

Eastleigh Borough Local Plan 2011 - 2029

Revised Pre-submission
February 2014



Foreword

This document is a revised pre-submission version of Eastleigh Borough Council's new plan for the borough which looks ahead to 2029.

We need a new plan because our existing plan (the Eastleigh Borough Local Plan Review 2001 - 2011) is now out of date.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 we have developed a plan to help guide development over the coming years up to 2029.

A first draft of the Local Plan was published in October 2011 and some further changes to it were published in June 2012. A pre-submission plan was first published in August 2012, however changes affecting the proposed housing land supply and in particular the availability of a strategic development site in Hedge End led to the publication of a revised draft plan in October 2013. Consultation responses that were received on the revised draft plan have now been considered and the Local Plan has been updated.

The revised pre-submission plan is now being published for public consultation, specifically for views on its soundness. This is a formal consultation, after which the plan and any objections to its soundness that cannot be resolved by the Council will be sent to the Secretary of State for examination.

Full details of how to contact the Council and respond to this consultation are given in Chapter 1, Introduction.

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Chapter 1 : Introduction

What is this about?

- 1.1 This is a consultation on a revised pre-submission draft of the new local plan for Eastleigh borough. It follows on from the consultation on a revised draft local plan which the Council undertook between October 2013 and December 2013. 'Pre-submission' means that this is the version of the Eastleigh Borough Local Plan that the Council would like to submit for the purposes of an examination by the Secretary of State for Communities and Local Government. Before it can be submitted, the Council must obtain views on the 'soundness' of the plan and that is the purpose of this consultation.
- 1.2 In response to the recent consultation on the Revised Draft Local Plan, we received many representations suggesting that particular changes should be made to it. You can see these representations at localplan.eastleigh.gov.uk. We have considered all of them carefully and the Council has decided to make some changes to the plan as a result of both these and the updated evidence on the borough's future land use requirements. You now have a further opportunity to make formal representations on the local plan which, if the Council can't resolve them, will go forward to be considered at the examination by the Secretary of State.
- 1.3 The purpose of this consultation is to provide an opportunity for you to comment on those matters that will be considered by the Planning Inspector conducting the examination, i.e. whether the plan:
 - a. has been prepared in accordance with the duty to co-operate, other legal and procedural requirements, and;
 - b. is **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.
- 1.4 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 Economic Development Strategy 2010 and the PUSH South Hampshire Strategy adopted in October 2012 (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.

- 1.5 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 Healthy Community: Active and lively with a spirit of togetherness, health and wellbeing.



A Prosperous Place: Where business can flourish and everyone is able to share in prosperity.



A Clean and Green Borough: Safeguarding our environment for future generations.



The symbols above appear in this document to indicate the strategic priorities that inform policy and proposals.

- 1.6 These priorities have been used as the basis for the vision, objectives and policies included in this local plan. They closely parallel the three elements of the borough's Community Plan Vision²: *a happy and healthy community ...with a thriving and inclusive economy...in an attractive and eco-friendly environment.*
- 1.7 When the new plan is adopted it will replace the Eastleigh Borough Local Plan Review (2001 - 2011). The new plan makes provision for future needs in the borough up to 2029 and also for wider needs of the south Hampshire area where the borough sits.

What should I look at?

- 1.8 This document includes:
- **information** about the borough and the main issues and development requirements this plan is to address (chapter 2);
 - a vision, objectives and an overall **strategy** for the whole borough (chapters 3 and 4); and
 - the **development management policies and site allocations** that are needed to make this strategy work (chapters 5 and 6).

Alongside the local plan there is a Sustainability Appraisal Report³ which explains the alternative options that were considered for the strategy, sites and policies and the reasons for the choices made. There is also a Habitats Regulations Assessment⁴, which looks at the impacts of the plan on sites of European nature conservation importance, and a Transport Assessment⁵ which reviews its impacts on the borough's roads. The plan has also been informed

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

2 The Eastleigh Borough Community Plan is at <http://www.eastleigh.gov.uk/our-community/community-plan.aspx>

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

4 The Habitats Regulations Assessment is at: www.eastleigh.gov.uk/localplan

5 The Transport Assessment is at: www.eastleigh.gov.uk/localplan

by a Strategic Flood Risk Assessment⁶ carried out for south Hampshire as a whole.

- 1.9 To support the Local Plan, we have prepared a number of background papers. These set out the information on which we have based our proposals. The background papers are available to view at: <http://www.eastleigh.gov.uk/PPevidence>
- 1.10 You can see the revised pre-submission version of the Local Plan and all related documents on our web site at: www.eastleigh.gov.uk/localplan.

How can I get involved?

- 1.11 You can contact us directly as an individual, through being part of a group such as a residents' association or other community or special interest group, or through your parish council. You can also contact us as a business or organisation. You can use our on-line form, or email, or write to us. If you would like to talk to us, you can also phone. Our contact details are below.

This is a 6-week consultation.

We need to hear from you by Monday 24 March 2014.

Contact us:⁷

Planning Policy Team, Regeneration and Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN.
Tel: 023 8068 8242 or Email: localplan@eastleigh.gov.uk

What happens next?

- 1.12 At this stage the Council cannot make major changes to the plan. We will endeavour to resolve objections through minor changes if necessary, but 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. He will appoint an independent inspector to conduct the examination. The inspector determines what will be discussed at the examination, and who should attend.

How to use this document

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

Chapter 2: Eastleigh Borough – characteristics and issues

- 1.14 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 and development requirements that the plan addresses. More details are set out in the Sustainability Appraisal (SA) Scoping Report, the SA Report and a series of background documents and studies (our evidence base) available on our web-site at www.eastleigh.gov.uk/localplan.

⁶ The Partnership for Urban South Hampshire Strategic Flood Risk Assessment is at: http://www.push.gov.uk/final_sfra_report.pdf

⁷ From Monday 24 March 2014, the Borough Council is moving to new offices in Eastleigh town centre. However, for this consultation the postal address is as shown above (i.e. Civic Offices, Leigh Road). Please note that telephone numbers and e-mail addresses will remain the same after the office move.

Chapter 3: Vision and Objectives

- 1.15 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.

Chapter 4: Strategy

- 1.16 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. The strategy is illustrated on a ‘key diagram’ and includes a number of broad strategic policies for the borough.

Chapter 5: Managing development

- 1.17 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: Parish by parish

- 1.18 The strategy needs to be put into effect by making development allocations. This chapter explains where and what these are on a 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

- 1.19 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. This chapter explains when the plan’s proposals will be implemented in terms of a housing trajectory and an employment land schedule. It also explains how the Council will check the progress and effects of the plan, whilst describing the triggers that would result in a review of the plan.

Policies map

- 1.20 Finally, the policies map sets out the Council’s policies and proposals for future development in the borough on an Ordnance Survey map base, so you can see exactly where development is proposed, and what areas are protected from development.

References

- 1.21 Throughout the document there are references to other strategies and plans that are related to the Local Plan. These are listed in Appendix A, with links to the web sites where they can be found. There are also links where these documents are referenced within the text.

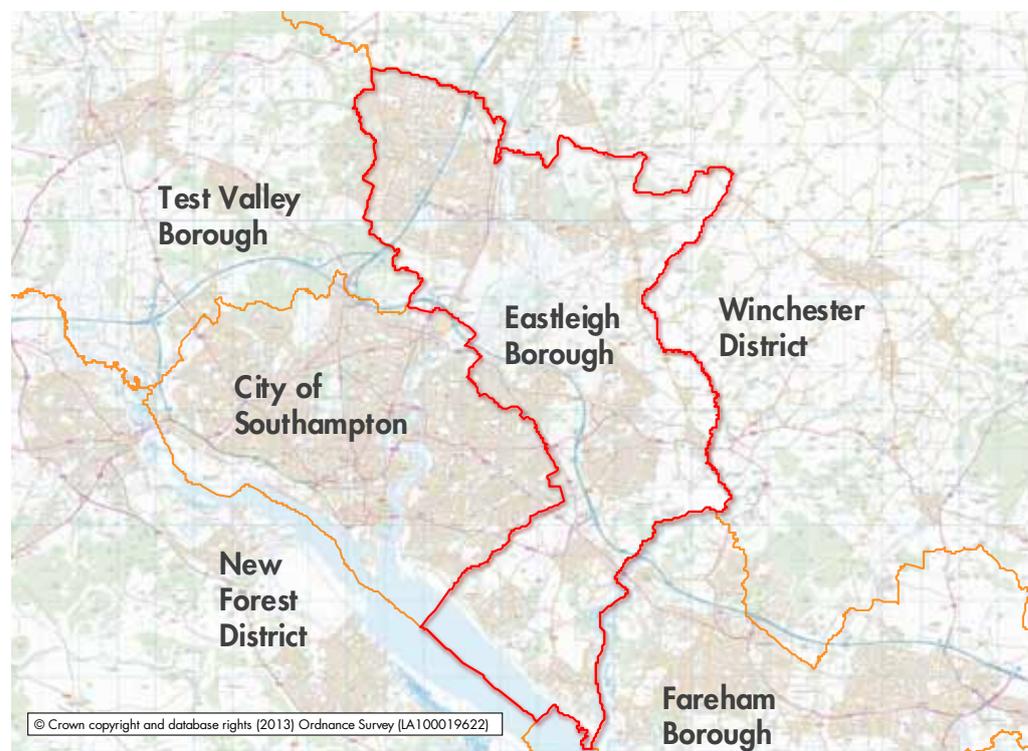
Chapter 2 : Eastleigh Borough – characteristics, issues and development requirements

- 2.1 This chapter summarises the main characteristics of the borough, including any major constraints on development, and local needs. Full details of these are set out in the Sustainability Appraisal Scoping Report⁸, the Sustainability Appraisal Report⁹ and background papers¹⁰. On the basis of this information, this chapter also confirms the main issues that the Local Plan seeks to address.
- 2.2 Following a general introduction, the information and issues are divided into three broad sections that reflect the Council’s corporate priorities as set out at paragraph 1.5 above: a clean and green borough, a prosperous place and a healthy community.
- 2.3 Each set of issues is followed by a statement of related development requirements.

General

- 2.4 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).

Figure 1: Eastleigh Borough Council area context



8 <http://www.eastleigh.gov.uk/sustainabilityappraisal>

9 <http://www.eastleigh.gov.uk/sustainabilityappraisal>

10 The background papers are at: <http://www.eastleigh.gov.uk/PPevidence>

- 2.5 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 is relatively small, with 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.
- 2.6 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 International 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.
- 2.7 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.
- 2.8 The Borough Council has joined with neighbouring authorities to form the Partnership for Urban South Hampshire (PUSH)¹¹, which is focused on the cities of Southampton and Portsmouth and their hinterlands, and seeks to encourage the economic growth of the sub-region. PUSH produced an Economic Development Strategy in 2006 which was incorporated into the former South East Plan. This was revised in 2010, and in 2012 PUSH produced a spatial strategy – the South Hampshire Strategy (Figure 2 below). 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.

11 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, Test Valley and Winchester. It now also includes the Isle of Wight and New Forest district.

Figure 2: PUSH South Hampshire Strategy



A clean and green borough

General

- 2.9 The environmental characteristics of the borough and related issues are set out in Chapter 7 of the Sustainability Appraisal Scoping Report and in background papers QP1 - QP4, G11 - G18 and EN1 - EN7, available on the Council's website at www.eastleigh.gov.uk/PPevidence.
- 2.10 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 (see Background Paper G13 Landscape Assessment). 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. There are important areas of biodiversity interest, mainly in the river valleys and along the coast, which are subject to European designations, but also including ancient woodland and fragments of former heathland.
- 2.11 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 urban fringe problems of poor management and pressure from non-rural uses including development and recreation. These, along with the polluting effects of other human activity, including transport and industry, are affecting biodiversity in places. A particular concern in the borough is

- air quality, with significant impacts from the motorways and other transport networks that cross the borough.
- 2.12 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.
- 2.13 Green infrastructure is important within and around the borough's urban areas, both for its positive local impact and in connecting settlements within the wider network. The borough contains a wide array of open spaces and amenity areas ranging from country parks and areas for sport and recreation through to allotments and areas protected for biodiversity. The borough is fortunate in including several country parks, three run by the County Council (the Royal Victoria Country Park and the Westwood Woodland Park at Netley and the Manor Farm Country Park south of Botley), and two run by the Borough Council (the Lakeside Country Park at Eastleigh and the Itchen Valley Country Park at West End). A significant area of informal open space has also been created recently on the former golf course at Fleming Park, Eastleigh. These areas benefit local residents and the wider sub-region and also provide landscape and biodiversity benefits. Footpaths, cycleways and bridleways link these spaces and those in adjoining areas, in particular Southampton, with existing and proposed green recreation areas such as the Forest Park in Test Valley borough and the South Downs National Park to the north.
- 2.14 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 which can help to mitigate environmental impacts and the effects of climate change.
- 2.15 The majority of the borough's buildings date from the twentieth and late nineteenth centuries, before sustainability credentials were a serious design consideration. 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.
- 2.16 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 (see Background Paper QP2 Heritage). 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.

- 2.17 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. It is understood that there is no absolute constraint to prevent additional treatment capacity being provided to serve development proposed across the sub-region, including that in Eastleigh borough, but local sewerage infrastructure connecting new development to treatment works in many areas needs renewal and upgrading, whilst outfall water quality needs to be improved.
- 2.18 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 discharge consents and abstraction licences put in place by the Environment Agency.

Issues

- 2.19 In summary, the environmental issues to be addressed through the local plan are as follows:

A clean and green borough

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 below).



Issue G3 - Biodiversity

The borough contains some rare and valued habitats and species particularly in and around the rivers and the coast, but many are showing signs of decline. The condition of the protected River Itchen is a cause of some concern, and there are recreational pressures on the River Hamble. More development in the borough could add to pressures on the borough's own biodiversity and that of neighbouring areas. These include the Solent coast and the New Forest.

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. We must look at how to maintain the landscape, biodiversity and recreational benefits of these spaces whilst providing and improving links between them and adjoining areas (see also issue C5 below).

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 C4 below);
- limit the use of water;
- make sure that new development doesn't 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; and
- limit the use of non-renewable natural resources such as building materials and land and support projects to separate and recycle waste materials.

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.
- **Noise pollution** in the borough from the major roads (including the motorways), the railways and the airport.
- **Water pollution** in the River Itchen.
- **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

Waste water treatment capacity within and beyond the borough is adequate or could be provided to serve development proposed, but local sewerage infrastructure linking to waste water treatment works generally needs improvement and renewal.

Development requirements: a clean and green borough

2.20 The Partnership for Urban South Hampshire (PUSH) Green Infrastructure Strategy¹² provides a very wide definition of green infrastructure (see paragraph 1.3 of the strategy). In this borough, green infrastructure is interpreted to include the following:

- Parks and gardens - including urban parks, country parks and formal gardens.
- Natural and semi-natural urban greenspaces - including woodlands, urban forestry, scrub, grasslands (e.g. downlands, commons and meadows), wetlands, open and running water, and the coast.

12 http://www.push.gov.uk/push_gi_strategy_adopted_june_10-2.pdf

- Green corridors - including river valleys, public footpaths, cycleways, bridleways and any other rights of way, and (for biodiversity) railway embankments, motorway verges etc.;
- Outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned) including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas;
- Amenity green space (most commonly, but not exclusively, in housing areas) including informal recreation spaces, green spaces in and around housing, domestic gardens and village greens;
- Provision for children and teenagers including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. 'hanging out' areas, teenage shelters);
- Allotments and community gardens;
- Cemeteries and churchyards;
- Historic parks and gardens;
- Green roofs and walls;
- Street trees.

2.21 The PUSH Green Infrastructure Strategy identifies a number of projects within and affecting the borough. These include

- a new country park (Forest Park) in southern Test Valley adjoining the borough;
- improved access to the countryside and coast;
- achieving a 'green grid' of rivers, hedgerows, green routes and other linear features for biodiversity and recreation benefits;
- a focus on improving the woodlands in the ancient Forest of Bere, part of which lies in the borough;
- improving heritage interpretation and management at the River Hamble and in the Royal Victoria Country Park, which lie partly or wholly in the borough;
- sustainable food production;
- production of biofuels e.g. through managing woodland;
- assessing and reducing the impact of development on nature conservation interests in the Solent.

2.22 The Council has interpreted elements of the PUSH Green Infrastructure strategy at the local level, producing a Green Infrastructure Background Paper GI1¹³. This identifies a number of strategic footpath, cycleway and bridleway links in the borough for recreational use and to connect residential areas with employment, schools and other community facilities. These strategic routes also offer potential links between the borough and other urban areas, and recreational opportunities beyond its boundaries, including the proposed Forest Park in southern Test Valley and the South Downs National Park. Many of these links can also play a green infrastructure role by incorporating trees,

13 www.eastleigh.gov.uk/PPLevidence

verges etc. that support biodiversity, provide visual amenity, and contribute to urban cooling and the reduction of greenhouse gases. It is also important to encourage the creation of a green network to help enhance biodiversity and assist species movement and migration. Additional amenity spaces will be needed within development sites to serve the new residents, to enhance biodiversity and to help mitigate recreational impacts on sites of European nature conservation value. Within the urban areas, it will be important to ensure the provision of green infrastructure of various types to enhance the quality of life and help to mitigate some of the effects of climate change.

- 2.23 The provision of sport and recreation facilities is addressed in relation to 'A healthy community' below, as the use of such facilities is seen as an integral part of the Borough Council's health strategy.

A prosperous place - economy and transport

General

- 2.24 The economic and transport characteristics of the borough and related issues are set out in Chapter 6 of the Sustainability Appraisal Scoping Report, and background papers EC1-EC12 and T1-T10, available on the Council's web-site at www.eastleigh.gov.uk/PPevidence.
- 2.25 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.
- 2.26 The borough is relatively prosperous, with approximately 57,900 jobs plus 6,900 self-employed people in 2012 (source: ONS annual population survey). It has around 1,100,000 sq. m. of employment floorspace, which is the fourth largest quantity in south Hampshire behind the Southampton, Portsmouth and Test Valley council areas. 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.
- 2.27 When compared to the national picture, there is an above-average number of construction, professional, scientific & technical and transport & storage companies operating within the borough. In the past, there has been a relatively high rate of business formation and although this has slowed 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.
- 2.28 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. A significant proportion of the employment it provides – some 29% of jobs – is within the distribution, hotels and restaurants sector, which includes retail. The Council's Arts Survey 2011 (see paragraph 2.49 below) also indicated growing potential for the creative industries to contribute to the local economy.

- 2.29 Economic activity rates are high, averaging 81.9% between autumn 2011 and autumn 2012 (compared to 76.7% nationally). However, there are significant levels of in- and out-commuting which suggests a possible mismatch between the jobs available in the borough (tending towards lower skill and pay levels) and those of the resident population.
- 2.30 Development pressures have led to the loss of significant areas of employment land, particularly in Eastleigh. It is estimated that some 164,000 sq.m. of employment floorspace was lost to other uses (such as residential development) between 2001 and 2013. While this does not seem to have resulted in an equivalent loss of jobs, it will be important for the future prosperity of the borough and the sub-region to ensure that there are development opportunities for new employers and existing enterprises wishing to expand.

Retail

- 2.31 The borough has one main town centre which is located in Eastleigh, and is identified in the PUSH South Hampshire Strategy as a 'large town centre' equivalent to Fareham. 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. A number of these, including Eastleigh town centre, are in need of regeneration. In addition, the borough has significant out-of-centre retail development, e.g. at Hedge End, and there is on-going pressure for more.

Transport

- 2.32 The borough's economic prosperity is dependent on its transport networks. 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 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). 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.
- 2.33 There are problems of peak hour traffic congestion on the motorways and many of the borough's roads. While the borough has a good range of public transport facilities, it can be difficult to access them.

Issues

- 2.34 In summary, the prosperity and transport issues to be addressed through this local plan are as follows:



Prosperity and transport issues

Accommodating the PUSH requirements for economic growth:

Issue P1 – New employment floorspace

The Borough Council's Employment Land Review shows that between 2011 and 2029, there is a need for around 92,500sq.m net additional employment floorspace to accommodate future economic growth and 40,700sq.m of replacement floorspace to off-set the anticipated loss of existing employment sites.

Issue P2 – 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 of some age, 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 it has been identified as a key strategic employment site for south Hampshire, this relies substantially on the provision of a new access road that is unlikely to be economically viable in this plan period. It also suffers a number of constraints that limit its development potential. Nevertheless, ways need to be found of enabling re-development and new development within this area.

Issue P3 – 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 financial & business services, transport & communications, engineering and technology and the marine sector. The marine, aviation and environmental sectors include advanced engineering businesses that will be key to improving the local economy. Because the borough is close to Southampton and its port, there is also likely to be demand for distribution and logistics floorspace.

Issue P4 – Pressure on existing employment land for other non-employment uses

Approximately 164,000 sq. m. of employment floorspace was lost to other uses (mainly housing) between 2001 and 2013. 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 P5 – Quality of local jobs

The Eastleigh Economic Profile 2013 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 working residents.

This means that many travel outside the borough to work. A lot of people also commute into the borough.

Issue P6 – 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. 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 P7 – Provision for the needs of local employers

The Borough Council already helps small businesses, 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 Eastleigh River Side.

Issue P8 – 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 is close to the universities in Southampton, Portsmouth and Winchester. We should continue to develop our links with them and with our own local colleges to support skills training.

Issue P9 – Regenerating Eastleigh town centre and other district and local centres

Eastleigh town centre and the borough's district and local centres are suffering the effects of the recent financial crisis and the change in shopping habits as more people shop on the internet, although the town centre seems to be surviving quite well compared to other centres in Hampshire. We must nevertheless find ways of ensuring that these centres are viable and prosperous:

Eastleigh town centre: there are long-standing proposals to regenerate Eastleigh, by providing high-density, high quality retail, leisure, residential and office employment schemes. There are limits on how much it can grow because of surrounding residential development. However there are redevelopment opportunities. There may also be potential to link across the railway to Barton Park. With the success of The Point and the Swan Centre, 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 are suffering from poor environmental quality, with buildings and external spaces in need of improvement and renovation, and pressures for uses other than shops. Some have lost shops, and the range of goods they provide has reduced. Eastleigh must remain the borough's main retail centre, but there is some 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. at Hedge End, Chandler's Ford and 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.

Transport:

Issue P10 – Congestion on major roads through the borough.

The M3, M27 and many other local roads 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 provision for the movement of public transport, pedestrians and cyclists;
- enhancing the attractiveness and efficiency of public transport;
- 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 P5 above); and
- 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.

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.

Issue P11 – Access to new development sites

We must be sure that we can provide adequate access to new development sites, bearing in mind that there will be little or no public funding to improve existing networks.

Issue P12 – 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. Access to rail and bus in the borough is reasonable but capacity, integration between modes and service frequency could be improved to encourage greater use. We need to investigate

whether we can give more priority to buses, cycling and walking on key road links in the borough.

Issue P13 – Rail network

We need to work with Network Rail and the train operating companies to increase passenger use. This means looking at ways of improving the services they offer, and how we get to stations (including car parking). It could also mean improving the management of 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 Rail Partnership in promoting the connectivity provided by local stations and services.

Issue P14 – Southampton Airport

The airport is important for the economy of the borough and of south Hampshire. It is owned by Southampton Airport Ltd who have plans to expand the business. We shall need to consider the implications of these plans 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 P15 – Footpath/ cycleway/ bridleway network

The borough contains a network of footpaths, cycleways and bridleways, but this network is fragmented in places and the quality and safety of some cycleways 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 use these networks more effectively to connect homes, workplaces, local centres and recreation areas and to contribute to green links across the borough and to adjoining areas.

Issue P16 – 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. In Southampton City Council's Core Strategy there are unfulfilled proposals for park and ride facilities in the borough to serve Southampton, at the Windhover roundabout and junction 5 of the M27. However, the need for these has been reviewed, and it appears unlikely that they will be required in the plan period, if at all.

Development requirements: prosperity and transport

- 2.35 **Employment sites:** In terms of future requirements for employment land, the Council's Employment Land Review (Background Papers E1a, E1b and E1c) identifies a range of objectively assessed needs (from 58,800sq.m to 99,600sq.m) for net additional office and industrial floorspace. From this range, an additional 92,500sq.m of net additional floorspace (between 2011 and 2029) is considered to be the most robust estimate of future requirements, taking into account sub-regional agreements for the provision of office and industrial floorspace from the PUSH spatial strategy of October 2012¹⁴. Policy 6 of the PUSH spatial strategy identifies that Eastleigh Borough should target the provision of approximately 92,000sq.m of additional floorspace between 2011 and 2026, the vast majority of which would be for industrial development.
- 2.36 In addition to the future requirement for new floorspace, a number of existing employment sites are likely to be redeveloped for alternative (non-employment) uses during the local plan period. Some of these sites are unlikely to be attractive to modern businesses and do not need to be replaced. However, the redevelopment of other sites could reduce the potential for economic growth within the borough. To ensure that anticipated redevelopments are not to the detriment of economic growth, alternative floorspace will be required. In total, it is estimated that a further 40,700sq.m of office and industrial floorspace should be provided to replace the floorspace that would be lost through the anticipated redevelopment of existing employment sites.
- 2.37 Therefore at least 133,000sq.m of new employment development (to the nearest thousand square metres) should be delivered within Eastleigh Borough by 2029. On the basis of Policy 6 from the PUSH spatial strategy, and the likelihood that large quantities of office floorspace will be developed in neighbouring local authority areas, the majority of this requirement should be for industrial uses falling into the B1b, B1c, B2 and B8 Use Classes¹⁵.
- 2.38 The majority of the borough's needs could be met at Eastleigh River Side. However, the Employment Land Review consultants concluded that more employment land should be identified to provide greater choice and because it is uncertain if and when the sites at Eastleigh River Side will come forward.
- 2.39 **Retail uses:** The 2011 joint retail study with Southampton City Council (Background Paper EC7) identified a need for around 6,800sq.m. of comparison retail floorspace and around 800sq.m. of convenience floorspace in Eastleigh town centre over the period to 2026. Very modest requirements (less than 500sq.m) were also identified for new convenience floorspace at the Fryern Centre, Chandler's Ford and Hedge End Village Centre. Due to the overlap of the retail catchments, the additional capacity that was calculated for the Fryern Centre could be accommodated by new development in the

14 South Hampshire Strategy – A framework to guide sustainable development and change to 2026, PUSH, October 2012 - http://www.push.gov.uk/work/housing-and-planning/south_hampshire_strategy.htm

15 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 subdivided into categories 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.

town centre. No requirements were identified for further out of centre retail development.

- 2.40 **Transport:** The Borough Council has undertaken an appraisal of the development options for this local plan. The appraisal illustrates the road links and junctions that are or will start to become congested through the life of the plan, even without further development taking place. The appraisal goes on to demonstrate that in order to accommodate the proposed levels of growth set out in the Revised Draft Local Plan, additional improvements to transport infrastructure will be needed. This is addressed in the strategic and development management policies of this local plan.



