chandler's Ford	175
Policy CF2, Land at Steele Close, Chandler's Ford	176
Policy CF3, Land south of the supermarket and east of Bournemouth Road, Chandler's Ford	177
Policy E1, Land at the Civic Offices and former Magistrates' Court, Leigh Road, Eastleigh	180
Policy E2, Land at Woodside Avenue, Eastleigh	181
Policy E3, Eastleigh town centre	182
Policy E4, Urban Renaissance Quarter, Eastleigh	184
Policy E5, Public realm improvements in and adjoining Eastleigh town centre	185
Policy E6, Eastleigh River Side	187

Policy E7, Development opportunities adjoining Eastleigh River Side	189
Policy E8, Junction improvements, Eastleigh	191
Policy E9, Southampton Airport	192
Policy E10, Land south of M27 junction 5	193
Policy E11, Western extension to Lakeside Country Park, Eastleigh	194
Policy E12, Aviary Estate, Eastleigh	195
Policy AL1, Land at Allbrook Way	196
Policy AL2, Land west of Allbrook Way	198
Policy HE1, Land west of Woodhouse Lane, Hedge End	203
Policy HE2, Land at Sundays Hill and Land north of Peewit Hill Close	205
Policy HE3, Land at Home Farm, St John's Road	207
Policy HE4, Land off Peewit Hill Close and Dodwell Lane	208
Policy HE5, Land at Netley Firs, Kanes Hill, Hedge End	209
Policy HE6, Hedge End Railway Station, Hedge End	210
Policy HE7, Land at Kanes Hill, Hedge End	211
Policy WE1, Chalcroft Business Park, Burnetts Lane, West End	213
Policy WE2, Land adjoining the Chalcroft Business Park	213
Policy WE3, Land west of Tollbar Way and south of Berrywood Business Park, Hedge End	214
Policy WE4, Land at Ageas Bowl and Tennis Centre, Botley Road, West End	215
Policy BO1, Land south of Maddoxford Lane and east of Crows Nest Lane	218
Policy BO2, Land west of Uplands Farm, Botley	220
Policy BO3, Land east of Kings Copse Avenue and east of Tanhouse Lane	222
Policy BO4, Land north of Myrtle Cottage, Winchester Road	223
Policy BO5, Botley bypass	224
Policy BO6, Junction Improvement, Botley Road/ Bubb Lane roundabout (Denham's Corner)	226
Policy BO7, Botley Mill	227