A healthy community

General

- 2.41 The characteristics of the borough's community and related issues are set out in Ch.5 of the Sustainability Appraisal Scoping Report, and background papers H1-H8 and C1-C4, available on the Council's web-site at <http://www.eastleigh.gov.uk/PPEvidence>.
- 2.42 According to the 2011 Census, the borough had a population of approximately 125,200 which is anticipated to rise to about 139,000¹⁶ 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 22% 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.
- 2.43 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. Based on evidence available in October 2013, including emerging results of the South Hampshire Strategic Housing Market Assessment (SHMA)¹⁷, the Revised Draft Local Plan concluded that a total of 10,140 new dwellings would be required to meet housing needs between 2011 and 2029. This figure included a 5% contingency to provide flexibility in housing supply and developer choice, (see Background Paper H1) and reflected a housing figure previously agreed with adjoining authorities in the PUSH South Hampshire Strategy.
- 2.44 The final version of the SHMA was published on 20 January 2014, whilst the drafting of this pre-submission version of the Local Plan was being finalised. The findings of the SHMA indicate that a higher level of new housing will be required across South Hampshire than what is currently planned for in the South Hampshire Strategy.
- 2.45 Decisions on the apportionment of any revised housing requirements within south Hampshire should be made through a review of the South Hampshire Strategy, rather than through the decisions of individual councils. To do otherwise would run contrary to the spirit of cooperation and joint working

¹⁶ Figures from Hampshire County Council projections 2013

¹⁷ <http://www.push.gov.uk/>

that the NPPF requires. Indeed, the evidence emerging from the SHMA has indicated that the overall level of housing growth identified in the South Hampshire Strategy has formed a reasonable basis upon which to plan for the full, objectively-assessed housing needs in the Southampton HMA (where Eastleigh Borough is located), as required in paragraph 47 of the NPPF. Work to update the PUSH South Hampshire Strategy will take some time, and in the meantime it is necessary to progress the Local Plan for Eastleigh Borough. The Council is aware of its responsibilities to take a positive and proactive approach to planning for the borough's needs, particularly in the context of providing for a five year housing land supply.

- 2.46 The Borough Council has concluded that the most appropriate way of meeting the borough's future development needs is through:
- Including a housing requirement 10,140 dwellings as a minimum requirement;
 - Progressing this Local Plan through to adoption as quickly as possible;
 - Continuing to work with the PUSH authorities on the revision and roll-forward of the South Hampshire Strategy to take into account the findings of the SHMA; and
 - In the event of any increased housing requirement in the borough arising from an updated South Hampshire Strategy, to begin a review of this Local Plan as soon as possible.
- 2.47 Again in common with many other places, there is a significant need for affordable dwellings in the borough. The ratio of house price to salary was around 8.49¹⁸ in 2011, and the number of households on the Council's Housing Register continues to increase. At May 2013 it stood at just over 5,650 (see Background paper H1, Housing).
- 2.48 In terms of the build quality of existing and new residential development, statistics show that 6.4% of households in the borough were fuel poor in 2011 compared with 7.6% across Hampshire and 8.2% in the South East. In parts of Eastleigh town this figure rises to 12.7% (DECC¹⁹). The Government is targeting the elimination of fuel poverty by 2016 but with rising fuel prices it is unlikely to be achieved. 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.
- 2.49 There are no major concerns regarding the health of the borough's population, which is in good health compared to regional and national averages. However, this is not seen as a cause for complacency, and the Council is actively working with the health authorities and others to encourage healthy

18 From <http://www3.hants.gov.uk/planning/factsandfigures/key-facts/kf-eastleigh.htm#ave>

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

lifestyles, including maintaining substantial sport and recreation facilities. Most settlements have good access to medical facilities but there are some concerns about the need to travel outside the borough to more specialised facilities. The future use of a partially redundant facility at Moorgreen Hospital needs to be agreed with the health authorities.

- 2.50 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 six 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; recent examples include the opening of a Children’s Centre within Chandlers Ford Library and co-locating the Registration Office with Eastleigh Library.
- 2.51 The borough has a variety of education facilities that are well-regarded in the wider sub-region, including further education colleges. Demographic change 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.
- 2.52 The Arts Survey carried out in 2011²⁰ (see Background Paper C5) 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 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.

Issues

- 2.53 The community issues to be addressed through this local plan are therefore as follows:

20 <http://www.eastleigh.gov.uk/PPEvidence>



Community Issues

Meeting local housing needs:

Issue C1 – Enough homes

We need to provide for the development of homes to help meet the borough's housing needs and the wider needs of south Hampshire. The Council estimates that a minimum of 10,140 dwellings will be required between 2011 and 2029 to meet these needs. This will affect the character of the borough's settlements where most of this growth will take place. It will also affect roads and public transport, water supply, drainage and community facilities such as schools, health provision etc. Green field sites will be needed. In identifying these, we must also bear in mind other uses that need land such as economic development.

Issue C2 – Affordable homes

Like everywhere else there is a huge 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. There are also special needs to meet, for example for older and/or disabled people, and for gypsies, travellers and travelling showpeople.

Issue C3 – Adaptable homes

The proportion of older people is increasing, and disabled people have ongoing special needs. We should encourage houses to be provided that can be adapted as peoples' needs change, as well as places designed especially for them. The concepts of 'lifetime homes' and 'extra-care housing' should be investigated.

Issue C4 – Adequate homes

There is a need for family housing as well as smaller units such as flats. Internal space standards in new dwellings 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 above).

Other community issues:

Issue C5 – 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 above). There may also be a need for some additional facilities such as allotments and other community food-growing initiatives (see also issue G5 above).

Issue C6 – 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 some 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.

Issue C7 – 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 are likely to be required to meet the needs of development in the town. Large scale new development will 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.

Issue C8 – Culture

The success of The Point and the Swan Centre 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 C9 – 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 C10 – 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.

Development requirements: community

- 2.54 The Council has calculated that the borough will need a minimum of 10,140 new dwellings over the period 2011-2029 including 5% contingency provision – see Background Paper H1, Housing and paragraph 2.46 above. Between 2011 and 2029, it is estimated that around 4,450 dwellings will be built within the existing urban areas (e.g. on brown field sites), which means that 5,690 are required on green field sites. Taking into account the green field sites already identified in previous versions of the Local Plan (other than the site west of Woodhouse Lane, Hedge End) this means that additional green field sites need to be found for a further 1,880 dwellings. The new homes should include a variety of house types, and meet affordable and special needs.
- 2.55 Development of the scale proposed is likely to require a number of new primary schools. There is capacity in some existing secondary schools, e.g. in Eastleigh and at Fair Oak, but the education authority (Hampshire County Council) has now confirmed that a new secondary school will be required to meet future education requirements in the eastern part of the borough.
- 2.56 The NHS advises that there is not likely to be a need for additional GP surgeries to serve the new population. However, there will be a need to expand and improve existing GP surgery facilities. Policies should be sufficiently flexible to accommodate changes in the way that health services are being organised and delivered.
- 2.57 The borough's sport and recreation facilities are key to encouraging healthy lifestyles. The borough has a good range of such facilities, and these have some capacity to meet future needs. However, some new and additional facilities are likely to be required to replace facilities lost to development, and to improve provision to the required standards – see Background Paper G14, PPG17 Study, and the PUSH Green Infrastructure Strategy. Please note that the standards for formal outdoor sports provision and formal indoor sports provision are subject to revision through the emerging Sport and Recreation Strategy, including Playing Pitch Strategy, currently being prepared by consultants.

Locating new development

- 2.58 In order to meet the needs of communities in the borough and related parts of the sub-region, this local plan identifies sites for new development. The full process of identifying these is set out in the Sustainability Appraisal Report, but fundamental considerations were development constraints and opportunities in the borough, and the settlement hierarchy.

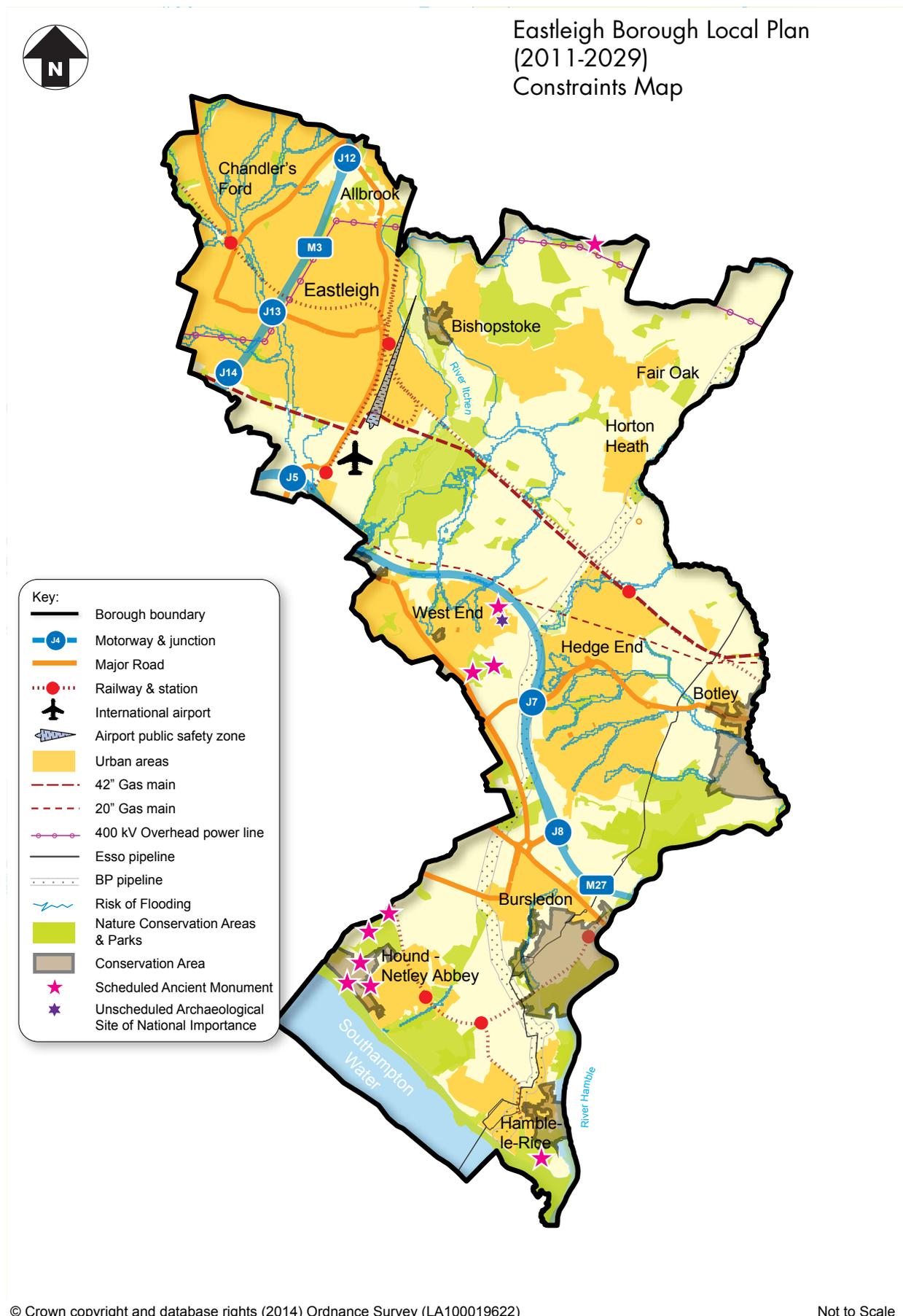
Key development constraints and opportunities

- 2.59 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 (see Background Paper QP2);

- Country Parks – the borough contains a number of country parks that serve both the borough and the wider area of south Hampshire (see background papers GI1 and GI4);
- Biodiversity – the sites designated as being of international, European, national and local importance for nature conservation both within and around the borough (see background papers GI1 and GI4);
- 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’ (see background papers EN3 – EN5);
- 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 (see Figure 3).

2.60 The map of key constraints (Figure 3 below) shows the areas within the borough where development might be difficult, and also helps to identify possible areas of opportunity. [Note: on a map of this scale it is not possible to identify all constraints / opportunities in detail, so for example it does not show every heritage asset or nature conservation site. However, all such constraints have been taken into account in detailed work on the strategic land availability assessment and in sustainability appraisal of proposals.]

Figure 3: Key constraints and opportunities



Settlement hierarchy

- 2.61 In terms of opportunities for new development, the Council also looked at the facilities that already exist in local communities, and established a hierarchy of settlements based on this. A settlement hierarchy can help to inform the location of new development either by:
- i. identifying 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; or
 - ii. highlighting areas where such facilities are needed, and could be provided through allowing sufficient development.
- 2.62 Most towns and larger villages in the borough have a reasonable range of facilities, but obviously some have more than others. They have been classified into a settlement hierarchy based on whether the following services are available in the settlement or nearby:
- Shops (convenience goods) and post office;
 - Leisure and community facilities;
 - Education facilities;
 - Health care facilities (doctors, dentists, pharmacies);
 - Local employment (proximity of employment areas);
 - Public transport.

See Background Paper E6, District and Local Centres for more details, and Table 1 below:

Table 1: Existing settlement hierarchy

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

Chapter 3 : Vision and objectives

- 3.1 From the Community Plan, the issues set out in Chapter 2 and the principles of sustainability set out in the National Planning Policy Framework and at strategic policy S1 in Chapter 4, 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

In 20 years' time...

General

- 1 The borough will be a place that, while playing a key role in south Hampshire, has retained its own identity. The individual identities of its settlements will also have been retained and enhanced by keeping them physically separate from each other and from Southampton, and by encouraging the development of each community's distinctive character through quality built development and the provision of green infrastructure.
- 2 The borough will be making the most of its existing resources, and where possible enhancing them. Its key features including the Airport, the world-class sailing facilities of the River Hamble, the Ageas Bowl (formerly the Rose Bowl), the Fleming Park Leisure Centre, the country parks and its marine, aviation, rail and built heritage and historic environment will continue to contribute to the economic, community and environmental well-being of the borough and the wider sub-region.

A clean and green borough

- 3 The borough's countryside including the undeveloped coast and river valleys, will be attractive, well-maintained, multi-functional areas that:
 - separate settlements;
 - help to meet the recreational needs of Eastleigh and Southampton residents and others from the wider sub-region; and
 - support the production of food and renewable energy.
- 4 Carbon dioxide emissions from transport and home, business and public sector energy consumption will have dropped significantly as envisaged in the Borough Council's Climate Change Strategy, and the proportion of energy generated locally from zero- and low-carbon sources will have increased. The borough will be adapting to and dealing with the local impacts of climate change, including flooding and urban heating. Water consumption will have dropped to levels that can be sustained by local supplies, and pollution of all sorts (air, water, soil, noise, light) will have been reduced. All new buildings will be built to the highest sustainability standards, and green infrastructure will be helping to off-set the effects of climate change by absorbing carbon dioxide and providing urban cooling. The largest new developments will be designed





to achieve the highest environmental and social sustainability standards from the earliest design stages and in partnership with their local communities.

- 5** The borough's biodiversity assets, including the coast, the River Hamble and estuary, the Itchen valley and other locally important biodiversity assets, will be protected, enhanced and enjoyed, and new biodiversity assets will be created with new development.

A prosperous place

- 6** The borough will be contributing significantly to the prosperity of south Hampshire, with a wide range of well-designed and maintained employment premises and well-paid job opportunities to meet the needs of employers and residents, supported by first-class information technology networks. These will include new and expanded businesses at Eastleigh River Side and elsewhere, and employment in non-industrial sectors including health, education and cultural enterprises, and in the visitor economy such as hotels. There will be support for new and existing businesses that:
- use and develop local skills in advanced marine, aeronautical and railway engineering;
 - introduce new technologies, including environmental technologies, low carbon green businesses and businesses that support the development of a low carbon economy; and
 - contribute to south Hampshire's needs for storage and distribution.
- 7** Jobs will be provided in places that enable full use of the borough's comprehensive transport connections (main-line railways, bus routes, the airport and the motorways). However, the need and demand for travel will also be more effectively managed as a result of continued growth in live travel information provided through personal technology. This will be supported by the introduction of more flexible ways of working, and policies that encourage businesses to be located close to where people live, providing quality jobs that can use local residents' skills.
- 8** Eastleigh town centre and other district and local centres will be prosperous and thriving places serving the economic, community and cultural needs of residents and south Hampshire. Existing out-of-town shopping facilities that serve the borough and south Hampshire are likely to remain but will not include new retail development that threatens the other shopping centres in the borough and surrounding areas.
- 9** There will be safe and attractive public transport, cycleway and footpath facilities that will provide viable alternatives to the private car, and help relieve congestion on the borough's roads. The Borough Council will be working with transport operators to improve and provide bus routes, and to increase use of rail transport and improve the local rail network, in particular rail connections from the east through to Eastleigh, Southampton Airport Parkway and Southampton. The borough's major road links, in particular the motorways, will be enhanced where possible, including improvements to junction 5 of the M27. Together with improved rail access from the east, this will help to improve the accessibility of the south Hampshire 'gateways' at Southampton Airport and the port of Southampton.



A healthy community

- 10** The borough's residents will have an adequate supply of homes, including affordable homes, provided through a sustained programme of urban renewal and new residential development within and extending the borough's urban areas. Housing developments will be designed and laid out to maintain and create local identity, and so that residents have opportunities to meet and develop as communities.
- 11** Residents will have every opportunity to pursue healthy and active lifestyles, making full use of the borough's excellent range of well-provided and accessible outdoor and indoor sporting, play and recreational facilities. Some of these, for example the sailing facilities on the River Hamble, the Ageas Bowl, Fleming Park Leisure Centre and the country parks will also cater for people from the wider areas of south Hampshire and beyond. Footpaths, cycleways and bridleways will connect the urban areas to the wider countryside and the country parks, and provide links beyond the borough to other green areas such as the Forest Park in Test Valley Borough, and the South Downs National Park to the north. They will also provide green routes as part of a wider green network that benefits biodiversity. There will be improved routes along the coast and through the river valleys. People will be able to enjoy activities such as horse-riding and sailing without damaging the countryside, the coast or the rivers. More people will be growing their own food and consuming food grown locally.
- 12** The borough's wide range of high performance education facilities will be enabling residents to develop their full potential, including skills to meet the needs of local employers and maintain the borough's high levels of economic activity.
- 13** The borough's population will enjoy good health, but will have convenient access to any medical facilities they need locally, helping to limit the need for longer trips to hospitals in Southampton, Winchester or Portsmouth, although the need to focus specialised facilities in key locations will be recognised. GP services and other community facilities will be co-located so far as possible, to help take advantage of linkages between them and limit trips.
- 14** The borough will be home to a variety of high quality arts and cultural facilities focused in Eastleigh at The Point, at the borough's schools and colleges including The Berry Theatre at Hedge End, and in district and local centres. These will serve residents of the borough and south Hampshire, and will also be helping to stimulate new enterprise.
- 15** People will feel safer as the Borough Council continues its work with its partners on the Community Safety Partnership Plan, and new development is laid out in a way that limits potential for criminal or anti-social behaviour. The quality of life will have improved for the borough's more deprived residents, with more and better quality jobs in the borough, more affordable and energy efficient housing, better education and skills training and better access to services and facilities.

Objectives

General

- i** To make sure that new development fits in with and improves the design standards of the borough's built environment, helping to create safe and attractive places with a real sense of identity, a high level of residential amenity and resilience to climate change whilst also maintaining and enhancing the borough's historic heritage and promoting its economic benefits.

A clean and green borough

- ii** To maintain countryside gaps clear of urbanising development between the borough's settlements, and between these and Southampton.
- iii** To ensure that the borough's countryside including the countryside gaps, the undeveloped coast and the river valleys, is kept clear of urbanising development, and is managed and maintained to enhance its landscape and biodiversity interest, and to provide recreational benefits, facilities for food production including allotments and community food growing sites, and locations and/or materials for renewable energy.
- iv** To protect and enhance existing biodiversity in the borough, and to ensure the creation of new biodiversity interest through the development and landscape design of green spaces, footpaths, cycleways and bridleways, the retention and creation of hedgerows, river valleys and other natural linear features and the enhanced management of existing green spaces and the wider countryside.
- v** To support the Council's Climate Change Strategy by:
- Making sure that new development meets agreed environmental sustainability standards, including measures to limit carbon dioxide emissions and the use of scarce resources such as water and non-renewable building materials;
 - Promoting the generation of zero- and low-carbon energy through micro-generation, and through larger-scale schemes that can utilise the borough's own resources; and
 - Enabling adaptation to climate change by avoiding any increase in flood risk and reducing flood risk where possible; also by promoting green infrastructure within the urban areas to help improve air quality and for urban cooling.
- vi** To support the implementation of the Borough Council's Air Quality Management Area Action Plans and other local initiatives to reduce pollution in connection with water quality, land contamination, noise and light, including measures to reduce air and noise pollution arising from the motorways that pass through the borough.
- vii** To ensure that that all new development is served adequately by public utilities including electronic communications systems.





A prosperous place

- viii** To meet the needs of local employers and their employees and to encourage new enterprise by:
- allocating land and enabling development sufficient to accommodate at least 133,000 sq.m. of new employment floorspace;
 - enabling the continued development and redevelopment of existing employment sites for employment uses;
 - protecting existing sustainably-located employment sites for employment uses; and
 - integrating new employment sites with rail, bus, footpath and cycleway networks, to enable safe access by modes of transport other than the private car and with information technology networks to enable flexible working.
- ix** At Eastleigh River Side, to promote and support development that will regenerate the area and complement Eastleigh town centre whilst also benefitting the economy of the borough and south Hampshire.
- x** To encourage local enterprise and the development of new businesses and technologies, including those in enterprises other than industry, promoting the creation of well-paid jobs that utilise and develop existing and emerging skills and technologies in the borough.
- xi** In Eastleigh town centre, to work with partners to promote and coordinate retail, office, leisure, cultural and residential developments that strengthen the retail circuit, regenerate the older shopping streets, enhance pedestrian, cycle and public transport links with the town's catchment area, and provide improvements to the public realm.
- xii** To promote the regeneration of district and local centres, in particular at the Central Precinct and Fryern Arcade at Chandler's Ford, Hedge End centre, Fair Oak centre and West End centre, ensuring that these provide a range of accessible retail, leisure, cultural and other community facilities and services.
- xiii** To manage the need to travel and use of the private car in particular, encouraging the use of public transport and other modes, achieving an attractive, accessible and coordinated network of bus, rail, footpath and cycleway routes, encouraging improved accessibility of the gateway sites of Southampton Airport and Southampton docks by public transport from the east, and encouraging the technology that enables flexible working patterns.
- xiv** To work with Southampton Airport Ltd to maintain mutually acceptable plans to develop and expand the use of Southampton Airport and enhance its contribution to the local economy without materially worsening its traffic and environmental impacts.
- xv** To ensure that all new development can be accessed safely by a variety of modes of transport.



A healthy community

- xvi** To identify and allocate land sufficient to accommodate a minimum of 10,140 dwellings between 2011 and 2029 in addition to other identified specialist accommodation needs.
- xvii** To ensure the provision of a balanced mix of dwelling types and sizes to meet local needs, including adequate internal and private external space, facilities to encourage home working, dwellings that are efficient to run and capable of adaptation to meet changing needs, and specialist accommodation for older people and those with special needs.
- xviii** To maximise the opportunities to provide affordable housing on new housing sites.
- xix** To support the Council's health strategy by ensuring that new development is designed and laid out in a way that encourages healthy lifestyles.
- xx** To maintain and enhance the provision, amenities and accessibility of sport and recreation facilities, promoting the use of these in accordance with the Borough Council's strategies for play, sport, active lifestyles and health, and to encourage and enable other forms of recreational activity such as sailing and horse-riding where these do not damage other interests.
- xxi** To establish a linked network of open spaces and green routes that provide for the recreational needs of the borough's residents and neighbouring areas; take advantage of and enhance the borough's recreational assets in the river valleys, the coast, the country parks and outdoor sports facilities; and provide links to neighbouring areas including the South Downs National Park and the proposed Forest Park in Test Valley borough.
- xxii** To encourage the development of education facilities to serve identified local needs, including child-care, early learning, and skills training and the development of workforce skills needed by local employers.
- xxiii** To work with the relevant health authorities to ensure the provision of accessible medical services focused on local, district and town centres, while accommodating changing methods of delivering these services; and to resolve the future use of redundant medical facilities.
- xxiv** To retain and develop accessible and high quality leisure, cultural and other facilities that benefit local communities, focusing these in Eastleigh town centre and other district and local centres unless the use of these facilities would require an alternative location.

Chapter 4 : Strategy for new development

- 4.1 This chapter sets out the Council's preferred strategy for the borough over the period 2011 to 2029. This is illustrated on the Key Diagram at the end of this chapter. The strategy is based on the principles of sustainable development set out in strategic policy S1 below. In the context of:
- i. the issues, development requirements, constraints and settlement hierarchy identified in Chapter 2;
 - ii. the vision and objectives set out in Chapter 3;
 - iii. the outcomes of the Council's Strategic Land Availability Assessment (SLAA); and
 - iv. the outcomes of transport assessment, sustainability appraisal and Habitats Regulations assessment of options and the preferred strategy;
- the strategy sets out how much and what type of new development should be provided over the plan period and 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. An assessment of development viability has been undertaken in relation to the Council's proposals for implementing a Community Infrastructure Levy²¹. This levy will be used to provide some of the infrastructure that is required to deliver the local plan strategy.
- 4.2 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 10,140 dwellings overall. See Background Paper H1, Housing for further details.
- 4.3 The autumn 2013 update of the Council's Strategic Land Availability Assessment (SLAA) indicates that taking into account development since 1 April 2011, sites with permission for development and the potential for further development within urban areas to 2029, the Council should identify green field sites sufficient to accommodate around 5,690 new dwellings in total.
- 4.4 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 Economic Development Strategy (2010). The Council has estimated a total requirement for 133,200 sq.m. of new employment floorspace (see Background Paper EC1C, Employment Land Review). Alongside residential and employment development, there will be a need for new transport and utilities infrastructure, and for new community infrastructure including schools and sport and recreation facilities.
- 4.5 The Council wishes to ensure that as much development as possible is accommodated within existing urban areas (on 'brown field' sites), in order to ensure the sustainability of development, make best use of urban land and to support and utilise existing facilities and services. However, the 2013 SLAA has identified a slowing of the rate of development within the urban areas in recent years, and assumptions about the amount of development these areas can accommodate in future years have therefore been reduced.
- 4.6 In considering the future strategy for the borough the Council's decisions have been informed by the following considerations:

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

- The town of Eastleigh should remain a major focus for development as it contains the widest range of employment opportunities, community facilities and transport infrastructure in the borough, and in order to support the town centre;
- The Botley/ Boorley Green/ Hedge End area should also remain a focus for development given its proximity to the employment opportunities, district centre and other facilities in Hedge End;
- There should be no significant additional development in the Hamble peninsula, because of transport constraints and the vulnerability of the gaps between settlements in this area and Southampton, the outer borders of which are clearly visible from many parts of the peninsula;
- The separate identity of settlements and local communities should be safeguarded by ensuring the retention of undeveloped countryside gaps between them.

4.7 On this basis a number of options were established and evaluated as set out in the Sustainability Appraisal (SA) Report. The SA report explains the reasons for the Council's choice of strategy which in summary are that:

- In combination with the sites at Boorley Green and Botley it focuses the additional development in areas at or within easy reach of Hedge End, the borough's second largest settlement;
- It helps to provide community facilities needed by existing communities in the Fair Oak/ Horton Heath and Hedge End areas, in particular new schools, allotments and playing fields;
- It provides a new employment site at Horton Heath focused on the Chalcroft Business Park, and enables the intensification of employment uses within the business park, enhancing the provision for employment in the Fair Oak/ Horton Heath area as well as contributing to economic growth in the borough and the sub-region;
- It provides locally needed transport infrastructure including:
 - a solution to a long-standing issue of vehicular access to the Chalcroft Business Park in the form of a road link between Burnetts Lane and Bubb Lane, with significant related economic benefits;
 - the potential to improve transport links between Horton Heath and junction 7 of the M27;
 - the potential for contributions towards the improvement of transport (including bus) links around the east and south of Hedge End;
 - the potential provision of or contributions towards a bypass for Botley which resolves long-standing issues of traffic impacts on the historic village centre;
 - the potential to enhance footpath and cycleway networks and links to public transport facilities;
- It utilises existing buildings of local heritage interest at Chalcroft Farm, enabling their refurbishment and the provision of a distinctive focus for business, leisure and residential uses;
- While it inevitably involves some incursion into existing gaps between settlements, for the most part it retains the individual identities of the borough's communities;

- Its landscape impacts are localised;
- Development on the major sites identified will have limited impacts on biodiversity interests and no immediate impacts on European nature conservation sites, although some indirect impacts might be anticipated.

Local Plan Strategy

4.8 This chapter sets out the strategy for the Local Plan starting with the underlying principles of sustainable development. It sets out the spatial strategy for the location of the following forms of new development:

- Housing;
- Employment;
- Green infrastructure;
- Community facilities.

It then explains the Council's related strategic policies for transport, the countryside and coast and the borough's biodiversity and heritage assets. Apart from Strategic Policy S1, sustainable development, each strategic policy is accompanied by a note of the relevant issues, vision 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

4.9 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).

4.10 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, 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;**
- 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;**
- 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 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 unacceptable impacts on the quality and potential yield of local water resources used for public water supplies and have regard to the impacts of abstraction and discharges on water quality and biodiversity interests;
- vii. Use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings; and
- viii. Maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the borough and their landscape, biodiversity and heritage assets.

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. specific policies in that Framework indicate that development should be restricted.

New development

- 4.11 Chapter 2 sets out the development requirements for housing, employment and other forms of development in the borough. Background Papers H1, Housing and EC1A to C, Employment Land Review explain how these requirements for new development have been established. 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, vision and objectives

Issues (Chapter 2): **C1, C5-C8, P1, P11**

Vision (Chapter 3): **6, 7, 9, 10, 11 - 14**

Objectives (Chapter 3): **viii, xiii, xvi, xx - xxiv**

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

Source	Reference/ title
Eastleigh Borough Council	Housing Strategy for Eastleigh 2012-2017
Eastleigh Borough Community Plan	Action Plan - Vision 3, 9, 10, 12, 13, 18 & 23 & related actions
PUSH	PUSH Economic Development Strategy 2010 PUSH South Hampshire Strategy 2012
NPPF	Paragraphs 18-21, 29-41, 47-52 & 69-76

Strategic policy S2, New development

The Council will promote the delivery of a minimum of:

- i. 10,140 new dwellings; and
 - ii. 133,000sq.m. of new employment development;
- and related transport infrastructure, open space, sports facilities and other community facilities, between April 2011 and March 2029.

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.

- Housing

Relevant issues, vision and objectives

Issues (Chapter 2): **C1**

Vision (Chapter 3): **10, 11**

Objectives (Chapter 3): **viii, ix, xvi, xxi**

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

Source	Reference/ title
Eastleigh Borough Council	Housing Strategy for Eastleigh 2012-2017
Eastleigh Borough Community Plan	Action Plan - Vision 9 & related actions
PUSH	PUSH Economic Development Strategy 2010 PUSH South Hampshire Strategy 2012
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 green field sites in the



form of four large urban extensions and a number of smaller sites to meet more local needs. The Council proposes:

- i. The development of approximately 4,450 dwellings within existing urban areas through specific allocations (see Chapter 6) and on-going residential infilling and redevelopment;**
- ii The development of approximately 4,880 dwellings on strategic sites at:**
 - south of Eastleigh at Stoneham - 1,100 dwellings plus community facilities (see policy E1, Chapter 6, section 6.6);**
 - north of Fair Oak – 330 dwellings plus community facilities (see policy FO1, Chapter 6 section 6.7);**
 - Horton Heath – 950 dwellings plus community facilities, employment and transport improvements (see policy WE1, Chapter 6 section 6.11);**
 - west of Woodhouse Lane, Hedge End – 800 dwellings plus community facilities (see policy HE1, Chapter 6 section 6.9);**
 - Boorley Green and Botley - 1,700 dwellings plus community facilities and some commercial development (see policies BO1 and BO2, Chapter 6, section 6.3); and**
- iii. Provision for approximately 1,030 new dwellings on smaller green field sites adjoining the settlements of Allbrook, Bishopstoke, Bursledon, Fair Oak, Hedge End, Netley and West End (see Chapter 6).**

The Council anticipates that the new housing development identified in this policy will be delivered in accordance with the housing trajectory (see Appendix C).

- 4.12 The development proposed, including development within the existing urban areas and the new green field allocations, will result in an approximate distribution of development between the borough's parishes and Eastleigh as set out in Table 2 below (see also the Key Diagram at the end of this chapter and appendix C). This table explains how the supply of new housing that is proposed in policy S3, together with recent housing completions from 2011-2013, will meet the housing requirements established in policy S2 above. The housing trajectory in Appendix C illustrates the anticipated delivery of housing over the plan period. The total for the borough exceeds the required 10,140 by a small amount, providing some margin for variation in the development achieved on individual sites.

Table 2: Parishes - anticipated housing totals 2011-2029

Parish	Completions 2011 - 2013	Specific urban sites	Broad areas	Greenfield allocations	Totals
Allbrook	-4	47	14	95	152
Bishopstoke	18	172	56	162	408
Botley	-9	36	25	1,700	1,752
Bursledon	1	25	51	425	502
Chandler's Ford	117	351	88	0	556
Eastleigh	204	991	663	1,100	2,958
Fair Oak & Horton Heath	4	60	130	380	574
Hamble	9	18	38	0	65
Hedge End	212	226	211	925	1,574
Hound	53	79	71	90	293
West End	72	302	116	1036	1,526
Totals	677	2,307	1,463	5,913	10,360

- Employment

Relevant issues, vision and objectives

Issue(s) (Chapter 2): **P1 - P9**

Vision (Chapter 3): **6-8**

Objectives (Chapter 3): **viii - xii**

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

Source	Reference/ title
Eastleigh Borough Council	Prosperity Delivery Plan Climate Change Strategy
Eastleigh Borough Community Plan	Action Plan - Vision 12-19 & related actions
PUSH	Economic Development Strategy 2010 South Hampshire Strategy 2012
Solent Local Enterprise Partnership	Solent LEP Vision, July 2011 A Strategy for Growth, December 2012
NPPF	Paragraphs 17-28, 160-161



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 B8²²) and other employment-generating uses through:

- i. mixed-use regeneration and green field development at Eastleigh River Side totalling approximately 33,000sq.m (see policy E9, Chapter 6, section 6.6);
- ii. further employment development adjoining Chalcroft Business Park, totalling approximately 25,000sq.m subject to the provision of a new road link between the distribution park and Bubb Lane (see policies WE1, WE6 and WE7, Chapter 6, section 6.11);
- iii. small-scale employment allocations at Botley, Bursledon, Chandler's Ford, Eastleigh, Fair Oak (Horton Heath), Hedge End and West End totalling approximately 77,000 sq.m (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 DM11, DM16 and DM17, Chapter 5);
- v. retaining existing employment sites which have the potential to contribute towards future employment needs, and intensifying their use (see policy DM12, Chapter 5);
- vi. the regeneration of Eastleigh town centre in accordance with the Council's 'Eastleigh Town Centre Vision' (see policies E6 and E7, Chapter 6, section 6.6) and of district and local centres, to include retail, office, leisure, cultural and residential development (policies DM19 - DM21, Chapter 5). This will include the restriction of out-of centre retail and office development.

The Council anticipates that the additional employment floorspace identified in this policy will be delivered in accordance with the Employment Land Delivery Schedule (see Appendix C).

Apart from a small-scale allocation at Hedge End, office development will be focused in Eastleigh town centre, the wider Eastleigh urban renaissance quarter, at Eastleigh River Side, and in district and local centres. Retail development will be focused in Eastleigh town centre, and in district, local and neighbourhood centres according to the role of each centre within the local retail hierarchy. Further out-of-centre retail development is not anticipated over the plan period.

In implementing this policy the Council will have regard to the PUSH South Hampshire Strategy 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

22 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 subdivided 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.

- economy²³;**
- 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 (see policy DM11, Chapter 5);**
 - 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 DM13, Chapter 5); and**
 - e. the provision of high-speed telecommunication facilities to serve Eastleigh and the rest of the borough's settlements (see policy DM8, Chapter 5).**
- 4.13 Appendix 5 to Background Paper EC1A, Employment Land Review sets out detailed background information on 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 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 green field 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.
- 4.14 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.
- 4.15 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).
- 4.16 Table 3 shows the amount of new employment floorspace that is anticipated in each parish and Eastleigh town over the local plan period. It explains how the supply of new floorspace that is proposed for development in policy S4, together with existing planning permissions at April 2013, will meet the requirements for employment development established in policy S2 above. It should be noted that the majority of new development (81,113sq.m) is anticipated in the more sustainable employment centres of Eastleigh, Chandler's Ford and Hedge End. The total for the borough exceeds the required

23 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.

133,000sq.m and provides an adequate safety margin to account for delays in the development of individual sites.

- 4.17 The Employment Land Delivery Schedule (Appendix C) sets out the anticipated delivery of employment floorspace over the plan period. This is divided into 5 year periods in order that progress can be monitored.

Table 3: Parishes - anticipated new employment floorspace

Parish/town	Current planning permissions and floorspace committed in the Local Plan Review (2001-2011) (sq.m)	New floorspace allocated by this local plan (sq.m)	Total anticipated new floorspace (2011-2029) (sq.m)
Allbrook	0	0	0
Bishopstoke	0	0	0
Botley	0	10,000	10,000
Bursledon	900	2,400	3,300
Chandler's Ford	4,549	12,800	17,349
Eastleigh	33,442	0	33,442
Fair Oak & Horton Heath	1,946	2,500	4,446
Hamble	4,600	0	4,600
Hedge End	522	29,800	30,322
Hound	0	0	0
West End	705	44,200	44,905
Totals	46,664	101,700	148,364

Source: Hampshire County Council Land Monitoring and Eastleigh Borough Council. Please see Background Paper EC1 for further details.

- 4.18 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. 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.
- 4.19 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 areas²⁴. Redevelopment and/ or enhancement of these areas would help to improve the quality of shopping provision in the town, and increase its attractiveness to its catchment population.

- 4.20 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.
- 4.21 The Council's strategy also takes account of the results and conclusions from the Southampton & Eastleigh Retail Study (GVA, July 2011) (see Chapter 2 for details of the associated development requirements). 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.



Green infrastructure

- 4.22 Green infrastructure in the borough includes a variety of green spaces, features and links (see Chapter 2 paragraph 2.20 for a more detailed definition). Background Paper G11, Green Infrastructure, sets out the definition of green infrastructure employed in this Plan, and the nature, scale and location of such infrastructure within the borough. It is based on the PUSH Green Infrastructure Strategy (Background Paper G12). Background papers G13-G16 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): **G2, G3, G4**

Vision (Chapter 3): **1, 2, 4, 5, 11**

Objectives (Chapter 3): **i, iii, iv, v, xx, xxi**

24 Please see the 2013 update to the Council's SLAA and the Eastleigh Town Centre Background Paper (EC5) at www.eastleigh.gov.uk/PPevidence

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

Source	Reference/ title
Eastleigh Borough Council	Biodiversity SPD ²⁴ Biodiversity Action Plan 2012-2022 Health Action Plan 2012-2013 Sport and Recreation Strategy 2002 - 2007 Sport, Recreation and Playing Pitch Strategy (in preparation) Strategy for children and young people 2005-2008 Play Strategy and Action Plan 2007-2017
Eastleigh Borough Community Plan	Action Plan - Vision 3, 20, 28, 29 & related actions
PUSH	PUSH Green Infrastructure Strategy Solent Disturbance and Mitigation Study
Hampshire County Council	Countryside Access Plan for Hampshire Hamble River Harbour Authority Strategic Vision Strategic Plan and Management Plan Hampshire Integrated Character Assessment 2011
Hampshire Biodiversity Partnership/ Hampshire Biodiversity Information Centre	Hampshire Biodiversity Action Plan Biodiversity Opportunity Areas Countryside Access Plan for Hampshire
Hampshire Wildlife Trust	A Vision for the Forest of Bere 2011
Environment Agency	River Basin Management Plan
NPPF	Paragraphs 17, 74-75, 109-114, 117-119

- 4.23 Green infrastructure comprises the network of multifunctional green spaces and features which the Borough Council seeks to protect and enhance. It broadly consists of useable spaces (and the links between them) for both people and wildlife. These range from large-scale areas of public open space and recreational space, including accessible countryside and the coast, to smaller-scale provision in the form of street trees, private gardens and allotments. Cemeteries can also be regarded as green infrastructure but in this local plan are addressed as community facilities. The term 'multi-functional' refers to the variety of roles that individual green features can play in terms of, for example, local character, functional linkages, recreation, meeting community needs, visual amenity, biodiversity and/or local food or energy crop production.
- 4.24 Multifunctional networks of green infrastructure can safeguard valued landscapes, and mitigate the impacts of climate change by helping to reduce any urban heat island effect, linking habitat and biodiversity networks and

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

attenuating flood risk. They can also help to encourage active lifestyles by providing leisure spaces within walking distance of people's homes, schools and places of work along with strategic routes. 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, helping communities to be more resilient to the effects of climate change.

- 4.25 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.

Strategic policy S5, 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:

- i. **strategic links to and between the borough's settlements and the major areas of open space including the country parks and the coast (see strategic policy S8);**
- ii. **publicly accessible open space including formal sports facilities and informal amenity space (see policies DM31-DM33, Chapter 5 and detailed proposals in Chapter 6) which include:**
 - a. **playing fields south of M27 junction 5, Eastleigh, to replace those that will be lost to the residential allocation south of Chestnut Avenue (policy E1 Chapter 6 section 6.6);**
 - b. **playing fields west of Woodhouse Lane, Hedge End (policy HE1, Chapter 6 section 6.9);**
 - c. **public open space within the proposed development, west of Horton Heath (policy WE1, Chapter 6, section 6.11);**
 - d. **open space east of Long Lane, Bursledon (policy BU6, Chapter 6 section 6.4); and**
 - e. **on-site open space and allotments associated with residential development proposals (see proposed residential allocations in Chapter 6);**
- iii. **urban green infrastructure including amenity spaces, private gardens, landscape schemes, street trees, green roofs and walls, and links to and between areas of public open space and accessible countryside (see policy DM1, Chapter 5);**
- iv. **areas of nature conservation value (see strategic policy S11 below and policy DM9, Chapter 5);**
- v. **historic landscapes, including historic parks and gardens (see strategic policy S12 below and policy DM10, Chapter 5); and**
- vi. **opportunities for local food growing including allotments (see policies DM31 to DM33, Chapter 5 and detailed proposals in Chapter 6).**

Community facilities

- 4.26 Community facilities include a wide variety of uses such as schools, medical facilities, community halls and meeting places, places of worship and

cemeteries. They can also include privately owned facilities such as public houses.

Relevant issues, vision and objectives

Issues (Chapter 2): **C6, C7**

Vision (Chapter 3): **12, 13**

Objectives (Chapter 3): **xxii, xxiii**

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

Source	Reference/ title
Eastleigh Borough Community Plan	Action Plan - Vision 10 & related actions
PUSH	PUSH South Hampshire Strategy 2012
Hampshire County Council	Hampshire Community Infrastructure Strategy Infrastructure Delivery Plan 2012 Schools Places Plan: Framework and analysis 2012 – 2016 (annual)
NPPF	Paragraphs 69-72

Strategic policy S6, 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 set out in policies BO1 (Chapter 6 section 6.3), E1 (Chapter 6 section 6.6), HE1 (Chapter 6 section 6.9) and WE1 (Chapter 6, section 6.11);
 - b. a new secondary school at Horton Heath as set out in policy WE1 (chapter 6, section 6.11);
- ii. new and enhanced medical facilities as advised through engagement with all relevant healthcare service commissioners and providers in the area;
- iii. cemeteries to meet local needs (see policy DM36, 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.

4.27 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.



- 4.28 With regard to schools, the new development proposed will require the provision of additional school places at both primary and secondary levels. Each of the large strategic sites (at Boorley Green, south of Chestnut Avenue, Eastleigh, west of Woodhouse Lane, Hedge End and west of Horton Heath) will be required to include a new primary school. For secondary education there remains some capacity and limited scope for expansion of existing facilities at Quilley School, Eastleigh and Wyvern College at Fair Oak. The education authority (Hampshire County Council) has also identified a need for a new secondary school in the borough to serve the new developments at Hedge End, Boorley Green and Horton Heath.
- 4.29 With regard to medical services, discussions with the local clinical commissioning group have confirmed that it is unlikely that new GP surgeries will be required, but some expansion of existing surgeries may be necessary. 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.
- 4.30 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.
- 4.31 A number of town and parish councils in the borough have also identified a need for new cemetery provision. This is addressed through a general policy at DM36, 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

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

Relevant issues, vision and objectives

Issues (Chapter 2): **P10 - P16**

Vision (Chapter 3): **7, 9, 11**

Objectives (Chapter 3): **xiii, xv**

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

Source	Reference/ title
Eastleigh Borough Council	Public Transport Strategy Cycling Strategy Walking Strategy 'Residential Parking Standards' SPD ²⁵
Eastleigh Borough Community Plan	Action Plan - Vision 11 & 25 & related actions
PUSH	Green Infrastructure Strategy

Source	Reference/ title
Hampshire County Council (HCC)/ Transport for South Hampshire and Isle of Wight (TfSHIOW)	Local Transport Plan 2011 – 2031 including Local Transport Plan Strategy for South Hampshire TfSHIOW Transport Delivery Plan Eastleigh Town Access Plan Hampshire County Council Eastleigh Borough Transport Statement 2012 Parking Strategy and Standards 2002 Countryside Access Plan
Transport operators	Network Rail Route Utilisation Strategy Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy
NPPF	Paragraphs 17, 29-41

- 4.33 The Borough Council has undertaken a transport assessment to identify where improvements to transport infrastructure are likely to be needed.
- 4.34 HCC and TfSHIOW documents including the Local Transport Plan, the Transport Delivery Plan, the Eastleigh Town Access 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, 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.
- 4.35 In connection with new development proposals, the development strategy also includes some new road proposals. These include a new road link between Burnetts Lane and Bubb Lane to facilitate development at Horton Heath and resolve existing issues of access to the Chalcroft Business Park, and a link around the southern part of Hedge End to facilitate new development at Boorley Green, Botley and east and south of Hedge End and to help resolve existing transport issues. The transport assessment with this plan identifies the implications of the proposed developments and contains proposed improvements to junctions and routes to mitigate adverse effects.
- 4.36 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 its historic environment, the quality of life for residents and visitors and its economic viability as a local centre and heritage asset (see policy BO3 and related text, Chapter 6, section 6.3).
- 4.37 In terms of public transport, the Borough Council will be working with Network Rail to facilitate improvements to the rail network in the borough, in particular measures to improve rail access to Southampton Airport Parkway from the east. These may include running the Brighton to Southampton Central service as a loop service via Eastleigh and Southampton Airport Parkway, and small scale infrastructure improvements that might lead

to further service changes such as redoubling part of the Botley line and an additional platform 4 at Eastleigh station (see Background Paper T1 Transport). While these improvements would be mainly to help people travelling to the airport from the eastern parts of south Hampshire and beyond, they would also benefit the communities at Hedge End and Botley and improve access to Eastleigh town centre. However, none of these changes is likely to be implemented before the latter end of the plan period. In addition the Council will be working 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 including those at Hedge End and Hamble. The Council also works closely with bus operators to improve their services in and through the borough.

- 4.38 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 policy E12, Chapter 6 section 6.6.
- 4.39 The Council is aware of Southampton City Council's park and ride proposals at Bursledon and junction 5 of the M27 as set out in their adopted core strategy. The future of these proposals has been reviewed through TfSHIOW's Transport Delivery Plan, in which they have been found likely to perform poorly in relation to the costs of development. There are no alternative proposals in this Local Plan for the sites concerned. Pending review of Southampton City Council's Core Strategy, the Borough Council will keep these park & ride proposals under review in liaison with the City Council and the TfSHIOW authorities. Should the need for these sites be confirmed, the Council may include them in a future update of the Eastleigh Borough Local Plan.

Strategic policy S7, 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 for the following new and improved transport infrastructure:

- i. **the Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane (see policy BO3, Chapter 6, section 6.3);**
- ii. **a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see policy WE1, Chapter 6, section 6.11);**
- iii. **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 policy BU4, Chapter 6, section 6.4);**
- iv. **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 policy HE8, Chapter 6, section 6.8);**
- v. **junction improvements at**
 - a. **Bishopstoke (as set out in Chapter 6 section 6.2);**

- b. Botley (as set in Chapter 6 section 6.3);
- c. Eastleigh (as set out in Chapter 6 section 6.6);
- d. Fair Oak (as set out in Chapter 6 section 6.7);
- e. Hedge End (as set out in Chapter 6 section 6.9)
- vi. 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 also policies Bi3, Chapter 6, section 6.2 and E9 and E11, Chapter 6, section 6.6);
- vii. improvements to junctions 5, and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Hampshire County Council Local Transport Plan, the TfSHIOW Transport Delivery Plan, the Hampshire County Council Eastleigh Borough Transport Statement and the transport appraisal of the Revised Draft Local Plan including improvements to the Windhover roundabout in Bursledon;
- viii. new or improved road accesses into Eastleigh River Side (see policy E9, Chapter 6, section 6.6);
- ix. a public transport priority route from Hedge End/ West End to Southampton centre including a Botley Road bus corridor;
- x. 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 S8 below;
- xi. enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and
- xii. local improvements to railway stations to enhance accessibility and use.

4.40 Details of, and justification for, each of these proposals are set out with the detailed policies in Chapter 6 and/or in the TfSH Transport Delivery Plan and the Hampshire County Council Eastleigh Borough Transport Statement. In addition, details of the costs and timing of these proposals will be included in updates to the Council's Infrastructure Delivery Plan.

- Footpaths, cycleways and bridleways

4.41 As part of its cycling and walking strategies, 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



to provide further detail of the implementation of these routes. 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.

4.42 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. 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 S8, Strategic footpath, cycleway and bridleway links

The Borough Council will seek to create new and improved footpath, cycleway 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 Chandlers Ford;
- ii. Chandler's Ford to Chilworth;
- iii. Lakeside Country Park to Forest Park;
- iv. Eastleigh to Botley via Eastleigh River Side, Horton Heath and Hedge End;
- v. Eastleigh to Southampton via Stoneham Lane;
- vi. Itchen Navigation to Stoke Park Woods;
- vii. Eastleigh/ Bishopstoke to Itchen Valley Country Park and Mansbridge via the Itchen valley;
- viii. Bishopstoke to Fair Oak via Stoke Park Woods and on to the South Downs National Park;
- ix. Itchen Valley Country Park to Manor Farm Country Park;
- x. 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;
- xi. Boorley Green to Hedge End railway station;
- xii. Botley to Fair Oak and on to the South Downs National Park;
- xiii. Botley to Hamble via Manor Farm Country Park;

xiv. Botley to Southampton;

xv. Southampton to Hamble via the Royal Victoria Country Park and Netley.

All of these routes will avoid conflict with established nature conservation interests.

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.

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

Countryside, countryside gaps and the coast

Relevant issues, vision and objectives

Issues (Chapter 2): **G1-G5, C5**

Vision (Chapter 3): **1, 3, 5, 11**

Objectives (Chapter 3): **ii – iv**

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

Source	Reference/ title
Eastleigh Borough Council	Biodiversity Action Plan 2012 - 2022
Eastleigh Borough Community Plan	Action Plan - Vision 20, 28 & 29 & related actions
PUSH	PUSH Green Infrastructure Strategy PUSH 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 ²⁷ 2011 Countryside Access Plan for Hampshire
Marine Management Organisation	Emerging Marine Plan – South Inshore area ²⁸
NPPF	Paragraphs 17, 109 - 114

- 4.44 Background paper G11 Green Infrastructure sets out information about the borough's countryside. Background Paper G13, Landscape Assessment reviews its character in more detail, while the PUSH Green Infrastructure Strategy

²⁷ <http://www3.hants.gov.uk/landscape-and-heritage/hampshire-integrated-character-assessment.htm>

²⁸ http://www.marinemanagement.org.uk/marineplanning/areas/south_key.htm



(Background Paper GI2) sets out an overall approach to addressing issues relating to the countryside and coast. Background Paper GI7, The Coast sets out information about the borough's coastline.

- Countryside and gaps

- 4.45 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.
- 4.46 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 including the special characteristics of the valleys of the rivers Itchen and Hamble, the setting it provides for towns and villages, and the opportunities it provides for recreation and biodiversity. The PUSH Green Infrastructure Strategy also recognises its potential to provide energy crops. The Council is keen to protect the countryside in the borough, including its river valleys, from the urbanising impacts of development which can arise from the impact of buildings, structures, lighting, traffic and other activities.
- 4.47 The Council also wants to find ways of enhancing the character and appearance of the countryside, the amenities and opportunities that it offers, and its biodiversity. However, there are dwellings and enterprises in the countryside areas of the borough, and particular needs arising from rural activities, and the strategy allows for limited development relating to these. In permitting such developments, the Council will seek the beneficial management of the countryside. This will include encouragement of proposals that enhance the woodlands in the Forest of Bere²⁹ area and recreational links to and within this area.
- 4.48 The borough's countryside also 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, and Bishopstoke and Fair Oak have become almost indistinguishable. 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 having regard to the criteria set out in the PUSH Framework for Gaps.
- 4.49 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 development. Areas safeguarded because they contain minerals are identified by the County Council in the Hampshire Minerals and Waste Plan, and they are also shown on the Local Plan policies map. The Hampshire Minerals and Waste Plan has

29 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>



identified the former Hamble Airfield as an area for the extraction of sand and gravel.

4.50 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 S9, Countryside and countryside gaps

Countryside is defined as all the areas outside the urban edge as defined on the policies map, including river valleys and the undeveloped coast. In the countryside, there is a presumption against new development, subject to other policies of this local plan.

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

- Eastleigh and Southampton;
- Eastleigh and Bishopstoke;
- Pitmore Road and the M3, Allbrook;
- Bishopstoke, Fair Oak and Horton Heath;
- Horton Heath, Boorley Green and Hedge End;
- Botley and Boorley Green;
- Hedge End/ Botley West and Botley;
- West End and Hedge End;
- Hedge End and Bursledon;
- Bursledon and Southampton, Netley and Hamble;
- Netley and Hamble;
- Netley and Southampton;

as set out in the Key Diagram and on the policies maps.

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 DM14), the extension and replacement of existing employment uses (policy DM16) and the re-use of existing buildings (policy DM17);
- ii. Residential extensions and replacement buildings (policies DM16 and DM26), limited residential conversions (policy DM17), rural workers' dwellings (policy DM27) and accommodation for gypsies, travellers and travelling showpeople (policy DM30);
- iii. community, tourist, or visitor uses through the re-use of buildings including facilities for the interpretation of heritage assets (policies DM10 and DM17);
- iv. limited car boot sales and markets (policy DM22);
- v. outdoor recreation and open space (policies DM33 and DM34);
- vi. allotments and community farms (policy DM33);
- vii. cemeteries (policy DM36); and

viii.essential public utilities (policy DM8).

In countryside gaps as defined on the policies map, 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.

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

- a. avoid adverse impacts on the rural, river valley 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.]

4.51 The policy restricts 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.

4.52 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.

Note: A number of sites in the countryside are covered by special policies as follows:

- Southampton Airport (see policy E12, Chapter 6 section 6.6)
- The proposed hotel at Satchell Lane, Hamble (see policy HA2, Chapter 6 section 6.8)
- Hamble Airfield (see policy HA3, Chapter 6 section 6.8);
- The employment site and travelling showpeople's site at Netley Firs (policies HE6 and HE7, Chapter 6 section 6.9)
- Berrywood Farm (policy WE8, Chapter 6 section 6.11)
- Part of the Ageas Bowl (formerly the Rose Bowl) sports complex (see policy WE11, Chapter 6 section 6.11)
- The proposed household waste recycling sites at Chandler's Ford (policy CF5) and West End (policy WE10)
- Boatyards (see policy DM18, Chapter 5)

- **The coast**

4.53 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.

- 4.54 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 and 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 Area³⁰. The North Solent Shoreline Management Plan³¹ 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.
- 4.55 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 preparing 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 Borough Council's planning jurisdiction covered by this local plan extends to the administrative boundary, which runs down the centre of the river Hamble even where this is below mean low water and extends to mean low water along Southampton Water. As a result planning permission is required in the river Hamble for the construction of jetties, pontoons and related boardwalks, and the driving of piles. 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 drafted.
- 4.56 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 Forum initiated the Solent Disturbance and Mitigation Project (SDMP). The SDMP has produced three study reports setting out an evidence base and proposals for avoidance and mitigation measures. Preparation of a mitigation strategy for PUSH local authorities is underway. The Council's interim policy position is set out in strategic policy S12 below and DM9 in Chapter 5.
- 4.57 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

30 NPPF paragraphs 106-108

31 www.northsolentsmp.co.uk

important contribution to the economy of the borough and of south Hampshire. Recreational sailing contributes significantly to the local economy as well as providing an important local amenity. The boatyards are also part of the borough's marine heritage. The Council therefore considers it important in principle to retain the existing boatyard sites in marine-related business uses.

- 4.58 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.
- 4.59 On the River Hamble there is some potential for conflict between environmental (nature conservation and landscape) interests and the commercial and recreational activities on the river, and 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 Plan³².
- 4.60 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 S10, 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 seek to maintain the national and international importance of the River Hamble and Southampton Water for recreational sailing and for marine-related enterprises that contribute to the local and sub-regional economy, balancing protection of their unique and attractive environment with support for the marine 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 above and S11 and S12 below, and policies DM1, DM9 and DM10, Chapter 5);
- ii. Retain existing boatyards and marinas on the River Hamble in marine-related uses (see policy DM18, 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

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<http://www3.hants.gov.uk/hambleharbour/harbour-authority.htm>

Authority Strategic Plan and Strategic Vision, whilst protecting more sensitive locations (see policy DM34, Chapter 5);

- iv. **Maintain and enhance other coast-related recreational activities, including enhancing coastal access where this can be achieved without detriment to biodiversity, landscape, heritage or economic interests, and/or can help to manage recreational impacts; and**
 - v. **Achieve coast protection and flood management measures where necessary in accordance with the adopted North Solent Shoreline Management Plan³³ (see policy DM6, Chapter 5).**
- 4.61 The policy recognises the unique characteristics of the River Hamble whilst also 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.
- 4.62 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.



Nature Conservation

Relevant issues, vision and objectives

Issues (Chapter 2): **G2, G3, G4**

Vision (Chapter 3): **5,**

Objectives (Chapter 3): **iii, iv**

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

Source	Reference/ title
Eastleigh Borough Council	Biodiversity SPD 2009 Biodiversity Action Plan 2012 - 2022
Eastleigh Borough Community Plan	Action Plan - Vision 29 & related actions
PUSH	PUSH Green Infrastructure Strategy
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
Defra	Biodiversity 2020: A Strategy for England's Wildlife and ecosystem services 2011

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www.northsolentsmp.co.uk

NPPF	Paragraphs 17, 117-119
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- 4.63 The borough contains areas of international, European, national and local conservation interest, focused mainly on the rivers and coast, and on ancient woodlands, 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, as recognised 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 is particular concern about the impact on migrating and over-wintering birds on the Solent shores on increases in recreational pressure on the coast. PUSH has worked with Natural England and others on the 'Solent Disturbance and Mitigation Project' which examined the potential for such impacts and ways in which they might be mitigated. Based on the project's findings, the Council has developed the local Southampton Water and Hamble Estuary Disturbance Mitigation Project which sets out measures to mitigate recreational disturbance on the coast within the borough, and is working with other PUSH authorities to agree measures to be implemented as a joint project across south Hampshire.
- 4.64 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.
- 4.65 All the sites subject to nature conservation designations are identified at policy DM9 and paragraphs 5.52 – 5.57, Chapter 5 and shown on the policies maps. The priority biodiversity areas and links are shown in the Eastleigh Borough Biodiversity Action Plan 2012 - 2022.

Strategic policy S11, Nature conservation

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

- i. Protect, conserve and enhance areas subject to international, European, 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, trees and hedgerows important to biodiversity and local character;

- iv. On new development sites seek enhancement of biodiversity through the 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.

(See policy DM9, Chapter 5).

In order to prevent any adverse effects / impacts from development upon European sites within and outside the borough including the Solent European marine sites, 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 Disturbance and Mitigation Project;
- b. 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 S8);
- c. the provision and enhancement of amenity open space with new development, including the provision of new biodiversity assets; and
- d. enhancement of the borough's existing recreation, open space and biodiversity assets.

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

4.67 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 any further iterations of the Solent Disturbance and Mitigation Project in order to preserve the integrity of European sites.

Heritage assets

Relevant issues, vision and objectives

Issues (Chapter 2): **G6, G7**

Vision (Chapter 3): **1, 2**

Objectives (Chapter 3): **i**



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

Source	Reference/ title
Eastleigh Borough Council	Supplementary Planning Documents ³⁴ : - Urban Character Area Appraisals - Conservation Area Appraisals
Eastleigh Borough Community Plan	Action Plan - Vision 19 & 20 & related actions
PUSH	Sustainability policy framework ³⁵ , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ³⁶
Hampshire County Council	Historic Environment Record ³⁷
NPPF	Paragraphs 17, 126 - 141, 156 - 157

4.68 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)". The borough's heritage assets are explained in detail in Background Paper QP2, Heritage. 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;
- scheduled ancient monuments, nationally important ancient monuments and archaeological sites, and their settings; and
- marine, rail and aviation heritage assets.

Strategic policy S12, Heritage assets

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

- i. Identifying the assets by means of an on-going programme of survey and review;**
- ii. Identifying their key features and measures to manage and enhance these, e.g. through conservation area appraisals;**
- iii. Restricting development likely to harm them or their settings through management of development proposals; and**

³⁴ <http://www.eastleigh.gov.uk/PPIpublisheddocuments>

³⁵ <http://www.push.gov.uk/pjc-080318-r03-abi.pdf>

³⁶ <http://www.push.gov.uk/work/qualityplaces.htm>

³⁷ <http://www3.hants.gov.uk/landscape-and-heritage/historic-environment/historic-buildings-register.htm>

iv. Encouraging development that enhances them, ensures their long-term management and maintenance and where possible, enables public enjoyment and interpretation of the asset.

(See policy DM10, Chapter 5).

- 4.69 The Borough Council is active in identifying and conserving the borough's heritage assets. All the conservation areas have conservation area appraisals and most have been updated in recent years as supplementary planning documents. The updating process has included reviews of conservation area boundaries. The Council also maintains records of listed building quality and condition, and is identifying and listing buildings of local heritage value. The Council works with other bodies including Hampshire County Council, the Hampshire Gardens Trust, English Heritage and local interest groups in the identification and conservation of these and other heritage assets.

Key diagram

- 4.70 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. For clarity, the biodiversity and heritage assets recognised at Fig. 2.2 (Chapter 2) and elsewhere in the Local Plan are not included on this diagram but (other than listed buildings and historic landscapes) are identified on the policies maps and will be protected and where possible enhanced in accordance with policies S11 and S12 above and policies DM9 and DM10, Chapter 5.

Key Diagram



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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 at paragraph 1.5 of the local plan.
- 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 Eastleigh Borough Community Plan;
 - The strategies of the Partnership for Urban South Hampshire and Transport for South Hampshire and the Isle of Wight;
 - 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 clean and green borough

General criteria for new development

Relevant issues, vision and objectives

Issue (Chapter 2): **G1, G6, C9**

Vision (Chapter 3): **1, 15**

Objectives (Chapter 3): **i, v, vi, xv**

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

Source	Reference/ title
Eastleigh Borough Council's SPD and strategies	Supplementary Planning Documents ³⁷ : <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

38 <http://www.eastleigh.gov.uk/PPEvidence>

Source	Reference/ title
Eastleigh Borough Council and partners	The Community Safety Partnership Plan 2012-2013 (updated annually)
Eastleigh Borough Community Plan	Action Plan - Vision 8, 11, 20, 21& 26 & related actions
PUSH	Sustainability policy framework ³⁹ , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ⁴⁰
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 and have regard to and not impede 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 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;**
- iv. not involve the loss of or damage to trees, woodlands, hedgerows, ponds 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. for new development, achieve a net increase in green infrastructure in or around the site;**
- vii. provide satisfactory management arrangements for all landscape and green infrastructure;**
- viii. incorporate provision for disabled people;**
- 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.**

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

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

- 5.3 Other policies of this local plan address the principles of sustainable construction and layout and impacts on local communities (policy DM2), internal space standards for residential development (policy DM29), pollution (policy DM7), and access and parking (policies DM23 and DM24).
- 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 (policy DM29). It also includes creating places where people feel safe, opportunities for anti-social and criminal behaviour are limited and there is access to green space to encourage play and exercise. Green infrastructure and other building design measures can also help to limit the heating effects that can arise through the concentration of buildings and vehicular activities in urban areas (known as the 'heat island effect') – such measures are referred to as 'urban cooling'. The Borough Council's supplementary planning documents 'Quality Places'⁴¹ and 'Character Area Appraisals'⁴² set out the principles of design and layout that will be applied to development proposals in the borough⁴³.
- 5.5 All development proposals should be accompanied by a Planning Statement which should explain the basis for the design of the scheme, including how it accords with this local plan, the supplementary planning documents and other documents as referenced in these, and with the National Planning Policy Framework.
- 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 Green infrastructure should be integrated into the design of new development as part of the overall design of the landscape and external environment, and evidence should be provided by the developer that a net overall increase has been achieved which can be attributed to the development scheme. Wherever

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

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

43 The Borough Council's SPG 'Planning guidance – shopfronts and signs' (1996) also applies to development in shopping frontages

possible the external environment around new development should be designed to connect with adjoining green infrastructure. Native vegetation should be used to form the structural landscape of new development schemes, connecting with existing green infrastructure in the surrounding countryside. In urban environments where non-native planting is selected because of its resilience, appearance or adaptability to climate change, landscape schemes should still be designed to promote biodiversity wherever possible in accordance with policy DM9 below.

Note: Advice on the content of landscape schemes is contained in the Hampshire County Council's published Landscape Checklist and the Borough Council's Quality Places SPD.

5.8 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.

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

- Community safety, through working with other organisations and authorities on the Community Safety Partnership Plan⁴⁴. 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 Strategy⁴⁵ and Accessible Homes Strategy⁴⁶. 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 Strategy⁴⁷. 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.

Climate change

Relevant issues, vision and objectives

Issues (Chapter 2): **G8**

Vision (Chapter 3): **4**

Objectives (Chapter 3): **v**



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

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

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

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

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

Source	Reference/ title
Eastleigh Borough Council	Environmentally Sustainable Development SPD Climate Change Strategy Joint Municipal Waste Strategy (with HCC)
Eastleigh Borough Community Plan	Action Plan - Vision 27 & related actions
PUSH	PUSH Climate change strategy PUSH Integrated Water Management Strategy PUSH Strategic Flood Risk Assessment
SCOPAC	North Solent Shoreline Management Plan
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
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

- 5.10 Climate change is likely to affect the borough in a number of ways. This section looks at means of managing development in order 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. Background Papers EN1, Climate Change and EN2 Eastleigh Borough Council Climate Change Strategy provide more information about the implications of climate change for the borough. Background papers EN3, Water, EN4, PUSH Strategic Flood Risk Assessment (SFRA) and EN5, Integrated Water Management Strategy look at water-related issues including water supply, waste water disposal and flooding.

Policy DM2, Environmentally sustainable development

The Borough Council requires that:

- i. **all residential development should achieve Level 4 of the Code for Sustainable Homes (or equivalent minimum nationally prescribed standards applicable at the time a Reserved Matters or Full Planning Application is submitted)) increasing to:**
 - **Level 5 from January 2016* or Level 4 plus 'passivhaus**



- certification;
 - Level 6 from January 2020* or Level 5 plus 'passivhaus certification;
- ii. all non-residential and multi-residential development above 500 sq m of floor space measured externally (including extensions to existing buildings) should achieve BREEAM 'excellent' (or equivalent) or BREEAM 'very good' plus 'passivhaus' certification;
- iii. all major residential extensions and residential conversions should achieve the following levels for the whole building for BREEAM domestic refurbishment (or equivalent):
 - 'very good' from January 2013*
 - 'excellent' from January 2016*

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 must:

- a. incorporate energy-efficient passive design principles, the best use of natural daylight and natural ventilation systems wherever possible;
- b. by means of on-site or nearby low or zero carbon (LZC) energy sources, reduce CO₂ emissions for residential development by 15% of the total predicted emissions and for non-residential and multi-residential development by 20% of the predicted emissions from regulated energy where the emissions without such LZC energy sources is the baseline;
- c. connect to any existing near or adjacent low carbon local energy network unless this is proved unviable;
- d. contribute to Borough Council 'allowable solutions' low carbon projects where a full on-site low carbon solution is not physically feasible;
- e. use recycled, low embodied carbon, low environmental impact and locally sourced materials in construction where possible;
- f. be designed with sufficient flexibility to enable the life of the building to be extended by re-use for other purposes where feasible;
- g. in the case of larger developments (above 100 dwellings or 10,000sq.m. of floor space), address sustainable development issues at the masterplan stage through BREEAM Communities 'excellent' certification and fund post occupancy evaluation studies; and
- h. be designed to adapt to the predicted climate change impacts for the borough.

* The level which needs to be achieved depends on when the full planning application or reserved matters are submitted

- 5.11 Environmentally sustainable development should also include sustainable urban drainage systems as set out in policy DM5 below.
- 5.12 This policy reflects the PUSH climate change strategy, and is supported by the Council's own Climate Change Strategy and Environmentally Sustainable Development Supplementary Planning Document (SPD). 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 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.
- 5.13 The Code for Sustainable Homes (CFSH) for residential development and BREEAM⁴⁸ 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 residential development in the borough has been required to meet CFSH Level 4 standard, and all multi-residential and non-residential development (above 500sq.m. of floor space) 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 escalation in the requirement to Code 5 in 2016 is designed to align with the projected building regulations requirement for 'zero carbon' homes from that year. The escalation to Code 6 from 2020 is based on assumptions about continuing reductions in the costs of achieving such standards, as documented by government surveys. See also Background Paper EN1, Climate Change.
- 5.14 Residential conversions and major extensions to existing residential buildings tend on average to lead to a greater energy use. Applicants proposing residential conversions and major residential extensions will therefore be required to bring their existing building up to a high sustainability standard measured using the BREEAM domestic refurbishment assessment method. The definition of 'major' extensions will be set out in a future update of the Environmentally Sustainable Development SPD.
- 5.15 The 'passivhaus'⁴⁹ 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.
- 5.16 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.
- 5.17 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.
- 5.18 The embodied CO₂ and other greenhouse gases of construction is significant as a proportion of the total lifecycle CO₂ emissions of new buildings. Developers

48 Building Research Establishment Environmental Assessment Method

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

will be encouraged to use the highest rated building products in the BRE 'Green Guide' and to re-use buildings and materials where possible.

5.19 In terms of adaptation to climate change, the UK Climate Projections (UKCP09)⁵⁰ 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 are 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 S5, Chapter 4 and policy DM1 above), and landscapes designed to cope with drought and provide sustainable drainage systems (policy DM5 below). More detailed advice on how development can adapt to climate change is provided by the Environment Agency.⁵¹

5.20 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 or are otherwise 'Lifetime Homes'⁵² compliant.

5.21 Larger developments have commensurate impact on their neighbouring communities but also often 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.

5.22 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.

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

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

52 <http://www.lifetimehomes.org.uk/>



Policy DM3, 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 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 DM31);
- c. does not involve the permanent loss of the best and most valuable agricultural land (see policy DM15).

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

5.24 The Borough Council will give priority to the generation of electricity from renewable sources and will raise objection to any new proposals involving more conventional means of energy generation e.g. from fossil fuel sources. An environmental impact assessment is likely to be required for any power station proposals in the borough.

5.25 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 DM4, Flood risk

Development will only be permitted within the areas at risk from fluvial or coastal flooding as defined by the Environment Agency's most recent flood maps and the PUSH strategic flood risk assessment (SFRA) if:

- i. a sequential test as set out in the technical guidance to the NPPF demonstrates that this is the only site where the development can be located;
- ii. where necessary an exception test as set out in the technical guidance to the NPPF can be applied.

For the exception test to be passed:

- a. it must be demonstrated that the proposed development provides wider sustainability benefits to the community that outweigh the flood risk informed by the Environment Agency's flood maps and the PUSH SFRA;
- b. a site specific flood risk assessment demonstrates the development will be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere and where possible reducing flood risk

overall; and

- c. development must not damage or inhibit existing flood defence or flood risk management structures or measures.**

- 5.26 With two major rivers and their tributaries, and a coastline on Southampton Water and the Hamble estuary, the borough has some areas at risk of fluvial and coastal flooding, although these do not affect a substantial part of its land area. (See Background Paper EN3, Water).
- 5.27 The Environment Agency publishes maps of areas likely to be at risk from fluvial and coastal flooding. The most recent mapping is shown on the policies map as defined at the time of publication of the local plan. However, it will be necessary to check areas at risk of flooding with the Environment Agency as they are updated frequently. Developers will also need to ascertain the extent and nature of the flooding anticipated. Reports prepared in response to the criteria above must take into account the most up to date contingency allowances for climate change as set out in the NPPF technical guidance.
- 5.28 The borough is also susceptible to flooding from other sources. Surface Water flooding is examined in the Surface Water Management Plan (SWMP) for the borough which was prepared in 2013. It identifies areas which suffer from surface water flooding and suggests actions to address these risks. The Environment Agency regularly publishes maps of the areas susceptible to surface water flooding; the most recent mapping should be referred to. The Local Flood Risk Management Strategy has been prepared by Hampshire County Council (the Lead Local Flood Authority). Developers are advised to consult both of these documents when drawing up development proposals.

Policy DM5, Sustainable surface water management and watercourse management

Developments will be required to ensure that there is no net increase in surface water run-off. Priority will be given to incorporating sustainable drainage systems (SuDS) to manage surface water, unless it can be demonstrated robustly that SuDS are not appropriate. All sustainable drainage systems should be designed in accordance with the CIRIA C697 SuDS Manual or equivalent national or local guidance when developed.

Where SuDS are provided, arrangements must be put in place 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

- 5.29 The policy is designed to limit the impact of surface water flooding from new development. On previously developed (brown field) sites the aim should be to reduce runoff rates and volumes. On green field sites the aim should be to ensure that there is no increase in the rate and volume of surface water runoff. Well-designed local flood risk management solutions could have wider benefits for flood risk management, water quality protection, biodiversity, health, recreation and water resource management.
- 5.30 Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management.



Development proposals where possible 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.

- 5.31 The Flood & Water Management Act 2010 creates a role and related duties for upper tier authorities as Lead Local Flood Authorities (LLFAs). Hampshire County Council is the LLFA for Hampshire. The identity and role of the sustainable urban drainage systems (SuDS) Approval Body (SAB) is still being determined through secondary legislation. It is likely that the SAB will be required to approve, adopt, inspect and maintain SuDS in new development Proposals for sustainable drainage systems should include provisions for long term future maintenance of these systems, and developers should consult the SAB (if in place) and/or the Borough Council, Hampshire County Council and the Environment Agency about such proposals.
- 5.32 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.
- 5.33 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 DM6, 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 Plan⁵³;
- the Environment Agency's Catchment Flood Management Plan⁵⁴ and;
- The Local Flood Risk Management Strategy⁵⁵ and the Eastleigh Borough Surface Water Management Plan⁵⁶

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

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 DM8.

Pollution

Relevant issues, vision and objectives

Issue (Chapter 2): **G9**

Vision (Chapter 3): **4**

Objective (Chapter 3): **vi**

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

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
Eastleigh Borough Community Plan	Action Plan - Vision 27 & related actions
Environment Agency	South East River Basin Management Plan
NPPF	Paragraphs 120-125

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

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

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

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





- 5.35 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 DM7, 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.

- 5.36 Government advice in the NPPF makes it clear that that the prevention of pollution is a legitimate 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.
- 5.37 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.
- 5.38 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.

5.39 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.

5.40 **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 (AQMA) 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, this cannot be regarded as a measure that will be effective in addressing air pollution in the designated AQMA.

5.41 **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.

5.42 **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 transport-related noise:

Standards for Maximum Ambient Noise Levels (in spaces when they are unoccupied) for Dwellings Subject to Transport-Related Noise			
Living Area	Night-Time (2300-0700) LAeq, 8hr	Daytime (0700-2300) LAeq, 16hr	Additional Requirements
Bedrooms	30 ^a	35 ^b	1. Individual noise events must not normally exceed 45 dB LA _{max} (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 ^b	Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Gardens ^d	-	55 ^c	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.

a – Based on the relevant WHO 1999 Community Noise guideline value and the 'good' BS8233: 1999 value.

b – Based on the relevant WHO 1999 Community Noise guideline value and a midpoint between the 'good' and the 'reasonable' BS8233: 1999 living room values.

c – Based on the relevant WHO 1999 Community Noise guideline value and advice contained in BS8233: 1999.

d – This standard applies to main gardens (usually rear gardens) only, but not communal gardens. More than 50% of the main garden area must comply.

- 5.43 **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 can be an important component of (for example) sport and recreation proposals and car parks, and the Council will seek to ensure that it does not cause unacceptable environmental or amenity impacts.

- 5.44 **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 waters⁵⁶. 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). 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, vision and objectives

Issues (Chapter 2): **G8, G10, P10, C1**

Vision (Chapter 3): **4, 6, 7**

Objectives: **vii, viii**

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

Source	Reference/ title
Eastleigh Borough Community Plan	Action Plan - Vision 16 & related actions Action Plan - Vision 23 & related actions
PUSH	PUSH Economic Development Strategy 2010 PUSH 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

- 5.45 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.
- 5.46 There are known to be issues in relation to inadequate off-site sewerage infrastructure for a significant number of the new development allocations. Unless the need for local sewerage infrastructure is recognised there is a risk that it will not be delivered in phase with the development. There can also be a need 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.
- 5.47 Southern Water have confirmed that a number of the housing allocations proposed in this Local Plan will require local off-site sewerage infrastructure provision and improvement to enable connection to the nearest point of capacity. These requirements are identified in the site specific policies in Chapter 6. With regard to water supply, the majority of the sites can be connected directly to the nearest water main because capacity is sufficient to accommodate the anticipated demand. However, there is one exception (site south of Chestnut Avenue). Water supply requirements are identified in the policies for this site in Chapter 6.
- 5.48 Works can be required both within the urban edge and in the countryside/gaps. The policy below enables such provision subject to a proviso that where there is conflict with other policies of the local plan that, for example seek to protect local amenities, landscape, biodiversity, heritage etc., the proposals are fully justified and include an assessment of alternative options.
- 5.49 Communications refers to modern telecommunications technology such as high-speed broadband, 3G 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 DM8, 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 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 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.

Nature conservation

Relevant issues, vision, and objectives

Issues (Chapter 2): **G2, G3, G4**

Vision (Chapter 3): **5**

Objectives (Chapter 3): **iii, iv**

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

Source	Reference/ title
Eastleigh Borough Council	Biodiversity SPD 2009 Biodiversity Action Plan 2012 - 2022
Eastleigh Borough Community Plan	Action Plan - Vision 29 & related actions
PUSH	PUSH Green Infrastructure Strategy Solent Disturbance and Mitigation Study
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 ⁵⁷
Defra	Biodiversity 2020: A strategy for England's wildlife and ecosystem services 2011 ⁵⁸
NPPF	Paragraphs 17, 117-119

- 5.50 The borough contains areas of international, European, national and local conservation interest, focused mainly on the rivers and coast, and on ancient woodlands, species-rich meadows and remaining or former heathland. Strategic policy S11 (Chapter 4) sets out the Council's strategy for the protection and enhancement of nature conservation interests in the borough.

⁵⁷ <http://jncc.defra.gov.uk/page-6189>

⁵⁸ <https://www.gov.uk/government/publications/biodiversity-2020-a-strategy-for-england-s-wildlife-and-ecosystem-services>



Policy DM9, Nature conservation

Development which is likely to adversely affect the integrity of an international or European nature conservation site will not be permitted. 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 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), or on protected or priority habitat or species, or on any other feature of importance for wild fauna and flora, 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 can be 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.

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 Disturbance and Mitigation Project 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 nature conservation designation

- 5.51 Where mitigatory or compensatory 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.
- 5.52 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.

- 5.53 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 2011 – 2029 Habitats Regulations Assessment. Under 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.

National Nature Conservation Designation – Sites of Special Scientific Interest (SSSIs)

- 5.54 There are five 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. For any development to be permitted that is likely to damage these sites, the developer must demonstrate to the satisfaction of the Borough Council and Natural England that:

- there are no alternative solutions; and
- the reasons for the development clearly outweigh the nature conservation value of the site and the national policy to safeguard the national network of such sites.

Local Nature Conservation Designations

- 5.55 In addition to the statutorily designated nature conservation sites there are others that are of local nature conservation value. These Sites of Importance for Nature Conservation (SINCs) are identified by the Hampshire Biodiversity Information Centre and submitted to the Local Sites Panel for ratification, in accordance with the local sites guidance issued by DEFRA in 2006, which this Council recognises. The Panel comprises representative from Natural England, Hampshire County Council and the Hampshire & Isle of Wight Wildlife Trust. 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 DM9 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.

- 5.56 Local Nature Reserves are established by local authorities in consultation with Natural England under Section 21 of the National Parks and Access to the Countryside Act 1949, as amended by the Local Government Act 1972. They are intended to protect habitats of local significance. The local authority can protect these areas by means of byelaws which are confirmed by the Secretary of State. 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)
- 5.57 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

- 5.58 The protection of certain species 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. In many cases it is not only the species that is protected, but the habitat and other features that sustain it. The presence of such species is a material consideration in dealing with planning applications, and the Council will consult Natural England on any proposals likely to affect such species. Where necessary applicants will be required to undertake survey work, assessment and propose mitigation before their proposals can be considered.
- 5.59 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 Borough Council published its revised Biodiversity Action Plan in July 2012⁵⁹. It sets out ways in which the borough's biodiversity can be conserved and enhanced, and defines Priority Biodiversity Areas and Priority Biodiversity Links. Priority biodiversity areas cover areas which hold the greatest concentrations of priority habitats and species and land where there is potential to enhance or restore priority habitats (including some sites already designated for their nature conservation importance). Priority biodiversity links include land where there is 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.
- 5.60 There are ten priority biodiversity areas in the borough at: Flexford & Hocombe, Chilworth, Allbrook, Lakeside & Fleming Park, Itchen Valley,

59 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

Wyvern, Stoke Park, Moorgreen, Netley & 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.

- 5.61 In accordance with the Eastleigh Borough 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 as identified in the Eastleigh Biodiversity Action Plan. 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 Plan⁶⁰.

Heritage assets

Relevant issues, vision and objectives

Issues (Chapter 2): **G6, G7**

Vision (Chapter 3): **1, 2**

Objectives (Chapter 3): **i**

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

Source	Reference/ title
Eastleigh Borough Council's SPD	Supplementary Planning Documents ⁶¹ : - Urban Character Area Appraisals - Conservation Area Appraisals
Eastleigh Borough Community Plan	Action Plan - Vision 19 & 20 & related actions
PUSH	Sustainability policy framework ⁶² , and Quality Places initiative which includes a Quality Places Charter and a Cultural Strategy ⁶³
Hampshire County Council	Historic Environment Record ⁶⁴
NPPF	Paragraphs 126-141

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

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

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

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

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

5.62 The borough's heritage assets are explained in detail in Background Paper QP2, Heritage. 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;
- scheduled ancient monuments, nationally important ancient monuments and archaeological sites and their settings; and
- marine, rail and aviation heritage assets.

Strategic policy S12 (Chapter 4) sets out the Council's strategy for the protection and enhancement of its heritage assets.

Policy DM10, Heritage assets

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

- i. **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. Substantial harm to or loss of designated assets of the highest significance would be wholly exceptional. Development . 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:**
 - a. **the remains cannot be preserved in situ and the importance of the development is sufficient to outweigh the value of the remains;**
and
 - b. **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;**
- ii. **it achieves a high standard of design which respects and complements the character and qualities of the heritage asset(s);**
- iii. **where necessary, it secures the long term future maintenance and management of the asset;**
- iv. **where possible, it enables public enjoyment and interpretation of the asset;**
- v. **it accords with the other policies of this local plan. Exceptionally, development will be permitted that does not accord with these policies**



where this is the only way of securing the long-term preservation and management of a heritage asset; and

- vi. 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.

- 5.63 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. 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 at 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.
- 5.64 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 Documents⁶⁵.
- 5.65 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. Many of them also contribute to local character and identity. The policy is designed to avoid damage to or loss of such buildings and their immediate surroundings.
- 5.66 The Council has also identified buildings suitable for inclusion on a local list of buildings important for local heritage reasons. These are listed in Appendix A to Background Paper QP2. They are buildings that contribute to local identity, and reflect locally significant parts of the borough's history. The Council is keen to conserve these buildings for these reasons, and although they have no statutory protection.
- 5.67 In addition to buildings, there are parts of the borough's countryside that are of historic value, in particular parks and gardens. Background Paper QP2 contains a list of these, and identifies the important features of each one. 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. 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

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

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.

- 5.68 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.
- 5.69 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 that would contribute to maintaining their heritage value.
- 5.70 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.
- 5.71 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 DM10 therefore enables the provision of facilities for interpretation provided these do not have adverse impacts on the heritage asset or other interests.



A prosperous place

Economy

- 5.72 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 GVA⁶⁶, which is a main objective of the PUSH Economic Development Strategy.

Relevant issues, vision and objectives

Issue(s) (Chapter 2): **P1-P9**

66

GVA is Gross Value Added, a measure of economic growth

Vision (Chapter 3): **6-8**

Objectives (Chapter 3): **viii-xii**

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

Source	Reference/ title
Eastleigh Borough Council	Prosperity Delivery Plan Climate Change Strategy
Eastleigh Borough Community Plan	Action Plan - Vision 12-19 & related actions
PUSH	Economic Development Strategy 2010 South Hampshire Strategy 2012
Solent Local Enterprise Partnership	Solent LEP Vision, July 2011 A Strategy for Growth, December 2012
NPPF	Paragraphs 18-28

5.73 The borough has a reasonably prosperous economy. There is a need to maintain this prosperity and make provision for future growth – see Background Papers EC1A, EC1B and E1C of the Employment Land Review. Strategic policies S2 and S4 (Chapter 4) set out the Council’s strategy for new employment development by means of allocating new sites, encouraging the regeneration of existing sites at Eastleigh River Side and in Eastleigh town centre, and by enabling a more intensive use of the borough’s employment land and other land that would be suitable for employment-related development.

Policy DM11, New employment development in urban areas

Development for employment in:

- i. use classes B1, B2, B8;**
- ii. uses that are of a similar character to use classes B1, B2 and B8 in terms of providing jobs, the skills they require and their contribution to annual GVA of the borough and south Hampshire, including sui generis uses⁶⁷ but not town centre uses (e.g. uses in use classes A1 – A5); and**

iii. workforce training facilities

will be permitted within the urban edge as defined on the policies map by means of:

- a. infilling/ new development;**
- b. redevelopment and expansion of existing employment sites for employment purposes;**
- c. conversion of existing buildings; and**
- d. extensions;**

subject to the general development criteria and to the transport policies of this local plan and provided that new office development (class B1a) is focused within Eastleigh town centre and Eastleigh River Side, with small scale offices

⁶⁷ ‘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).

uses located within the Eastleigh urban renaissance quarter and other district and local centres to meet local needs.

In new employment developments, the Borough Council will require that where feasible, a mixture of unit types and sizes are provided including premises to accommodate the needs of start-up and move-on businesses.

The development of waste management facilities, including the generation of power from waste (other than incineration), and industries that process or use waste materials will be permitted on industrial sites where it can be demonstrated that it would not cause significant long term harm to the function and market attractiveness of the wider site or neighbouring employment sites, and subject to other policies of this local plan relating to environmental impact and transport.

- 5.74 In line with the Council's Prosperity Delivery Plan and the PUSH Economic Strategy, the Borough Council wishes to encourage new employment opportunities in the borough, particularly within the urban edge where they are more likely to be accessible by a range of transport modes and have access to the transport and other facilities and services that they need. Aside from the new allocation at Botleigh Grange, new office development in the borough should be focused in Eastleigh town centre, Eastleigh River Side, or district and local centres where it is accessible by means of transport other than the private car.
- 5.75 Within the urban edge the Borough Council will also permit other forms of development that provide jobs including, for example, retail, health, education, cultural and leisure uses (see other policies of this local plan). 'Sui generis' uses will be considered similar to employment uses if they provide a level of paid employment similar to a B-class employment use on an equivalent site and can demonstrate that they will contribute to the economic growth objectives of the borough and the sub-region.
- 5.76 Start-up and move-on premises provide space of modest size and with favourable tenure and other forms of support to encourage the creation of new enterprises. The Council will seek contributions for the provision of start-up premises from employment development and from the redevelopment of employment sites for other uses. The need for such contributions will be assessed on a case-by-case basis in accordance with the scale and effect of the development.
- 5.77 The development of waste management facilities on employment sites is in line with the emerging Hampshire Minerals & Waste Plan, and contributes to wider sustainability objectives. These forms of development can also include power generation, e.g. from anaerobic digestion or similar processes, which would also help meet the Council's objective to increase the generation of zero/low carbon energy. The Council is opposed to waste management processes involving incineration because of their potential effects on air quality, and a perception that they fall short of zero/low carbon objectives.



Policy DM12, 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 B8; and
 - iii. workforce training opportunities as defined in policy DM13 below;
- subject to the general development criteria and transport policies of this local plan.

Exceptionally, employment uses other than those in use classes B1(b), B1(c), B2 or B8 may be permitted on these sites provided they are of a similar character to use classes B1, B2 and B8 in terms of providing jobs, the skills they require and their contribution to annual GVA of the borough and south Hampshire. They may include sui generis uses⁶⁸ 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 will only be permitted if there would be over-riding community benefits from the proposed alternative use, e.g. where:

- a. there will be no significant loss of local employment opportunities or impact on the local economy; and
- b. it has been demonstrated that the site is no longer in demand for employment use and is unlikely to be required to meet future demand for employment land; or
- c. employment uses on the site have or would be likely to have a detrimental effect on local amenities; or
- d. access to the site is inadequate for industrial/commercial use.

5.78 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 green field sites for employment use. All the major existing employment sites were reviewed through the Employment Land Review and found to be viable and valuable employment sites.

5.79 There is a special policy for the Eastleigh River Side regeneration area - see policy E9, Eastleigh River Side (Chapter 6, section 6.6).

Policy DM13, 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
- ii. contribute to improving workforce skills for the borough.

⁶⁸ '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).



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.

5.80 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 A).

- Rural economy

5.81 Within the countryside in the borough there remains some agricultural activity. 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.

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

- i. Agricultural development and farm diversification in accordance with policy DM14;
- ii. Extension and replacement of buildings in existing non-residential use, in accordance with policy DM16; and
- iii. Change of use and redevelopment of existing buildings in accordance with policy DM17.

Policy DM14, 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 DM27.

5.83 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 DM15, Protection of the best and most valuable agricultural land

Development proposals which would cause the permanent loss of the best and most versatile agricultural land (Grades 1, 2 and 3a in the DEFRA Agricultural Land Classification system) will not be permitted unless it can be demonstrated to the satisfaction of the Borough Council that there are no appropriate alternatives and there are over-riding sustainability benefits.

- 5.84 The borough contains some quite significant areas of high quality agricultural land. Historically, it was an area with a tradition of market gardening and horticulture, in particular strawberry growing. The cost of food imports nationally is increasing with rising transport costs, and there is a need to encourage more sustainable ways of growing and distributing food. As part of its Climate Change Strategy the Council therefore wishes to protect land which is capable of producing food locally.

Policy DM16, Extension and replacement of existing non-residential buildings in the countryside

The extension or replacement of existing 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, or would lead to the development of a single dwelling that is of exceptional or innovative design quality;
- iii. the extension or replacement building would not have an urbanising effect on the countryside in terms of the density, scale, massing, layout and height of development on or adjoining the site;
- iv. access, car parking, landscaping and services can be provided without works detrimental to 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 contribute to improving the character and quality of the local area; and
- vii. in the case of a replacement building, the proposal includes the demolition of the building to be replaced

Where the proposal also involves a change of use of the building, criteria (i), (ii) and (iii) of policy DM17 will apply. Notwithstanding this, where the proposal is for the development of town centre uses, criterion (ii) of policy DM17 will apply.

- 5.85 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 DM17, 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 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;
- 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 works detrimental to 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 will only be permitted if:

- a. the building is demonstrably unsuitable for other uses allowed under this policy; or
- b. the proposal is for an agricultural worker's dwelling and the terms of policy DM27 are met; or
- c. the building is of architectural or historic interest and there is no other means of securing its preservation (see also policy DM10); or
- d. the building would be redeveloped to be of exceptional or innovative design quality, reflecting the highest standards in architecture and helping to substantially improve the standard of domestic-scale rural design in the local area; or
- e. 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 DM26 will not apply.

Where the proposal also involves extension or replacement of the building, criteria (i), (ii), (iii), (vi) and (vii) of policy DM16 will apply.

- 5.86 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) (Amendment) Order 2013 enables the change of use of agricultural buildings to 'flexible' uses including 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 the floor area concerned does not exceed 500 sq.m. 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 policies DM19 and DM22 would also apply to proposals for retail development. Retail development that requires planning permission will not be permitted in the countryside (see policy DM22).

- 5.87 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.
- 5.88 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. Note: the government is currently consulting on further changes to the GPDO that would enable the conversion of agricultural buildings of up to 150sq.m to residential use without planning permission. This Local Plan will be updated as necessary when the outcome of the consultation is known.

Policy DM18, 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 of 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 DM34 refers to recreational sailing on the River Hamble.]



- 5.89 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.
- 5.90 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 exact proportion will depend on design, environmental and highway considerations but is unlikely ever to be greater than 20% of the total floorspace as it was in May 2006 (the date of adoption of the last local plan).



- Retail development

- 5.91 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), paragraphs 6.30 - 6.40 and policies E6 – E8 (Chapter 6 section 6.6) refer to Eastleigh town centre.

5.92 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 shopping centre, Eastleigh

Fair Oak village centre

Hamble village centre

Victoria Road and Station Road, Netley Abbey

West End village Centre

Neighbourhood parades

Riverside, Bishopstoke

Whalesmead, Bishopstoke

Pilands Wood, Bursledon

Hiltingbury Road West, Chandler's Ford

Hiltingbury Road East, Chandler's Ford

Ashdown Road, Chandler's Ford

Falkland Road, Chandler's Ford

Nightingale Avenue, Eastleigh

Sandy Lane, Fair Oak

Coronation Parade, Hamble

St Luke's Close, Hedge End

Townhill Way, West End

5.93 The above paragraph 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 S3, Chapter 4 and in the site-specific policies in Chapter 6.



Policy DM19, 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 E6 – E8, Section 6.6).

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 undermine the vitality and viability of any existing centre. A retail impact assessment will be required for proposals equal to or greater than 2,500sq.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.

- 5.94 The Borough Council seeks to focus retail activity within the defined town, district and local centres in the borough. Paragraph 2.39 above sets out the outcome of the 2011 joint retail study with Southampton City Council. This identified a need for a limited amount of comparison and convenience retail floorspace in Eastleigh town centre and an even more limited need for additional convenience retail floorspace in the two district centres. There is believed to be capacity within Eastleigh town centre and Hedge End centre 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. [Note: the policy for Eastleigh River Side proposes the development of uses that would support the town centre at Barton Park, which lies east of the town centre and Eastleigh railway station, subject to the provision of a new pedestrian link across the railway (see policy E9, Chapter 6 section 6.6).]
- 5.95 Nevertheless, retail development within the defined centres should be compatible with their current role and policy DM19 therefore supports proposals that are compatible with the centres' positions in the retail hierarchy as set out at paragraphs 5.92 - 5.93 above. Development in an existing centre should not be on such a scale that it undermines the role of another centre or increases distances travelled.
- 5.96 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 area⁶⁹.

- 5.97 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. The potential impact of retail proposals on the city centre and other retail centres outside the borough will also be a material consideration. 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.
- 5.98 Background Paper EC6 District and Local Centres identifies a number of centres where there are buildings nearing the end of their useful life or of poor design. The Borough Council would support redevelopment in these areas.

Policy DM20, Changes of use in retail frontages in district and local centres

Within the primary and secondary shopping frontages of the district centres, and in the local centres and neighbourhood parades, as defined on the policies map and in the Borough Council's Annual Shopping Frontages Survey⁷⁰, a change of use or redevelopment involving the loss of Class A1 retail floorspace will only be permitted for uses within classes A2 financial & professional services, A3 restaurants & cafes, A4 drinking establishments, and A5 hot food takeaways, leisure/ cultural uses and community uses, provided that:

- i. in primary frontages, not less than 65% of the frontage is and would remain in Class A1 retail use, and the development does not involve the loss of more than 200 sq.m. of Class A1 retail floorspace;
- ii. in local centres and neighbourhood parades, 60% of the frontage is and would remain in Class A1 retail use; and
- iii. the new use retains an active ground floor frontage and can demonstrate a similar daily footfall to Class A1 use.

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 (see policy DM21).

Proposals which reduce the proportion of Class A1 retail uses below (or further below) the thresholds identified above will need to be justified in terms of:

- a. demonstrable proof that there is no long term demand for the A1 use, including evidence that the site has been marketed effectively for such a use; or
- b. over-riding community benefits from the proposed use; or
- c. evidence that the proposal will enhance the vitality and viability of the centre.

Note: Policies for shopping frontages in Eastleigh town centre are in Chapter 6, section 6.6.

⁶⁹ The Southampton & Eastleigh Retail Study (GVA 2011) identifies catchment areas in terms of survey zones for Eastleigh town centre, Fryern centre & Hedge End village centre. These should be used as the starting point for identifying the appropriate retail catchment for proposed edge of centre/out of centre developments in Eastleigh, Chandler's Ford and Hedge End respectively.

⁷⁰ <http://www.eastleigh.gov.uk/PPEvidence>

- 5.99 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 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.
- 5.100 For purposes of interpreting policy DM20, 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.

Policy DM21, Upper floors

On upper floors in Eastleigh town centre, district centres, local centres and neighbourhood parades:

- i. **office, leisure, cultural and community uses will be permitted;**
 - ii. **residential uses will be permitted where:**
 - a. **this would not result in a loss of office, leisure, cultural and community uses to the significant detriment of the local economy or the local community. Proposals must be accompanied by evidence that the premises have been marketed effectively for their existing use; and**
 - b. **the accommodation provides an adequate standard of residential amenity, including suitable access, facilities for waste storage and collection, outdoor amenity space and cycle storage.**
- 5.101 The active use of upper floors can help to contribute to the vitality of centres and to community safety by ensuring people are present during and after shopping hours. It encourages the use of public transport, and also helps to make economic use of the building stock.

Policy DM22, Retail uses outside the urban edge

In the countryside, new retail development that requires planning permission will not be permitted. Car boot sales or open air markets operating for more than 14 days each year will only be permitted if they do not involve permanent structures or road/ drainage infrastructure, and subject to the transport policies of this local plan.

- 5.102 The Borough Council seeks to ensure that retail development is located sustainably, in centres that are accessible by a choice of transport methods. Rural locations tend to be accessible only by car and are therefore less sustainable. Retail developments in rural areas are also likely to change the rural character of the area by increasing traffic and disturbance. The Town and Country Planning (General Permitted Development) (Amendment) Order 2013 permits the change of use of agricultural buildings to a range of 'flexible' uses including A1 retail provided the floor area concerned does not exceed 500 sq.m.

- 5.103 Farm shops selling goods produced on the farm do not normally require planning permission. Similar criteria could be applied to sales of produce from allotments or community farms. However, if the goods to be sold are bought in, or comprise goods processed away from the holding, this will constitute retail development and is likely to be subject to the above policy. The Council's advice should be sought on any proposal to establish a farm shop.



Transport

- 5.104 Transport infrastructure includes:

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

Southampton Airport also forms part of the borough's transport infrastructure (see policy E12, Chapter 6, section 6.6).

Relevant issues, vision and objectives

Issues (Chapter 2): **P10 - P16**

Vision (Chapter 3): **9**

Objectives (Chapter 3): **viii, xiii - xv**

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

Source	Reference/ title
Eastleigh Borough Council	Public Transport Strategy Cycling Strategy Walking Strategy 'Residential Parking Standards' SPD ⁷¹
Eastleigh Borough Community Plan	Action Plan - Vision 11 & 25 & related actions
Hampshire County Council/ Transport for South Hampshire	Local Transport Plan 2011 – 2031 (HCC, 2011) Local Transport Plan – Strategy for South Hampshire (TfSH 2011) Transport Delivery Plan 2012-2026 (TfSH 2013) Eastleigh Town Access Plan (HCC & EBC 2011) Eastleigh Borough Transport Statement (HCC 2012) Parking Strategy and Standards 2002
Transport operators	Southampton Airport Ltd – Southampton Airport Masterplan 2006 and Southampton Airport surface access strategy Network Rail Route Utilisation Strategy

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

Source	Reference/ title
NPPF	Paragraphs 17, 29-41

- 5.105 The borough includes two motorways and other main roads, a main line railway and other rail routes, a bus network and an airport. It therefore has comprehensive access opportunities, but also suffers problems of peak hour congestion on the motorways and many of its roads.
- 5.106 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:
- Promoting measures to manage car use by locating new development close to the facilities it needs, encouraging use and improvement of public transport, cycling and walking, and encouraging the roll-out of communications technology to enable more flexible working (see also policy DM8 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 links to the town centre, district centres, local centres and other key destinations. See also strategic policy S8, Strategic footpath, cycleway and bridleway links;
 - Seeking developer investment in improvements to transport systems, including road and junction improvements, public transport and footpaths, cycleways and bridleways;
 - Safeguarding routes for 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 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; and
 - Ensuring that comprehensive and up-to-date information is provided regarding prevailing conditions on the transport network using all available technologies.

Policy DM23, 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. Access arrangements to the highway network must:

- i. meet national and local guidance and standards;**
- ii. not cause or increase danger to road users; 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 in excess of those outlined in appendix B of the DfT 'Guidance on Transport Assessment' 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 Travel Plans⁷² 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, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.

- 5.107 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. The related requirements of the Local Transport Plan and the Eastleigh Borough Transport Statement are set out in Appendix A, paragraphs A10 to A12. Transport assessments should be undertaken using Transport for South Hampshire's Sub-Regional Transport Model⁷³ wherever possible in order to ensure compatibility with other local transport assessment work.
- 5.108 Strategic policy S7, 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 the Eastleigh Borough Transport Statement, which include the footpath, cycleway and bridleway routes identified in strategic policy S8, Chapter 4. This provides a robust framework of local transport policy to justify the list of local transport schemes which are used as the basis for securing S106/S278/CIL funds collected by EBC and HCC. All of the transport infrastructure required to deliver the Local Plan will be identified in the Borough Council's Infrastructure Delivery Plan.

Policy DM24, Parking

New development will be required to provide off-highway parking in accordance with Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for residential parking provision and Hampshire County Council's Parking Standards which establish maximum parking standards for other forms of development.

For retail, commercial or leisure developments, parking in excess of the Hampshire standards will only be permitted if it assists the vitality and economic viability of a town or district centre. In town, district centres or local parades, retail, commercial or leisure development which does not meet the adopted parking standards may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.

72 <http://webarchive.nationalarchives.gov.uk/20100409053417/http://www.dft.gov.uk/adobe/pdf/165237/202657/guidanceontapdf>

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

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

- i. it can be demonstrated that this is the only way transport requirements 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 outweigh any adverse effects; and**
- iv. the developer pays for any off-site highway improvements necessary to accommodate traffic generated by the proposal, and any additional works necessitated by an inability to meet work place travel plan targets.**

- 5.109 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. Off-street parking is therefore required in accordance with the minimum standards for residential development established by the Borough Council in the Residential Parking Standards Supplementary Planning Document. This also outlines how the 'minimum' parking standards can be reduced through the use of unallocated shared parking, when compared to minimum allocated parking requirements. In the standards for other forms of development in Hampshire County Council's Parking Strategy and Standards 2002, the need for parking is assessed against the accessibility of the site by other modes such as public transport, cycling and walking. Parking in excess of the 'maximum' may be accepted if supported by a transport assessment.



A healthy community

Housing

Relevant issues, vision, and objectives

Issues (Chapter 2): **C1 – C4**

Vision (Chapter 3): **10**

Objectives (Chapter 3): **xvi-xviii**

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

Source	Reference/ title
Eastleigh Borough Council	Housing Strategy for Eastleigh 2012-2017 Accessible Homes Strategy 2008-2011 Homelessness strategies Supplementary Planning Documents ⁷⁴ Affordable Housing 2009 Accommodation for older people and those in need of care' 2011
Eastleigh Borough Community Plan	Action Plan - Vision 9 & related actions

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

Source	Reference/ title
PUSH	PUSH Economic Development Strategy 2010 South Hampshire Strategy 2012 Strategic Housing Market Assessment
Hampshire County Council	Community Infrastructure Study Housing provision for Older People in Hampshire 2009
NPPF	Paragraphs 47-53

5.110 The borough contains a range of types, size and tenure of housing stock as described in Background Paper H1, Housing. 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 DM25, 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 extra care housing;
- ii. affordable housing is provided in accordance with policy DM28;
- iii. a minimum density of 35 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.

The development of, and extensions to residential accommodation specifically designed for older people, and those in need of specialised residential care services, will be encouraged in sustainable locations within the urban edge, particularly in or close to local centres.

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

5.111 This policy enables residential development within urban areas in a way that meets identified local needs and helps to create mixed and balanced communities. The Borough Council will prepare a supplementary planning document on the mix of dwellings to be achieved in new residential development schemes.



- 5.112 The proportion of elderly people in the borough is increasing, and the Borough Council wishes to ensure that provision is made to meet their needs. The Council also seeks to meet the needs of others who need special care including people with disabilities.
- 5.113 The provision of accommodation for older people is specifically required on a number of the proposed allocated sites as set out in Chapter 6 of the Plan. In addition, on sites with good access to public transport and local facilities and services, new residential development should provide, where feasible, accommodation specifically to meet the needs of elderly people, people with disabilities and/or people in need of care. Where no such provision is made, this will need to be clearly justified in a supporting statement to accompany the application. Such provision could include dwellings that are capable of adaptation over time to meet the changing needs of residents, known as 'Lifetime Homes'. Provision of such dwellings can help to ensure that residents have the facilities they need without having to move. The Council will consider providing further guidance on this matter by means of a supplementary planning document. Note: the provision of Lifetime Homes is an issue addressed in the Code for Sustainable Homes⁷⁵.
- 5.114 This policy also provides for the development of care homes and extra care housing. In order to benefit the residents of such institutions and specialised dwellings, those working with them, and those visiting them, the Borough Council wishes to direct this form of development to places that are accessible by a variety of means of transport and close to other facilities and services that may be required such as medical services and shops. The Council has produced a supplementary planning document 'Accommodation for older people and those in need of care'⁷⁶ which provides further detailed guidance on these forms of development. This document will be kept under review to ensure that it reflects emerging best practice.
- 5.115 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.

- Residential development in the countryside

- 5.116 In order to limit the urbanising impact of development on the rural character of the countryside, and for reasons of sustainability, the Borough Council seeks to limit residential development in the countryside to the following:
- i. Residential extensions and replacement dwellings (see policy DM26);
 - ii. Limited residential conversions (see policy DM17);
 - iii. Rural workers dwellings (see policy DM27); and
 - iv. Gypsy, traveller and travelling showpeople's accommodation (see policy DM30).

75 See Code for Sustainable Homes Technical Guidance (CLG 2010) at <http://www.communities.gov.uk/publications/planningandbuilding/codeguide>

76 The SPD can be viewed at www.eastleigh.gov.uk/pdf/11-21-06Adopted%20Accommodation%20Old%20People%20SPD%20May%202011.pdf



5.117 The development of residential institutions in the countryside will only be permitted by conversion of existing buildings in accordance with policy DM17 'Re-use of buildings in the countryside'. Extensions to or the replacement of residential institutions already located in the countryside will be treated in the same way as extensions or replacement of dwellings (see policy DM26).

Policy DM26, Residential extensions and replacement dwellings in the countryside

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:**
 - a. **the demolition of the dwelling to be replaced, and**
 - b. **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.

5.118 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.

5.119 Rural workers dwellings are modest dwellings permitted only in very particular and exceptional circumstances as set out in policy DM27 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, and may also help to limit pressures to remove occupancy conditions.

Policy DM27, 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. The development of 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.

5.120 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 worker's. 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 DM29 because the needs of rural workers can include office accommodation and storage for specialised equipment and clothing.

5.121 Permission will not be granted for the extension to a rural worker's dwelling, or its replacement with a larger building (see policy DM26 above).

- Affordable housing

Policy DM28, Affordable housing

On residential development sites, the Borough Council will negotiate to secure affordable housing as follows:

- i. on sites capable of accommodating 5-9 dwellings financial contributions will be sought equivalent to 10% on-site provision of affordable housing;
- ii. on sites capable of accommodating 10-14 dwellings the target is that 20% of the dwellings provided on the site are affordable;
- iii. on sites capable of accommodating 15 or more dwellings, the target is that 35% of the dwellings provided on the site are affordable.



In negotiating the delivery of affordable dwellings, the Council seek a mixture of tenures and will take into account:

- a. the financial viability of the proposal; and**
- b. the contribution that the proposal would make towards mixed, balanced and sustainable communities.**

- 5.122 There is a considerable need for affordable housing in the borough, as explained in Background Paper H1, Housing. This policy seeks to ensure that new residential development includes provision for affordable housing. The Borough Council is aware of the implications of this requirement for the viability of residential development proposals, and has based it on a robust assessment of this issue – see the Affordable Housing Viability Assessment update 2012.
- 5.123 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. In exceptional circumstances, contributions in the form of finance or serviced land may be acceptable for provision off-site. See the Council's Supplementary Planning Document 'Affordable Housing' 2009.
- 5.124 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 the Borough Council's Supplementary Planning Documents 'Affordable Housing' and 'Accommodation for Older People and Those in Need of Care'.
- 5.125 The following table indicates the amount of affordable housing or financial contribution required in relation to the scale of the development.

Size of development	Affordable housing contribution	
	Financial contribution	Dwellings
5	Equivalent to 0.5 dwellings	
6	Equivalent to 0.6 dwellings	
7	Equivalent to 0.7 dwellings	
8	Equivalent to 0.8 dwellings	
9	Equivalent to 0.9 dwellings	
10		2
11		2
12		2
13		3
14		3



- Residential space standards

Policy DM29, Internal space standards for residential development

All new dwellings must meet at least the following minimum gross internal space standards:

Dwelling type/no. of bedrooms	Total minimum floor area (sq.m.) based on the English Partnership's standards
Studio flat	32
One bedroom flat	51
Two bedroom flat	66
Two bedroom wheelchair flat	71
Two bedroom house	77
Three bedroom dwelling	93
Four bedroom dwelling	106

Development proposals should be accompanied by a table setting out the gross internal floorspace for every dwelling

- 5.126 Background Paper QP3, Internal Space Standards sets out the need for such standards in the borough and puts the standards in context both financially and in relation to recent development.
- 5.127 Recent 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.
- 5.128 In relation to the minimum total floor areas identified in the policy the Council will seek the following minimum room sizes:

Dwelling type/no. of bedrooms	Storage space (sq. m.)	Living, cooking & eating area (sq. m.)	Sleeping area (sq. m.)
Studio flat	1.5	22	7
One bedroom flat	2.5	22	12
Two bedroom flat	3.5	24	19
Two bedroom wheelchair flat	3.5	26	21
Two bedroom house	3.75	27	24
Three bedroom dwelling	4.5	30	31
Four bedroom dwelling	5.5	33	36



5.129 The Borough Council will prepare a supplementary planning document on dwelling mix and internal space standards.

- Gypsies, travellers and travelling showpeople

Policy DM30, Gypsies, travellers & travelling showpeople

Development for gypsies, travellers and travelling showpeople, including transit sites, will be permitted on sites which:

- i. are 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;
- ii. have safe and convenient access to services and facilities to serve the residents, including education, health facilities and shops;
- iii. have or can be viably provided with utility services; and
- iv. have vehicular access to and from the strategic road network adequate to accommodate mobile residential units and any vehicles/ machinery associated with residents' working activities.

The scale of the site should not dominate the nearest settled community.

5.130 A Gypsy and Traveller Accommodation Assessment (GTAA) was completed in 2007 for Hampshire, Southampton, Portsmouth and the Isle of Wight⁷⁷. An assessment of the needs of travelling showpeople was prepared for the same area in 2008⁷⁸. Both estimated needs between 2006 and 2011. A new accommodation assessment for these communities was subsequently commissioned jointly by Hampshire authorities including Eastleigh Borough Council and Hampshire County Council but excluded Southampton and Portsmouth City Councils. It was completed in April 2013, but as well as excluding Southampton with which Eastleigh Borough has a very close geographic relationship, it was not based on robust evidence and failed to address a number of matters including the need for transit sites and the provision of accommodation for travelling showpeople. The Borough Council has therefore concluded that further work is necessary on this matter, and has commissioned a further study of the local needs of the travelling communities jointly with Southampton City Council, with a view to producing a Travelling Communities Development Plan Document (DPD) for Eastleigh Borough separate from this Local Plan (see the Eastleigh Borough Local Development Scheme September 2013⁷⁹, currently subject to review). It is anticipated that the study will be complete by the summer of 2014 enabling a first draft of this DPD to be published for consultation in the autumn of 2014.

5.131 The needs identified for gypsies in this borough in the 2007 GTAA have been met by permissions for gypsy accommodation granted since 2006. From this work there remained outstanding needs for 8 pitches for travelling showpeople in the borough, and a Hampshire-wide need for 41 transit plots for gypsies and travellers.

5.132 In this Local Plan the Council has identified a site for travelling showpeople at Netley Firs, Kanes Hill (see policy HE7, Chapter 6 section 6.9) which provides space for around 8 pitches. Future work on the Travelling Communities DPD

77 <http://www.eastleigh.gov.uk/pdf/GypsyTravellerReport090108.pdf>

78 <http://www.eastleigh.gov.uk/pdf/TravShowpeopleAA29April08.pdf>

79 http://www.eastleigh.gov.uk/pdf/ppd_130814_LDS_revised.pdf

and related studies will identify the local needs for transit sites and other accommodation for gypsies and travellers and for travelling showpeople over the Local Plan period and will make the necessary provisions to meet these needs.

- 5.133 In the interim before the Travelling Communities DPD is adopted the Council has concluded that the criteria based policy above offers the best means of meeting needs and the flexibility to take opportunities when they arise.

Community facilities

- 5.134 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, vision and objectives

Issue (Chapter 2): **C5**

Vision (Chapter 3): **2, 11**

Objectives (Chapter 3): **xix - xxi**

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

Source	Reference/ title
Eastleigh Borough Council	Sport and Recreation Strategy 2002 – 2007 Sport, Recreation and Playing Pitch Strategy 2013 (in preparation) Sport and Active Lifestyles Strategy (in preparation) Strategy for children and young people 2009-2012 (being revised) Play Strategy and Action Plan 2007-2017
Eastleigh Borough Council and partners	Health Action Plan 2012-2013
Eastleigh Borough Community Plan	Action Plan - Vision 3, 28 & related actions
PUSH	PUSH Green Infrastructure Strategy
Hampshire County Council	River Hamble Harbour Board Strategic Vision and Strategic Plan
NPPF	Paragraphs 74-75

- 5.135 An important part of the Borough Council's health strategy is to promote healthy living, including engagement in sporting 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.

- 5.136 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. Whilst the PPG17 study included a review of cemetery provision, in the Local Plan cemeteries are addressed under the heading of community facilities.

5.137 The Council has carried out a study of recreational needs and provision in the borough, the PPG17 study(2011)⁸⁰. This study 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, gymnasia and squash courts;
- amenity open space including play areas, wildlife sites and country parks;
- allotments.

The PPG17 study is being updated in part by a revised sport and recreation strategy, including a playing pitch strategy, which will update the position with regard to formal outdoor sports facilities and indoor sports facilities. Outcomes from these studies and standards for provision will be incorporated when they are known. The Council seeks to protect those forms of sports and recreation facilities set out above (policy DM31), and to secure additional provision in association with residential schemes (policy DM32) and through the development of new facilities (policy DM33).

Policy DM31, 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, will not be permitted unless:

- i. **an assessment has been undertaken which has clearly shown 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 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.

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

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spaces unless they are demonstrated to be surplus to requirements through the sport and recreation strategy (including playing pitch strategy), when available, 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. 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 DM35.

Policy DM32, Provision of recreation and open space facilities with new development

New residential development should contribute to the achievement of the following quantitative, qualitative and accessibility standards for recreation and open space facilities:

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	10 minute walking distance = 600m straight line 800m 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
Outdoor Sports Facilities	1.46ha per 1000 population	All outdoor sports facilities should achieve 'very good' status	15 minute walking distance = 900m straight line 1000m actual distance
Indoor Sports Facilities	Swimming Pools – 11.9 m ² per 1000 population Gym – 3.4 stations per 1000 population Sports Halls – 69.3 m ² per 1000 population	To accord with national governing body/ Sport England guidelines	15 minute drive time = 7500m

Type	Quantity standard	Quality standard*	Accessibility standard
Allotments	0.37 ha per 1000 population	All new sites to achieve best practice guidelines	15 minute walking distance = 900m straight line 1000m actual distance
TOTAL	3.1ha per 1000 population⁸¹		

* The quality standard relates to the conclusions of open space quality surveys carried out in connection with the PPG17 study – see Background Paper G14, PPG17 Study, paragraph. 4.18 and Appendices 3 and 4.

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 facilities.

Where a development involves a net increase of:

- i. **between 1 and 50 dwellings, the Council will seek agreements for a contribution towards open space provision on sites in the locality;**
- ii. **50 dwellings or more, the Council will seek provision of a minimum of 0.2ha of open space to be provided on site, with play equipment and a contribution towards other open space provision in the locality to meet the open space needs arising from the development.**

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.

- 5.139 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 PPG17 Study has defined new standards for sport and recreation provision in the borough as set out in policy DM32 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.
- 5.140 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.
- 5.141 Contributions may take the form of on-site open space and/ or contributions to new 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

81 Excludes Indoor Sports Facilities

distance of the development. The method of calculating the need for the open space requirement is set out at Appendix B. Details of the contributions sought will be set out in an updated supplementary planning document to be entitled 'Planning Obligations' which will replace the SPD of the same title adopted in July 2008. Details of the facilities required will be set out in the Council's Infrastructure Delivery Plan.

Note: The standards for formal outdoor sports provision and formal indoor sports provision are subject to revision through the emerging Sport and Recreation Strategy, including Playing Pitch Strategy, currently being prepared by consultants. The strategy is yet to be finalised, but the findings will be included in the table above once they are available.

- New and enhanced recreation facilities

- 5.142 Recreation facilities include those identified in policy DM32 above i.e. formal outdoor sports facilities, indoor sports facilities, amenity open space and allotments. They also include, other recreational facilities available in the borough, such as golf, horse riding and water-based recreation (sailing is addressed separately at policy DM34 below), commercial indoor gymnasias and uses such as hotel spa facilities. Although these other recreational facilities have been considered in the PPG17 study, 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.
- 5.143 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 DM33, 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 DM32 above will be permitted provided that:

- i. they accord with the general development criteria and the countryside, 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.



This policy does not apply to the extension of residential gardens or domestic sports facilities into the countryside.

- 5.144 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 PPG17 Study, 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.
- 5.145 There is a considerable local interest in allotments, with waiting lists for plots in most of the borough's parishes. 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 Strategy⁸² is to increase local/ regional food production. 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 (see also paragraph 5.103 above).
- 5.146 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 falls under two main definitions:
- the grazing and breeding of horses, which is an agricultural use; and
 - the keeping of horses for recreational use e.g. livery yards and riding schools. Recreational horse activities can be defined as being activities where horses are trained and ridden for pleasure or for competitive sports including, but not limited to, dressage, endurance riding, eventing, reining, show jumping, tent pegging, vaulting, polo, horse racing, driving, and rodeo or where horses are kept as domestic pets.
- 5.147 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 will be considered under policy DM27, Rural workers dwellings.

82 See the Climate Change Strategy at <http://www.eastleigh.gov.uk/docs/CC%20Strategy%202011-20%20final.doc> – Key priority 7, para. 3.7



Policy DM34, Recreational sailing 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;**
- 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 DM18 refers to boatyards on the River Hamble.]

- 5.148 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.
- 5.149 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 Plan⁸³. The Authority formerly imposed a limit of 3,261 moorings on the areas of the river within their area of control. This has not been repeated in their current Strategic Plan, Vision or Business Plan. However, it has not specifically been changed or withdrawn. Because boat sizes have increased, the number of moorings is currently some 200 below that total.
- 5.150 The Borough Council’s planning jurisdiction extends to the administrative boundary which runs down the centre of the river even where this is below mean low water. 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.

83

<http://www3.hants.gov.uk/hambleharbour/harbour-authority.htm>



Applications for dredging will be determined by the Marine Management Organisation and lie outside of the planning powers of the Borough Council

Community, leisure and cultural facilities

- 5.151 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, vision and objectives

Issue (Chapter 2): **C6-C8**

Vision (Chapter 3): **12-14**

Objectives (Chapter 3): **xxii - xxiv**

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

Source	Reference/ title
Eastleigh Borough Council	Community Safety Partnership Plan Cultural Strategy Health Action Plan
Eastleigh Borough Community Plan	Action Plan - Vision 1, 7, 8, 10, 11, 14, 18
PUSH	PUSH Economic Development Strategy 2010
Hampshire County Council	Hampshire Community Infrastructure Strategy Interim Strategic Infrastructure Statement March 2012 Hampshire School Places Plan Older People's Well-Being Strategy
NPPF	Paragraphs 69-72



Policy DM35, 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 three large urban extensions. 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 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) will not be permitted other than by re-use of existing buildings in accordance with policy DM17 (the provision and enhancement of cemeteries is addressed at Policy DM36 below). Extensions to existing facilities may be permitted subject to policy DM16.

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 DM37.

- 5.152 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.
- 5.153 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. A new secondary school is being proposed in West End Parish as part of proposed development west of Horton Heath. 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 DM31 and related text above.
- 5.154 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.

- 5.155 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.
- 5.156 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.
- 5.157 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

- 5.158 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 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 DM36, Cemeteries

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.**

Where there is an identified local need, developers may be required to contribute to the costs of cemetery provision or enhancement.

- 5.159 Where it is proposed to enhance existing facilities, the objective should be to ensure that these meet the 'very good' standard identified in the PPG17 study (Background Paper GI4, PPG17 Study, paragraph 4.18 and appendices 3 and 4).

Implementation

- 5.160 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, new legislation has introduced the Community Infrastructure Levy which will impose strict limits on the use of the section 106 process from 2014 onwards.

- 5.161 The Community Infrastructure Regulations came into force in April 2010. They have since been amended in 2011 and 2012, and further amendments are proposed. The Regulations allow local authorities to impose a charge (known as the Community Infrastructure Levy; hereafter referred to as "the levy") on development in their area to provide funds to contribute to the cost of providing infrastructure. The levy provides for a strategic view of infrastructure needs rather than the site-specific requirements of the section 106 planning obligations regime. Revenue from the levy can be used to fund a wide range of infrastructure needed to support development, including new road schemes, transport improvements, flood defences, schools, health and social care facilities, park improvements, green spaces and leisure centres.
- 5.162 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.
- 5.163 The Borough Council is aware of the impending 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 has therefore commenced work formally on preparing its Community Infrastructure Levy Charging Schedule with a draft schedule subject to consultation alongside the consultation on the Revised Draft Local Plan. The Council has prepared 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.
- 5.164 In the meantime, the Council will maintain its current approach to securing developer contributions through the section 106 process. The Borough Council recognises that whilst development brings benefits and prosperity to the borough it also frequently imposes costs on existing residents and businesses. It brings pressures on existing infrastructure, including roads, services and community facilities, and on the environment generally. In the past, the community at large has had to bear those pressures or meet the cost of necessary improvements, but as noted above, public funds are now increasingly limited.
- 5.165 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 DM37, 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.**

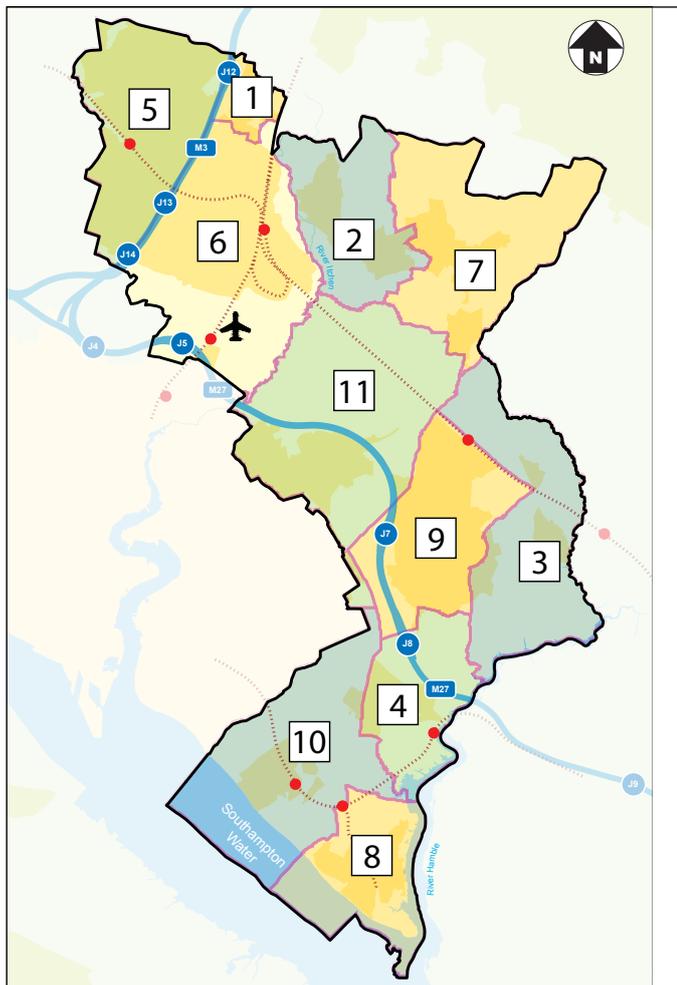
5.166 Prospective developers are advised to seek the Council's advice on the nature and scale of the contributions that are likely to be sought before purchasing land or property for development. The Council is preparing a Community Infrastructure Levy Charging Schedule and has also prepared an Infrastructure Delivery Plan, both of which will be material to this matter.

5.167 In addition, the Council has produced a Supplementary Planning Document 'Affordable Housing' which explains when contributions are required from residential development to the provision of affordable housing, and how such contributions can be made.

Chapter 6 : Parish by Parish – policies and proposals

- 6.0.1 This chapter sets out detailed site allocations for new development, following on from the strategy set out in Chapter 4. These are set out alphabetically by parish and Eastleigh (which is not parished).
- 6.0.2 The main characteristics of each parish are reviewed, and issues are identified within each parish that are to be addressed either through the strategic and general policies of the plan, or through local policies.
- 6.0.3 The Local Plan's land use allocations are set out as they appear in each parish, along with any other policies specific to that parish. Details of the type and location of proposed development are provided in this chapter. Details of the anticipated timing of new development are provided in the Council's evidence base accompanying the plan, including the Strategic Land Availability Assessment and the Employment Land Review (background paper EC1c). A parish or borough-wide overview for the anticipated delivery of new housing and employment development is available at Appendix C. Details of the estimated cost and timing of highway improvements will be included in an updated Infrastructure Delivery Plan.

Note: the policies in Chapters 4 and 5 apply as relevant to all the parishes and Eastleigh.



1. Allbrook and North Boyatt
2. Bishopstoke
3. Botley
4. Bursledon
5. Chandler's Ford
6. Eastleigh
7. Fair Oak & Horton Heath
8. Hamble
9. Hedge End
10. Hound
11. West End

6.1. Allbrook and North Boyatt

- 6.1.1 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. Its current population is 1,755 and there are 758 dwellings (2011 Census).
- 6.1.2 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.
- 6.1.3 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.
- 6.1.4 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.
- 6.1.5 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 remains suitable for educational uses.
- 6.1.6 There is currently no parish plan.
- 6.1.7 The following issues have been identified in Allbrook and Boyatt parish:
- Traffic congestion and consequent air pollution at Allbrook Hill;
 - A need for more public open space and recreational footpath links to serve the village.

Development proposals and special policies

Housing

Land north of Portchester Rise

- 6.1.8 About 1 hectare of land north of Portchester Rise and east of Boyatt Lane, Allbrook is used for grazing. The surrounding housing is largely screened by mature trees. A small amount of residential development on this site would be well contained by the existing landscape and built development.

Policy AL1, Land at Portchester Rise/ Boyatt Lane, Allbrook

An area of approximately 1 hectare of land north of Portchester Rise and east of Boyatt Lane, Allbrook as defined on the policies map is allocated for approximately 25 dwellings subject to the following conditions:

- access to the site shall be sited close to the junction of Portchester Rise and Boyatt Lane; and**
- there should be a reinforced landscape planting scheme on the south-western boundary of the site.**



- 6.1.9 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impacts on water quality, impacts on otters and the introduction of invasive non-native species.

Land east of Pitmore Road north of Allbrook Farmhouse

- 6.1.10 An area of about 6.4 ha east of Pitmore Road, adjoining the development at Allbrook Farmhouse, is used primarily for grazing. It adjoins the railway to the east, and slopes gently upwards to meadows and woodland to the north which are sites of importance for nature conservation. The site is visible from the railway and from Pitmore Road to the west, forming part of the Itchen valley landscape. The site comprises two fields, the northernmost of which is understood to have been used in the past as open space.

Policy AL2, Land east of Pitmore Road and north of Allbrook Farmhouse

Approximately 6.4 hectares of land east of Pitmore Road, as defined on the policies map is allocated for residential development (approximately 30 dwellings) adjoining the Allbrook Farmhouse development, and approximately 4.6ha of public open space to the north, provided that:

- i. vehicular access to the site shall be from Pitmore Road;**
 - ii. the design of the buildings is of a high quality and is sympathetic to the character of the older parts of Allbrook;**
 - iii. provision is made towards community facilities for Allbrook and North Boyatt parish;**
 - iv. there shall be a landscape scheme to retain, manage and enhance the existing soft landscaping on the boundaries of the site, which shall include a buffer to and enhancement of the existing watercourse across the site;**
 - v. the open space shall be laid out and landscaped to enhance and create nature conservation interest, and provision shall be made to ensure its long term management and maintenance as informal amenity space before it is transferred into public ownership;**
 - vi. the development does not harm and if possible enhances the adjoining Otterbourne Wood and Allbrook Meadows Site of Importance for Nature Conservation;**
 - vii. a connection shall be provided to the water supply and sewerage systems at the nearest point of adequate capacity as advised by Southern Water.**
- 6.1.11 Because of the visual prominence of the site and its proximity to the older part of Allbrook, the development should be confined to the southern portion of the site adjoining the development at Allbrook Farmhouse, and should be designed to reflect the character of the older cottages on Allbrook Hill. The sloping topography of the northern part of the site and its proximity to areas of local nature conservation value make it most suitable for use as amenity open space laid out and managed to provide nature conservation interest.



6.1. Allbrook and North Boyatt

- 6.1.12 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impacts on water quality, impacts on otters and introduction of invasive non-native species.

Land north of Allbrook Hill

- 6.1.13 Towards the eastern end of Allbrook Hill there is a small area of land to the rear of properties on the north side of the street that currently gains access via a narrow track from Allbrook Hill. Adjoining it to the east are properties fronting Pitmore Road. Together these form a site of approximately 1.25 ha in size. There is a watercourse running north to south through the eastern part of the site.
- 6.1.14 One of the issues identified in Allbrook is congestion at Allbrook Hill caused in part by on-street parking. This site has the potential to provide a significant amount of off-street car parking which, in combination with a reduction in the level of on-street car parking on Allbrook Hill, could help to alleviate traffic congestion in the area. To enable this, a small amount of residential development within the site is proposed.

Policy AL3, Land north of Allbrook Hill and west of Pitmore Road

Approximately 1.25 hectares of land north of Allbrook Hill and west of Pitmore Road, as defined on the policies map is allocated for 20 off-street car parking spaces for residents of Allbrook Hill, 20 dwellings and public open space provided that:

- i. vehicular access shall be from Pitmore Road;**
 - ii. the design of the buildings is of a high quality and is sympathetic to the character of the older parts of Allbrook;**
 - iii. a new footpath and cycleway shall be provided between Allbrook Hill and an existing informal footpath to the north at Lincolns Copse;**
 - iv. the public open space shall be provided on the elevated, western part of the site;**
 - v. the development shall retain and enhance the biodiversity interests of the site including the existing watercourse;**
 - vi. a highway and parking strategy shall be prepared and implemented in consultation with the Borough Council and the highway authority designed to reduce traffic congestion on Allbrook Hill, enhance the amenities of existing occupiers and maintain highway safety;**
and
 - vii. point of adequate capacity as advised by Southern Water.**
- 6.1.15 Because of the site's proximity to the existing older part of Allbrook it is important that the development is designed to reflect this local character. The elevation and visual prominence of the higher part of the site means that it is particularly suitable for use as public open space.



- 6.1.16 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impacts on water quality, impacts on otters and the introduction of invasive non-native species.

6.2. Bishopstoke

- 6.2.1 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 & Horton Heath. To the south it borders West End parish, and to the north Winchester district. Its current population is 9,974 and there are 4,199 dwellings (2011 Census).
- 6.2.2 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.
- 6.2.3 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. For further information see background Paper QP2, Heritage. To the north of Bishopstoke, Stoke Park Woods also provide a significant amenity area and local nature conservation interest.
- 6.2.4 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 (see Background paper QP2, Heritage). 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 brief⁸⁴ for this site which is currently being developed.
- 6.2.5 There are reasonable local sport and recreation facilities including some associated with the local schools including the neighbouring Wyvern College. Some facilities are shared with neighbouring Fair Oak & Horton Heath parish including YZone at Blackberry Drive and The Hub which lies just in Eastleigh but adjoins Bishopstoke. There is an identified need for more allotments.
- 6.2.6 There is very little employment in the parish apart from local shops and small enterprises located in converted farm buildings to the south of the village. However, the employment areas of Eastleigh are close by. There are two small neighbourhood shopping parades and a few other scattered shops.
- 6.2.7 The main access route through Bishopstoke is the B3037 Eastleigh to Fair Oak road. There is a good bus service along this route connecting the village to Eastleigh and Fair Oak. However, it is a very busy road and there are problems accessing it from the residential side roads, especially at peak times. There is no railway through the area but the village is not far from the main-line station at Eastleigh. A strategic cycleway along the corridor to help alleviate traffic congestion is being implemented in phases.

84 The Mount Development Brief can be viewed at: <http://www.eastleigh.gov.uk/PDF/ppdCompleteMountdocumentJune2010.pdf>

- 6.2.8 Bishopstoke has a strong sense of community identity and a range of community facilities including community halls. It is generally a prosperous area although there is some evidence of deprivation in Bishopstoke on the Stoke Park estate.
- 6.2.9 Infant and junior schools are located at the Stoke Park site on Underwood Road and are understood to be operating at capacity. Secondary school education is provided at the Wyvern College in Fair Oak. A youth facility has been built at Blackberry Drive shared with residents of the parish of Fair Oak and Horton Heath. 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.
- 6.2.10 Bishopstoke Parish Council is working on a parish plan.
- 6.2.11 The following issues have been identified in Bishopstoke Parish:
- A desire to retain community identity;
 - Pressures on local schools and GP surgeries;
 - Traffic congestion on Bishopstoke Road;
 - A need for more allotments;
 - A need for more cemetery space;
 - An aspiration for a permanent parish council office.

Development proposals and special policies

Housing and community facilities

The Mount, Church Road, and adjoining land

- 6.2.12 An area of 9.7 hectares of land west of Church Road, Bishopstoke, formerly accommodated the disused Mount hospital, a Hampshire Day Services Centre, along with undeveloped land (a paddock north of Breach Lane). The site of The Mount is currently being developed for a 'retirement care village'.
- 6.2.13 The site occupies an attractive location on the edge of Bishopstoke, in reasonably close proximity to the village's facilities and services. There are notable nature conservation interests within and close to the site, as well as a historic landscape and locally important buildings worthy of retention. It provides an opportunity to deliver an attractive and sustainable development set within a visually attractive landscape, whilst securing the longer term future of the original Victorian Mount building and protecting the nature conservation interests associated with the site. Development could also provide access to the existing private woodland, a connection to the Lichen Way footpath, and deliver new allotments for the community.

Policy Bi1, Land west of Church Road, including The Mount Hospital, Bishopstoke

An area of approximately 9.7 hectares of land west of Church Road, including the Mount Hospital, land north of Breach Lane and the Hampshire Day Services Centre, as defined on the policies map, is allocated for residential development including approximately 260 dwellings and residential care accommodation subject to the following conditions:



- i. the original building known as 'The Mount' shall be retained and restored to a use compatible with its historic character and the residential use of the site;
- ii. the development should include residential accommodation designed specifically for the needs of older people;
- iii. the development should retain and enhance biodiversity, landscape and heritage features on and adjacent to the site, and shall not have an adverse impact on the River Itchen SSSI or SAC via drainage systems;
- iv. open space shall be provided within the site;
- v. an area of approximately 2.8 ha outside the proposed urban edge adjoining the land north of Breach Lane is allocated for public amenity open space (woodland and community orchard) and allotments;
- vi. the development provides for public access to the woodland on the site and a connection to the River Itchen in such a way that the local and national nature conservation interests are not adversely affected;
- vii. a connection is provided to the sewerage system 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 operational, maintenance and upsizing purposes; and
- viii. contributions are made towards the enhancement of education facilities that serve this area.

Detailed development criteria for a significant part of the site are set out in the Borough Council's development brief 'The Mount, Bishopstoke', adopted in June 2007.

- 6.2.14 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impacts on water quality and disturbance.

Land off Stoke Common Road

- 6.2.15 An area of approximately 7 hectares of land adjoining Bishopstoke Cemetery is currently in agricultural use. The land to the south-west of the cemetery is enclosed by mature trees forming part of Stoke Park Woods. Land to the north-east and west of the cemetery is open farmland, with its northern and western boundary defined by wooded areas.
- 6.2.16 This site has the potential to provide for additional cemetery and allotment space needed within the parish. To enable this to be delivered, a housing allocation is proposed on the site, which is also to include additional public open space. These proposals may entail some impact on local nature conservation interests. However the proposals should include mitigation for any such impacts as required by policy DM9, Chapter 5.



Policy Bi2, Land south-west and north-east of Bishopstoke Cemetery, Stoke Common Road, Bishopstoke

An area of approximately 7 hectares of land adjoining Bishopstoke Cemetery, Stoke Common Road, as defined on the policies map, is allocated for approximately 55 dwellings and an extension to the cemetery and the provision of new allotments and open space, subject to the following conditions:

- i. there shall be no unacceptable adverse impact on the amenity of neighbouring dwellings;
- ii. the road leading to the development site and the cemetery/ allotments shall be improved to adoptable standard;
- iii. the public right of way running through the south-western part of the site shall be retained;
- iv. the development shall not have an unacceptable adverse impact on the nature conservation interest of the adjoining Stoke Park Woods, Poplar Plantation and Judges Gully Copse sites of importance for nature conservation, or (via drainage systems) on the River Itchen Site of Special Scientific Interest or Special Area of Conservation;
- v. a connection is provided to the sewerage system at the nearest point of adequate capacity as advised by Southern Water; and
- vi. contributions are made towards the enhancement of education facilities that serve this area.

Transport improvements

- 6.2.17 As recognised in the Eastleigh Borough Transport Statement, improvements to junctions on the Bishopstoke Road corridor are needed 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 (see policy E11, section 6.6), Further improvements are needed through Bishopstoke (see below) and Fair Oak (see section 6.7). In Bishopstoke the main junction requiring improvement is at Riverside junction (the junction of Church Road and Bishopstoke Road). 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

- 6.2.18 This is currently a three-arm priority junction which is not adequate to accommodate anticipated future traffic flows. It is proposed that the junction should be signalised. The Transport Assessment indicates that this should allow the junction to operate within capacity at peak periods, although it will remain close to capacity during the evening peak.

Policy Bi3, Riverside road junction, Bishopstoke

The Borough Council will support the Highway Authority in developing and delivering a scheme to improve junction capacity at the Riverside (Church Road/ Bishopstoke Road) junction involving the provision of traffic signals.



6.3: Botley

Other transport improvements

- 6.2.19 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.

6.3. Botley

- 6.3.1 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 & Horton Heath parish, and includes housing on the eastern edge of Hedge End. It includes the small settlement of Boorley Green to the north of Botley.
- 6.3.2 Botley is one of the oldest settlements in the borough and has significant heritage interest (see Background Paper QP2, Heritage). It has seen some new development in recent decades but not on the scale of many other settlements in the borough. Its current population is 5,083 and there are 2,199 dwellings (2011 Census). Unless there is more development in the village the population is likely to both age and decline in number.
- 6.3.3 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 by poor management and equestrian uses.
- 6.3.4 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.
- 6.3.5 There is also historic interest at the Manor Farm Country Park which lies within the parish (see Background Paper QP2, Heritage). 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.
- 6.3.6 Other recreational resources in the parish currently include areas of public open space with related pitches, greens and courts. There is a need for more allotments to serve the village.
- 6.3.7 There is little employment in Botley apart from within local shops and small workshops – most residents of working age commute to workplaces at Hedge End, Winchester and Southampton.
- 6.3.8 The retail centre of Botley is attractive, but its prosperity is compromised by the presence of significant flows of through traffic, the proximity of the out-of-town stores at Hedge End and a slowly declining resident population. Boorley Green has no local centre.
- 6.3.9 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 are regular buses to Eastleigh and Southampton.
- 6.3.10 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 BO3 below).

- 6.3.11 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.
- 6.3.12 The parish is served by a range of community facilities including meeting halls and a local primary school. 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. There are very few local services in Boorley Green which is primarily residential.
- 6.3.13 Work is currently progressing on the preparation of a Parish Plan.
- 6.3.14 The following issues have been identified in Botley parish:
- Maintaining the attractiveness and viability of Botley village centre;
 - Addressing poor air quality in the village centre;
 - A need for new housing to support village shops and facilities, including the school, and stem population decline;
 - Maintaining local identity – countryside gaps;
 - Transport – peak hour congestion on local roads, air quality and other impacts on Botley village centre, and whether a Botley bypass is desirable and if so, how it should be delivered;
 - A need to maintain and celebrate heritage interest, particular at Botley Mill;
 - A need for additional allotment and cemetery facilities;
 - The lack of pedestrian and cycle access to Manor Farm Country Park.

Development proposals and special policies

Strategic sites

Land north and east of Boorley Green, Botley

- 6.3.15 Strategic policy S3, Chapter 4 identifies a number of strategic locations for residential development which include this site. It comprises about 83 hectares of land north and east of Boorley Green, Botley. It is located east of Winchester Road and extends north and east to the Ford Lake, a tributary of the River Hamble, and the borough boundary with Winchester City Council. Most of the site is occupied by the Botley Park Country Club and Hotel and its associated golf course. Further land to the south of this site, east of Boorley

Green and north of Maddoxford Lane, is open pasture with strong hedgerow boundaries.

- 6.3.16 The golf course area contains high ground prominent in views from the east, whilst the valley of the Ford Lake and the Hamble tributary is subject to a flood risk and contains areas of local nature conservation value. The hotel complex is a group of large buildings with car parking and associated servicing, close to Winchester Road. Underground pipelines constrain development on the eastern side of the site.

Policy BO1, Land north and east of Boorley Green

An area of approximately 83.5 hectares of land north and east of Boorley Green, Botley, as defined on the policies map, is allocated as a strategic location for development to include housing and associated facilities and services. Development will be subject to the approval by the Borough Council of a development brief, including a masterplan dealing with the following requirements:

- i. the accommodation of approximately 1,400 new homes of a range of type, size and tenure to include specific provision to meet specialised housing needs including accommodation for older people;
- ii. the accommodation of small scale business uses on approximately 1.9ha of land at Braxells Farm;
- iii. the establishment of a local centre to include local shops and employment opportunities. Provision shall also be made within the site for community facilities and services including a primary school (subject to the views of the Education Authority);
- iv. the provision of access to the development from Winchester Road and the improvement of local road links to satisfactorily serve the development;
- v. contributions to off-site highway improvements considered necessary to serve the development including the Botley bypass (see policy BO3 below), the Sunday's Hill bypass (see policy BU4, section 6.4) and other relevant proposals as set out in the Eastleigh Borough Transport Statement 2012 (see strategic policy S7, Chapter 4);
- vi. the provision of details of how the existing hotel, conference centre and leisure facilities are to be incorporated into the new community;
- vii. the provision to be made for public open space to serve the development and wider community, located where possible on the higher ground within the site, and in the southern and eastern portions of the site in order to minimise the visual impact of the development on the wider area;
- viii. adequate protection for the nature conservation interests of the Ford Lake and the River Hamble valley to the east of the site and for nearby sites of national and international nature conservation interest that may be affected by the development;
- ix. protection of the oil pipeline running through the site;
- x. contributions towards the provision of good quality pedestrian and cycle links between the development and Botley village centre, local schools and



Hedge End railway station and the wider countryside public rights of way network;

- xi. the provision of a landscape setting for the development retaining existing woodland, trees and hedgerows wherever possible;**
- xii. where necessary, the prior extraction of mineral resources before development;**
- xiii. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water; and**
- xiv. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.**

6.3.17 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC, the Solent and Southampton Water SPA and Ramsar site and the River Itchen SAC and impact on water quality, impact on otters, disturbance and the introduction of invasive non-native species.

6.3.18 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 DM10.

Land north-east of Winchester Street, Botley

6.3.19 This site of about 26 hectares adjoins the built-up area of Botley village and largely consists of farmland. It includes the listed farmhouse and buildings of Uplands Farm and the existing dwelling at Uplands Nurseries. The margins of the River Hamble on the eastern edge of the site are within an area liable to flooding, are subject to nature conservation constraints and are within the Botley Conservation Area. The site is crossed from north-west to south-east by a high voltage overhead power line and, north to south, by a public footpath linking the village with the open countryside to the north.

6.3.20 This site is well related to the village of Botley and reasonably well contained within the landscape by reason of topography, existing buildings and a railway line. Development in this location would lead to an increase in the population of Botley which could help to sustain and enhance local services and facilities. The site also has the potential to provide a route for the Botley by-pass, additional allotments and a cemetery.

Policy BO2, Land north-east of Winchester Street

An area of approximately 26 hectares of land between Winchester Street and the railway line north of Botley, west of the River Hamble, as defined on the policies map, is allocated for development to include about 300 dwellings, part of a by-pass to Botley village, approximately 1.5ha of employment development, a cemetery, allotments and open space.



Development will be subject to the approval by the Borough Council of a development brief including a masterplan dealing with the following requirements:

- i. the road network within the site will include part of the route for a single carriageway bypass to Botley village, and details of this route shall be agreed with the highway authority, the Borough Council and Winchester City Council (see policy BO3 below);
- ii. contributions to other relevant off-site transport proposals as set out in the emerging Eastleigh Borough Transport Statement;
- iii. the provision of vehicular accesses from the proposed Botley bypass and from Winchester Street;
- iv. a thorough examination of the potential for the relocation of the overhead power line to the northern edge of the site, adjacent to the railway line, in order to maximise the site's development potential;
- v. the provision of housing of a range of type, size and tenure to include specific provision to meet specialised housing needs including accommodation for older people;
- vi. provision for new employment in use classes B1(b), B1(c), B2 or B8 on about 1.5ha of the site;
- vii. the provision of on-site public open space and play areas;
- viii. the protection of existing allotments on the site or their re-provision in an equivalent or better location elsewhere on the site;
- ix. the provision and layout of land in an acceptable location for additional allotments (approximately 1.2 hectares) for the village;
- x. the provision and layout of land for a new cemetery;
- xi. adequate protection for the nature conservation interests of the River Hamble valley to the east of the site and for sites of national and international nature conservation interest that may be affected by the development;
- xii. the provision of good quality pedestrian and cycle links between the development and the village centre and local schools, to Botley railway station via the bypass and to the Botley to Bishop's Waltham Rail Trail (see strategic policy S8, Chapter 4);
- xiii. the retention of the listed buildings at Uplands Farm within an appropriate setting;
- xiv. the provision of a good quality landscape setting for the development and of screening for the bypass and/or existing railway line;
- xv. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water; and
- xvi. the achievement of BREEAM Communities excellent standard in accordance with policy DM2g.

- 6.3.21 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime

SAC, the Solent and Southampton Water SPA and Ramsar site and the River Itchen SAC and impacts on water quality, impacts on otters and the introduction of invasive non- native species.

- 6.3.22 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 DM10.

Transport

Botley bypass

- 6.3.23 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 proposed at North Whiteley in Winchester district.
- 6.3.24 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. The outcome of previous transport assessment work for the Revised Draft Local Plan has not to date fully supported the case for the bypass in transport terms, although transport assessment of the Whiteley development proposals is still awaited at the time of writing. Nevertheless the likely economic, environmental and safety benefits of the bypass for Botley village are considered to provide sufficient justification for pursuing this proposal, even if it cannot be implemented fully in this plan period. 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 BO3, 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 junction 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 Curdrige Road in Winchester district, for future**



implementation (as included in Winchester City Council's emerging 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.

The new road should include safe and convenient provision for pedestrians 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.

- 6.3.25 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.
- 6.3.26 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the River Itchen SAC and impacts on water quality and otters.
- 6.3.27 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 DM10.

Other transport improvements

- 6.3.28 Further improvements to the road system in Botley Parish are likely to be needed in association with the new development proposed at Boorley Green, adjoining Botley and at Hedge End. 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)
- 6.3.29 This junction is located north west of the Boorley Green strategic development site, lying between this and the Horton Heath development area. It is a key node for traffic from both these areas and beyond, The Transport Assessment indicates a significant increase in traffic using this junction as a result of the new developments proposed. Although it has the capacity for some increase, this could be exceeded when the Botley bypass is built. It would be possible to increase its capacity by widening the Winchester Road southern approach and the Bubb Lane approach.



Policy BO4, 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

- 6.3.30 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

- 6.3.31 The community's need for new open space can be met through the new housing allocations as set out above.

Community facilities

- 6.3.32 The existing community's need for a new cemetery can be met through proposed housing allocation BO2 as set out above. Other new and enhanced community facilities will be provided with the new development sites as set out in policies BO1 – BO2 above.

Heritage

Botley Mill

- 6.3.33 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 BO5, 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.**



6.4. Bursledon

- 6.4.1 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.
- 6.4.2 Bursledon had its origins in ship-building and repair activities focused on the river (see Background paper QP2, Heritage). 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.
- 6.4.3 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.
- 6.4.4 The parish includes the Bursledon Windmill. This is of historical importance and designated as a conservation area.
- 6.4.5 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.
- 6.4.6 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.
- 6.4.7 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.

6.4: Bursledon

- 6.4.8 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.
- 6.4.9 The current population of the parish is 6,188, and there are 2,652 dwellings (2011 Census). There is an increasing proportion of older people, and an increasing need for specialised accommodation for elderly people and for affordable housing.
- 6.4.10 There is currently a small, poorly located GP surgery in the parish. 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. A replacement community hall is planned at Lowford to include a new library and medical centre.
- 6.4.11 There is evidence of deprivation at the Pilands Wood estate at Bursledon, where unemployment levels are higher than in other parts of the borough.
- 6.4.12 Work is in progress locally on a parish plan for Bursledon.
- 6.4.13 The following issues have been identified in Bursledon parish:
- Traffic congestion particularly in Hamble Lane and at the Portsmouth Road;
 - Poor/ inaccessible public transport links between the north and south of the borough;
 - Supporting Lowford local centre;
 - Maintaining and enhancing the character of the Old Bursledon and the Bursledon Windmill conservation areas;
 - The balance of recreational sailing use and other water-related activities on the River Hamble;
 - Access to and along the Hamble river bank;
 - Deprivation in the Pilands Wood estate.

Development proposals and special policies

Housing

- 6.4.14 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.

Land at Providence Hill and Oakhill, Bursledon

- 6.4.15 An area of approximately 5.3 hectares of land north of the A27 at Providence Hill and Oakhill, Bursledon, currently accommodates a small number of houses, grassland and wooded areas. There is also evidence of some employment use, including open storage, within the site.
- 6.4.16 The topography of the area, watercourse, tree cover, ground conditions and the separation of the site from Bursledon by the A27 are significant constraints to address. However, the site is reasonably well related to the facilities and



services at Lowford and relatively well contained within the landscape. The development of this site could make a useful contribution to the community's housing needs.

Policy BU1, Land at Providence Hill and Oakhill, Bursledon

An area of approximately 5.3 hectares of land fronting Providence Hill and Oakhill as defined on the policies map is allocated for residential development for approximately 75 dwellings subject to the following conditions:

- i. the provision of a range of housing types, sizes and tenure to include specific provision to meet specialised housing needs including accommodation for older people;**
- ii. existing woodland on the site shall be retained and managed for the benefit of the residents of the site;**
- iii. vehicular access to the site shall be from the A27 Providence Hill;**
- iv. watercourses within the site are protected from the adverse impacts of development and incorporated within the landscape scheme for the site;**
- v. a new pedestrian and cycle crossing shall be provided on the A27 along with improvements to cycle and pedestrian access along the length of the carriage way Providence Hill/Oakhill;**
- vi. a connection shall be provided to the sewerage system 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.**
- vii. the development shall not have an adverse impact on the nature conservation interest of the adjoining Windmill Fields Wood, include new woodland planting to buffer to these woods and, where feasible, contribute to enhanced management of these woods; and**
- viii. the area of proposed open space in the north-east corner of the site is laid out as public open space to serve the development.**

6.4.17 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impact on water quality and the introduction of invasive non-native species.

6.4.18 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 DM10.

Land north of Bridge Road (A27) and west of Blundell Lane, Bursledon

6.4.19 An area of approximately 9.2 hectares of land north of Bridge Road and west of Blundell Lane, Bursledon is currently used for grazing, as well as accommodating some housing. There is also significant tree coverage within the site.



6.4.20 The easternmost part of the site contributes towards the setting of the River Hamble. It is also partly at risk of flooding and has poor ground conditions. The overall setting of this site, which adjoins the Old Bursledon Conservation Area, provides the potential to deliver a particularly high quality development. The site has good accessibility to Bursledon railway station, and bus services on the A27. The development of this site could make a significant contribution to the future housing needs of the community.

Policy BU2, Land north of Bridge Road (A27) and west of Blundell Lane, Bursledon

An area of approximately 9.2 hectares of land north of Bridge Road and west of Blundell Lane, Bursledon, as defined on the policies map, is allocated for residential development for approximately 100 dwellings. 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 provision of a range of housing types, sizes and tenure;**
- ii. vehicular access to the site shall be from Bridge Road (A27);**
- iii. the development should be designed and landscaped to take advantage of and enhance the setting of the River Hamble, to provide views over the river, and to provide a positive appearance from the river;**
- iv. existing woodland on the site shall be retained and managed as open space for the benefit of the residents of the site, and further open space shall be provided within the site to incorporate, enhance and secure the long term management of existing areas of landscape and biodiversity interest;**
- v. the development shall not have an adverse impact on the nature conservation interest of the adjoining Brixedone Saltmarsh & mudflat and, where feasible, contribute to enhanced management of the salt marsh**
- vi. there shall be no development in the area at risk from flooding adjoining Blundell Lane;**
- vii. a new pedestrian and cycle crossing on the A27 shall be provided along with improvements to cycle and pedestrian access along the length of the carriage way on Bridge Road; and**
- viii. a connection shall be provided to the sewerage system at the nearest point of adequate capacity as advised by Southern Water.**

6.4.21 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality and the introduction of invasive non-native species.

6.4.22 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 DM10.

Land east of Dodwell Lane and north of Pylands Lane, Hedge End (Bursledon Parish)

- 6.4.23 An area of approximately 20.9 hectares of land east of Dodwell Lane and north of Pylands Lane is currently used mainly for grazing land. Part of the site is also used for camping by the Itchen South District Scouts, who also occupy premises in the adjoining area of the Manor Farm Country Park (Pauline's Lodge). The site includes Pilands Wood, which is designated as a Site of Importance for Nature Conservation (SINC) and is to be retained and protected.
- 6.4.24 The site is somewhat detached from the main built-up area of Hedge End. However, the new relief road required to bypass the junction of Heath House Lane and Bursledon Road at Sunday's Hill (policy BU4 below) will pass through this site and offers the potential for improved accessibility to some facilities, including the primary school and playing fields.
- 6.4.25 Residential development to meet the borough's needs and enable the provision of the bypass is proposed.

Policy BU3, Land east of Dodwell Lane & north of Pylands Lane

An area of approximately 20.9 hectares of land east of Dodwell Lane and north of Pylands Lane (south of Hedge End), as defined on the policies map, is allocated for residential development for approximately 250 dwellings and open space.

Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the following requirements:

- i. vehicular access to the site shall be via a new link road between Dodwell Lane and Heath House Lane bypassing Sunday's Hill (see policy BU4, Sunday's Hill bypass) which will pass through this site (see the policies map). The developer will be required to build this road and junctions where it connects to existing highways, subject to the receipt of contributions from other developments likely to increase traffic in this area;**
- ii. the layout of the development shall provide for the continued use by the Itchen South District Scouts, without restriction or impediment, of the area and facilities presently used by the scouts unless suitable long-term provision is made for their replacement elsewhere within the local area, at no cost to the scouts, and of at least equivalent value in terms of their accessibility, size, layout, and relationship to residential properties;**
- iii. there shall be no residential development fronting Heath House Lane;**
- iv. good quality pedestrian and cycle links shall be provided between the development and adjoining residential areas, and to the Manor Farm Country Park subject to the agreement of Hampshire County Council;**
- v. the Pilands Wood Site of Importance for Nature Conservation and ancient woodland within the site shall be protected from development, and arrangements made for their future management and maintenance including public access that does not damage their nature conservation value. Any woodland lost as a result of the development of the Sunday's**



Hill bypass shall be replaced by on-site woodland planting. There shall be no net loss of biodiversity function;

- vi. **a landscape setting shall be provided for the development retaining existing woodland, trees and hedgerows wherever possible and providing buffer planting to protect the Manor Farm Country Park;**
- vii. **a connection shall be provided to the sewerage system at the nearest point of adequate capacity as advised by Southern Water; and**
- viii. **the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.**

6.4.26 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impacts on air quality, water quality and the introduction of invasive non-native species.

6.4.27 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 DM10.

Transport

Sunday's Hill Bypass

6.4.28 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.

6.4.29 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. To help mitigate this impact, a new bypass is proposed to Sunday's Hill.

Policy BU4, Sunday's Hill Bypass, Hedge End / Bursledon

A new road is proposed between Heath House Lane and Dodwell Lane (south of Hedge End) as defined on the policies map, in order to bypass the restricted road junction between Heath House Lane and Bursledon Road at Sunday's Hill. The road is proposed to be of distributor road design similar to Heath House Lane. Contributions to the construction of this road will be sought from the development of adjoining land (policy BU3 above) and other developments at Hedge End, Botley and Boorley Green. The road should be designed, sited and constructed so as to minimise the impact on nature conservation interests, residential amenities and the landscape.

6.4.30 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment



will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impacts on air quality and water quality and the introduction of invasive non-native species.

- 6.4.31 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 DM10.

Other transport improvements

- 6.4.32 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.

Employment

Riverside Boatyard, Blundell Lane, Bursledon

- 6.4.33 It is proposed to allow the development of a hotel and marina at the Mercury Marina in Hamble/ Hound (see policy HA2, section 6.8 below). As this will diminish the riverside land that is available for boatyard uses (boatbuilding and repair), it is proposed to allow some limited expansion of the Riverside Boatyard at Blundell Lane, Bursledon.

Policy BU5, Riverside Boatyard, Blundell Lane, Bursledon

An area of approximately 0.6 hectares off Blundell Lane adjoining the Riverside Boatyard, as defined on the policies map, is allocated for expansion of the boatyard, provided that:

- i. 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;**
- ii. the public footpath through the site is retained and enhanced; and**
- iii. the hedgerow bordering the north-western boundary of the existing site is retained, and additional landscape planting is provided on the north-western boundary of the new allocation to screen the site in views from the motorway and the river.**

Development within this area will be subject to policy DM18.

- 6.4.34 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site, and disturbance and the introduction of invasive non-native species.



6.4: Bursledon

- 6.4.35 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 DM10.

Land off Peewit Hill Close and Dodwell Lane

The southern part of this site is located within Bursledon parish and is covered by Policy HE4 (Chapter 6.9 of the plan).

Open space and recreation

- 6.4.36 The PPG17 study identifies a need for additional open space and allotments within Bursledon parish. 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 DM33, Chapter 5 enables the development of allotments subject to a number of criteria.

Policy BU6, 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

- 6.4.37 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.
- 6.4.38 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.
- 6.4.39 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.
- 6.4.40 The boundaries of the conservation area were reviewed through the preparation of the Old Bursledon Conservation Area Appraisal SPD⁸⁵. The conclusion of public consultation was that an area at Hungerford Bottom should

85 The Old Bursledon Conservation Area Appraisal SPD can be viewed at: <http://www.eastleigh.gov.uk/conservationareas#OldBursledon>



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 BU7, 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.**

- 6.4.41 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.

6.5. Chandler's Ford

- 6.5.1 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 (see Background Paper QP2, Heritage). Development has included substantial areas of employment, some based on the former brickworks site. The current population of the area is estimated to number 23,916 and there are 10,270 dwellings (2011 Census).
- 6.5.2 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.
- 6.5.3 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 qualities⁸⁶. There are no conservation areas and only three listed buildings within the area.
- 6.5.4 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.
- 6.5.5 There is a district centre of some size at Chandler's Ford centred on the Fryern Arcade, with other shopping areas in close proximity such as Central Precinct. Some of these are in need of refurbishment or redevelopment, in particular the Fryern Arcade and Central Precinct. Frontages to Bournemouth Road and Hursley Road could also benefit from environmental improvements. The parade at Falkland Road is generally well used and occupied. On the southern edge of the parish is an Asda supermarket which attracts a significant number of

86 The Chandler's Ford & Hiltingbury Character Areas SPD can be seen at: <http://www.eastleigh.gov.uk/PPIpublisheddocuments>

shoppers and provides competition for the smaller retail businesses within the parish and beyond.

- 6.5.6 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.
- 6.5.7 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.
- 6.5.8 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.
- 6.5.9 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.
- 6.5.10 The parish is well-supplied with schools and Thornden and Toynbee Schools are amongst the most popular in the borough.
- 6.5.11 Chandler's Ford and Hiltingbury's 20-20 Vision⁸⁷ 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.
- 6.5.12 The following issues have been identified in this parish:
- Managing the impact of traffic movements through the area;
 - Continuing to provide for future housing needs through redevelopment of existing areas;
 - Refurbishment/ redevelopment of the district and local centres;
 - Access to larger areas of green space; and
 - A need to make provision for facilities for young people.

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.

87 http://www.eastleigh.gov.uk/docs/2020_plan.doc

Development proposals and special policies

Housing

Central Precinct

- 6.5.13 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.
- 6.5.14 Any redevelopment should ensure that the main road frontage at ground floor level is retained for retail use with the remainder of the site in residential uses. The need to ensure continued access and unhindered operation of the commercial business to the immediate south-east of the site is recognised. 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.**
- 6.5.15 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to A the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site, and impacts on water quality, impacts on otters and the introduction of invasive non-native species.

Common Road Industrial Estate

- 6.5.16 An area of approximately 0.8 hectares of land at the Common Road Industrial Estate accommodates a variety of industrial premises within the site. The site does not perform particularly well as an employment site due to its uncomfortable proximity to residential properties, its lack of prominence on road frontages to attract passing trade, and the limited potential for expanding



or re-designing the site arising from its close relationship to surrounding development. Vehicular access to parts of the site is also less than ideal.

- 6.5.17 The redevelopment of this site for residential purposes would provide a useful contribution towards the housing needs of the community and would provide a more acceptable level of amenity for neighbouring occupiers. The site is partly in flood zone 3 and as such the development proposals would need to address this constraint to the satisfaction of the Environment Agency.

Policy CF2, Land at Common Road Industrial Estate, Chandler's Ford

An area of approximately 0.8 hectares of land at Common Road Industrial Estate, Chandler's Ford, as defined on the policies map is allocated for approximately 30 dwellings subject to the following conditions:

- i. development should take account of the topography and identified flood risk within the site in terms of the layout of dwellings, open space and access roads;**
 - ii. the main vehicular access to be provided from Hursley Road with additional access (if required to achieve an acceptable layout) from Common Road;**
 - iii. a connection to the sewerage system shall be provided at the nearest point of adequate capacity as advised by Southern Water, and access to the existing sewerage infrastructure shall be secured for future maintenance and upsizing purposes; and**
 - iv. the opening up of the culverted watercourse crossing the site.**
- 6.5.18 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, the Solent Maritime SAC.
- 6.5.19 and the Solent and Southampton Water SPA and Ramsar, site and impacts on water quality, impacts on otters and the introduction of invasive non-native species

Employment

Land at Steele Close, Chandler's Ford

- 6.5.20 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 CF3, 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 generis⁸⁸ 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.

6.5.21 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, Solent Maritime SAC, Solent and Southampton Water SPA and Ramsar site and impacts on water quality, otters, and the introduction of invasive non-native species.

Land south of the supermarket and east of Bournemouth Road

6.5.22 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 CF4, 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.

⁸⁸ Certain uses do not fall within any use class defined in the Town and Country Planning Use Classes Order 1987 (as amended) and are considered 'sui generis' i.e. they are uses on their own and unrelated to other uses



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

- 6.5.23 The impact of 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.

Community facilities

Land east of Stoneycroft Rise

- 6.5.24 An area of 1.6 hectares of land east of Stoneycroft Rise and south-west of Chestnut Avenue, Eastleigh, is open grassland and scrub which slopes irregularly down to the north from the M3 motorway adjoining the eastern boundary of the site. To the north and north west is an area of commercial development, and to the south west of the site is a public open space area (Freespace) laid out with a BMX track and skateboard facilities. There are features and species of local biodiversity interest on the site.
- 6.5.25 There is a need to relocate the existing household waste recycling centre from a site at Woodside Avenue, Eastleigh, to enable a comprehensive redevelopment of that site (see policy E3, section 6.6 below). This site is considered to have the potential to accommodate the centre and to enable it to expand to accommodate the future needs of the borough.

Policy CF5, Land east of Stoneycroft Rise and south-west of Chestnut Avenue

An area of approximately 1.6 hectares of land east of Stoneycroft Rise and south-west of Chestnut Avenue as defined on the policies map is allocated for a household waste recycling centre subject to the following criteria:

- i. **buildings and other associated structures and the means of enclosure are of a scale, design and siting which minimises the physical and visual intrusion of development within the wider landscape;**
- ii. **a landscape buffer is provided on the south eastern and south western boundaries of the site;**
- iii. **any biodiversity interest within the site is protected and enhanced;**
- iv. **a widened pedestrian footway and cycle path is provided to link the site to Chestnut Avenue along Stoneycroft Rise; and**
- v. **a statement is submitted which sets out the operational parameters of the use of the site and how noise, dust and other potential pollutants will be controlled and, where necessary, mitigated.**

Open space and recreation

- 6.5.26 The PPG17 study identifies a need for additional allotments within Chandler's Ford parish. Policy DM33, Chapter 5 enables the development of allotments subject to a number of criteria.



6.6. Eastleigh

- 6.6.1 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 current population is estimated to be 24,011 and there are 10,125 dwellings (2011 Census). This area is the only part of the borough not to have a town or parish council.
- 6.6.2 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.
- 6.6.3 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.
- 6.6.4 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 (see Background Paper QP2, Heritage).
- 6.6.5 The town has an extensive range of indoor and outdoor sport and recreation facilities at the Fleming Park Leisure Centre to the west of the town centre, including a full-size indoor swimming pool. 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.
- 6.6.6 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.
- 6.6.7 To the east of the town, 'The Hub' on Bishopstoke Road is a sports pavilion within an area of sports pitches which offers a range of sports activities including a thriving Rugby Club.

- 6.6.8 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.
- 6.6.9 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). It is in need of some regeneration and work has been in progress for some years on implementing a town centre strategy (see paragraphs 6.6.30 - 6.6.40 below).
- 6.6.10 The Eastleigh River Side area to the east 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 green field development opportunities that could come forward if new or improved access arrangements were provided (see paragraphs 6.6.41- 6.6.49 below).
- 6.6.11 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.
- 6.6.12 Southampton International 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.
- 6.6.13 Eastleigh is well-provided with education facilities, some with spare capacity, for example at Nightingale School, Crestwood School and the Quilley Engineering School. 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.
- 6.6.14 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 and Nightingale estates, the Pirelli estate, Eastleigh town centre, south Eastleigh and at Eastleigh River Side.
- 6.6.15 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.

6.6.16 The following issues have been identified for Eastleigh:

- Regeneration of Eastleigh town centre;
- Access to and within the town centre, and car parking;
- Regeneration of Eastleigh River Side and links to the town centre;
- Road traffic and HGVs;
- Location of the bus station;
- Operation of the airport and rail links to it from the east;
- Access to green space and links to the Itchen valley.

Development proposals and special policies

Housing/ mixed use

Land south of Chestnut Avenue, at Stoneham Park, Eastleigh

6.6.17 Strategic policy S3, Chapter 4 identifies five strategic locations for residential development which include this site. It comprises an area of 61 hectares of land south of Chestnut Avenue in Eastleigh. It is currently used as open space, sports activities and grazing. It forms part of the historic former North Stoneham Park, a landscaped country park partly remodelled by Lancelot 'Capability' Brown in the eighteenth century. It includes a locally important war memorial, The Shrine. The site also contains a site of importance for nature conservation.

6.6.18 The site is accessible to many local services and facilities, and to employment opportunities. Development here would increase the catchment population of the town centre thus contributing to the regeneration of the town centre. Whilst the site was previously part of the strategic gap separating Southampton and Eastleigh, it is considered that the contribution that development on this site would make to addressing housing needs outweighs the limited erosion of this gap. There remain significant areas of countryside, much of which is woodland, which will continue to separate the two areas.

6.6.19 The site currently provides playing pitches for the community. These should be retained within the site unless the Council is satisfied that suitable compensatory provision has been made elsewhere. A sport and recreation strategy, to include a playing pitch strategy, is currently being prepared which will help to inform the most appropriate outcome in this regard. Land to the west and south-west of the site is within Test Valley borough and has been identified in the emerging Test Valley Borough Local Plan as part of a wider proposed Forest Park, which will provide significant new recreational space for the wider area.

Policy E1, Land south of Chestnut Avenue, Eastleigh

An area of approximately 61 hectares of land south of Chestnut Avenue, as defined on the policies map, is allocated as a strategic location for development to include housing and associated facilities and services.



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 development provides approximately 1,100 dwellings of a range of type, size and tenure to include specific provision to meet specialised housing needs including accommodation for older people;
- ii. the development provides a local centre, and other community facilities and services necessitated by the development including a primary school (subject to Local Education Authority requirements);
- iii. the development protects and where possible enhances nature conservation interests. In particular, the development shall not have an adverse impact on the nature conservation interests of adjoining sites but where necessary will buffer and contribute towards their enhanced management;
- iv. the height and density of buildings within the site responds to the topography of the site and the site's visibility in the surrounding area;
- v. the key features of the historic landscape are considered sympathetically, including the land which forms part of the setting to The Shrine which should be retained and restored as necessary. The setting of listed buildings to the south of the site should not be adversely affected by development;
- vi. the areas of woodland on the western and south-western boundaries of the site shall be retained as woodland and form part of the wider Forest Park proposals;
- vii. the playing fields are retained within the site unless the Council is satisfied that compensatory replacement can be provided which is of equal or greater benefit to the wider community than that which it replaces;
- viii. sufficient on-site open space is provided to meet the needs of the proposed development;
- ix. footpath and cycle links are provided across the site to connect Chestnut Avenue and Stoneham Lane to Home Wood and Kennel Copse (which form part of the proposed Forest Park) to the south and west;
- x. priority biodiversity links are maintained and enhanced, in particular the link between Lakeside County Park and the proposed Forest Park;
- xi. vehicular access to the site is provided from both Chestnut Avenue and close to the junction of Stoneham Lane and Stoneham Way with associated highway improvements to existing junctions;
- xii. improvement of the junction between Chestnut Avenue and Stoneham Lane involving an increase in the size of the roundabout;
- xiii. financial contributions are made towards (amongst other things):
 - a. the Forest Park proposals;
 - b. an extension to the Lakeside Country Park (see policy E14 below);
 - c. a new cycle & footpath along Stoneham Lane to connect the site to the city of Southampton; and
 - d. any other off-site highway improvements necessary to serve the development;

- xiv. where necessary, the prior extraction of mineral resources before development;
- xv. a connection to the sewerage system and the water distribution system shall be provided at the nearest point of adequate capacity as advised by Southern Water, and access to the existing water main shall be secured for future maintenance and upsizing purposes; and
- xvi. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.

- 6.6.20 A Historic Landscape Assessment is required in support of any proposals for development of this site. The site is also likely to include archaeological assets. In accordance with policy DM10 an archaeological evaluation should be undertaken at the earliest opportunity, so that the results can inform any plans for the development of the site both in terms of mitigation and positive input in terms of green infrastructure. It is recognised that this may have implications for the overall development capacity of the site.
- 6.6.21 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality, otters, and the introduction of invasive non-native species.

Council Offices and former Magistrates' Court, Leigh Road, Eastleigh

- 6.6.22 An area of approximately 1.9 hectares of land south of Leigh Road and immediately north of Fleming Park currently accommodates the Council's Civic Offices and a former magistrates' court building. These buildings are reaching the end of their designed life and are not of particular architectural or historic significance. The magistrates' court is currently empty and the Borough Council has plans to relocate into Eastleigh town centre in 2014. 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.
- 6.6.23 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 E2, 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; and**
- vii. contributions are made to the scheduled capacity improvements of the Leigh Road/ Passfield Avenue junction.**

- 6.6.24 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality, impacts on otters and the introduction of invasive non-native species.

Land east of Woodside Avenue, Eastleigh

- 6.6.25 Land to the east of Woodside Avenue is currently partly in use as a household waste recycling facility 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.
- 6.6.26 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, . The relocation of the household waste recycling centre is provided for under policy CF5 (section 6.5) of this Local Plan.

Policy E3, 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.

Land at Toynbee Road, Eastleigh

- 6.6.27 An area of 5.0 hectares of land at the northern end of Toynbee Road is occupied by a number of employment uses. Employment activities on this land began when the site was on the edge of town. By modern standards these uses are poorly located because whilst some of them generate significant vehicle movements, vehicular access is only possible through adjoining residential streets and past a primary school. It would be preferable to direct these employment uses to more accessible and well-designed premises.
- 6.6.28 The site is in close proximity to the town centre and to a range of services and facilities. It is also closely related to existing well-established residential areas. Taking this into account, the site is considered to be more suitable used for housing and could make a useful contribution to housing need. There is an existing footbridge over the railway into Archer's Road, which does not meet current standards.

Policy E4, Land at Toynbee Road, Eastleigh

An area of approximately 5 hectares of land at Toynbee Road, Eastleigh as defined on the policies map is allocated for residential redevelopment for approximately 190 dwellings.

Development will be subject to the approval by the Borough Council of a development brief including a masterplan which addresses the following requirements:

- i. a replacement footbridge is provided over the railway line to the immediate north of the site;
- ii. vehicular access to the site is provided from Toynbee Road;
- iii. pedestrian and cycle links are provided through the site between Loveridge Way and Laburnam Grove;
- iv. development should be laid out and designed to provide a buffer to the railway line to the north of the site and a further buffer to the cemetery to the west of the site;



- 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; and
- vi. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.

Travis Perkins, Twyford Road, Eastleigh

- 6.6.29 Close to the town centre there is an area of commercial buildings of some age that are in need of replacement. The Council has accepted the principle of residential redevelopment of this site, in line with its strategy of promoting residential development close to the town centre that will help to support it.

Policy E5, Land at Travis Perkins, Twyford Road, Eastleigh

An area of approximately 2.1 hectares of land at Travis Perkins, east of Twyford Road, Eastleigh as defined on the policies map is allocated for approximately 115 dwellings subject to the approval of a development brief including a masterplan which addresses the following requirements:

- i. the principal vehicular access shall be provided from Mill Street;
- ii. cycleway and footpath links shall be provided and, where existing, enhanced, to link the site to the town centre;
- iii. the provision of new footpath and cycleway crossing on Twyford Road;
- iv. the provision of developer contributions to mitigate pressures on off-site parking;
- v. the development shall be designed to ensure that the noise impacts of adjoining land uses are addressed;
- vi. the layout and design of the development shall not prejudice future comprehensive development of adjoining land to the north;
- vii. the Victorian character and form of development adjoining the western boundary of the site is reflected in design, scale and layout of the development;
- viii. a connection to the sewerage system shall be provided at the nearest point of adequate capacity as advised by Southern Water, and access to the existing sewerage infrastructure shall be secured for future maintenance and upsizing purposes; and
- ix. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.

Eastleigh town centre

- 6.6.30 Strategic policy S4 sets out the Borough Council's overall strategy for Eastleigh town centre.
- 6.6.31 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. Background Paper EC5, Eastleigh Town Centre sets out a full range of information about the history of this initiative and related matters. Development



proposals in the town centre should have regard to the evolving proposals for implementing the town centre vision.

6.6.32 The policies map identifies a number of zones which have different characteristics and development management policies associated with them. This approach is taken to protect the key functions of the town centre whilst also promoting vitality, viability and variety. 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.

6.6.33 The active use of upper floors is encouraged in all shopping zones, to contribute to the vitality and viability of the town centre. New residential uses on upper floors should meet the requirements of policy DM21 (Chapter 5) and the Borough Council's Quality Places Supplementary Planning Document.

Policy E6, Eastleigh town centre

The Borough Council will support the regeneration of Eastleigh town centre as defined on the policies map by means of:

- 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, 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 development that will result in the loss of D2 assembly and leisure floorspace will not be permitted. A maximum of 20% of the existing floor area in A3 use (restaurants and cafes) and A4 use (drinking establishments) may be used for A1 (retail) use.**

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 80% of the total frontage⁸⁹ is and would remain in A1 retail use.**

Secondary shopping zone

89 The relevant building frontages are defined on the policies map and are also shown in the Borough Council's Annual Shopping Frontages Survey.



- 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 frontage⁹⁰ 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.

Upper floors

- e. Proposals for the use of upper floors within Eastleigh town centre will be assessed in accordance with policy DM21, Chapter 5.

- 6.6.34 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

- 6.6.35 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.
- 6.6.36 Redevelopment within the Urban Renaissance Quarter provides the opportunity to enhance the quality and design of the building stock and associated public realm. 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.
- 6.6.37 The Urban Renaissance Quarter also links other regeneration initiatives to the town centre including the proposed Twyford Road corridor improvements, the Pirelli housing development, the Leigh Road McCarthy and Stone scheme and sustainable transport routes including the Leigh Road cycleway.

Policy E7, 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

90 As above footnote.

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.

6.6.38 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.

6.6.39 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 E8, 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 E9);



- 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.

Transport improvements, Eastleigh town centre

- 6.6.40 The Eastleigh Town Access Plan (adopted in April 2011) proposes a number of improvements to access arrangements in the town centre and promotes access by alternative means to the private car, including new and improved pedestrian, cycle and public transport links. Proposed transport improvements are set out in the Eastleigh Borough Local Transport Statement and will be included in the Council's Infrastructure Delivery Plan.

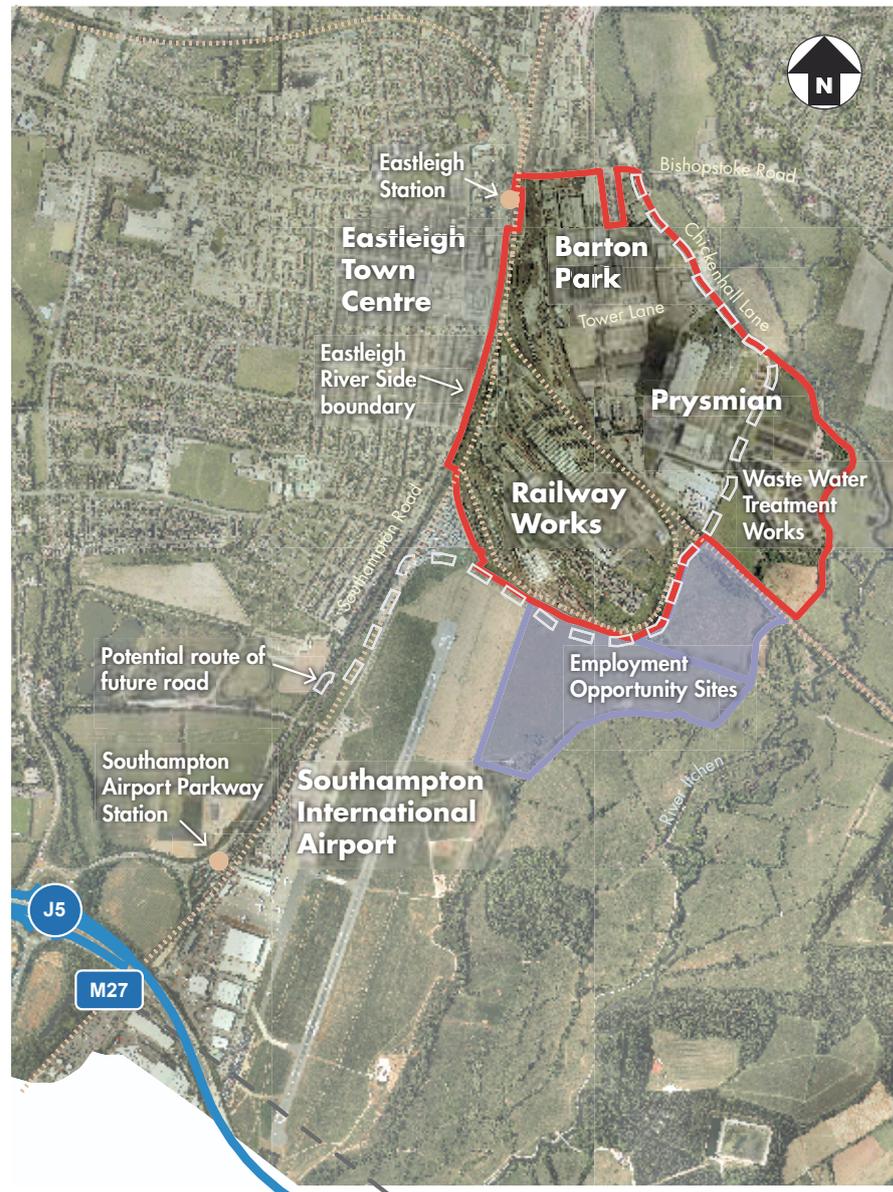
Employment and transport

Eastleigh River Side

- 6.6.41 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. Appendix 5 to Background Paper EC1A explains the full background to this complex area.
- 6.6.42 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.
- 6.6.43 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.
- 6.6.44 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 green field land at the southern end of Chickenhall

Lane. A further 29ha of currently inaccessible green field 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 (see Figure 4 and the policies map), each of which has different characteristics.

Figure 4: Sites in Eastleigh River Side



6.6.45 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.

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.

- 6.6.46 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.
- 6.6.47 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.
- 6.6.48 Although it is currently inaccessible from the public highway, the green field 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 (see paragraph. 6.6.53 and policy E12 below). The green field land immediately east of the railway works is owned by Network Rail, and it may be possible to access this site from the railway works.

Policy E9, 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 E11 below, Bi3, section 6.2 and FO6, section 6.7);

- 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 and Campbell 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;
- i. Any pollution, including contaminated land, shall be mitigated or remediated in accordance with policy DM7, 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).

Policy E10, Development opportunities adjoining Eastleigh River Side

- i. 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: Vehicular access to the site shall be provided to the satisfaction of the Highway Authority, either from the railway works or via a new Chickenhall Lane link road;
- 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. 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
- iv. Land owned by Network Rail within the Itchen Valley Site of Special Scientific Interest shall be transferred to the Borough Council.



Note: adjoining land in the ownership of Southampton Airport to the south of the railway works shall be developed in accordance with policy E12.

- 6.6.49 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, the Solent Maritime SAC, and the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality, otters, air quality, noise, hydrology and disturbance of contaminated land and the introduction of invasive non-native species.

Junction improvements, Eastleigh

- 6.6.50 In addition to site-specific transport requirements the Transport Assessment has identified a need for a number of junction improvements in Eastleigh to assist in mitigating existing and anticipated future traffic congestion, as follows:

Twyford Road/ Bishopstoke Road/Station Hill roundabout

- 6.6.51 The roundabout in Eastleigh town centre at the junction of Twyford 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. As development in the town centre and the wider area progresses it will be important 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 (see below and sections 6.2, Bishopstoke and 6.7, Fair Oak).

Chickenhall Lane/ Bishopstoke Road

- 6.6.52 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. The proposal is to signalise the junction, and also to widen the Bishopstoke Road approaches to it. This will require widening of the existing bridge to the east of the junction as well as some works to the west of the junction.

Chestnut Avenue/ Passfield Avenue

- 6.6.53 The junction serves a key node for east-west movements to the south of wider Eastleigh urban area. The existing mini-roundabout at this junction needs to be enlarged to facilitate traffic movement.

Chestnut Avenue/ Southampton Road

- 6.6.54 The junction is situated between the Eastleigh River Side and Chestnut Avenue major development sites, and serves as a major north-south access corridor into Eastleigh from the M27 Junction 5 via Wide Lane. It also provides connections onto M3 Junction 12 to the north and access to the eastern part of the borough via Bishopstoke Road rail bridge. The Transport Assessment indicates a need

to provide an improved facility for right turning movements, from Chestnut Avenue onto Southampton Road, and turning movements into Chestnut Avenue from Southampton Road. The proposal is to widen the roads from the wider sections of footway along the west of the junction and to signalise the junction, with provision for a pedestrian crossing

Policy E1 1, Junction improvements, Eastleigh

The Borough Council will support the Highway Authority in developing and delivering capacity improvements at:

- i. Twyford 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 approach;**
- iii. the Chestnut Avenue/ Passfield Avenue junction, including the enlargement of the existing mini-roundabout; and**
- iv. the Chestnut Avenue/ Southampton Road junction, including signalisation, highway widening and pedestrian crossing facilities.**

6.6.55 Other junction improvements are proposed as part of development proposals (see policies E1 – E3 and policy E9 above). Details of the estimated cost and timing of these highway improvements will be included in an updated Infrastructure Delivery Plan.

Southampton Airport

6.6.56 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.

6.6.57 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.

6.6.58 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.

91 http://www.southamptonairport.com/static/Southampton/Downloads/PDF/Southampton_masterplan_final.pdf.



Policy E12, 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; and
- b. 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.

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.

- 6.6.59 Southampton Airport is one of three gateways into south Hampshire (the other two being the ports of Southampton and Portsmouth). It is also an important contributor to the local 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

- 6.6.60 To the south of junction 5 of the M27 there are areas of former playing fields. These have been withdrawn from active use pending a review of policies for this area. A sport and recreation strategy, to include a playing pitch strategy, is currently being prepared for the borough. It is currently considered that the restoration of these fields as playing fields is required to meet local needs and, if necessary, to help make up for the potential loss of playing fields arising from the proposed development at Stoneham, south of Chestnut Avenue (policy E1 above). This position will be reviewed in the light of the findings of the sport and recreation strategy.

Policy E13, 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.

- 6.6.61 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC, 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

- 6.6.62 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.
- 6.6.63 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 E14, 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.

6.6.64 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impact on water quality, otters, water quality and the introduction of invasive non-native species.

Heritage

Aviary Estate, Eastleigh

6.6.65 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 E15, 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.**



6.7. Fair Oak and Horton Heath

- 6.7.1 The parish of Fair Oak & 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 current population is 10,212 and there are 4,080 dwellings (2011 Census).
- 6.7.2 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.
- 6.7.3 To the north, Stoke Park Woods provides a significant amenity area as well as local nature conservation interest.
- 6.7.4 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.
- 6.7.5 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 local centre in Fair Oak which although well-used is in need of refurbishment. The Borough Council has prepared a development brief to assist this process⁹². Horton Heath has no local centre as such, although there is a shop in the local petrol station.
- 6.7.6 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 Bishops Waltham.
- 6.7.7 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.
- 6.7.8 Whilst Horton Heath has a community centre, pub and local shop, it has relatively few facilities compared to other settlements in the borough.
- 6.7.9 At present there is no parish plan for Fair Oak.

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

6.7: Fair Oak and Horton Heath

- 6.7.10 The following issues have been identified in Fair Oak and Horton Heath parish:
- A desire to retain the community identity of Fair Oak and Horton Heath;
 - The capacity limits of the transport network;
 - Local schools are operating at capacity.

Development proposals and special policies

Housing and community uses

Land west of Horton Heath

- 6.7.11 A substantial area of land is allocated to the west of Horton Heath and adjoining Chalcroft Farm for residential development of approximately 750 dwellings, employment uses adjoining the Chalcroft Business Park, community uses including a primary school and public open space. The policy includes provision for a link road between Bubb Lane and Burnetts Lane, improving the access to the distribution park. As most of this site lies within West End parish, the policy for it is included in section 6.11, West End – see policy WE1.

Land off Hardings Lane and Winchester Road, Fair Oak

- 6.7.12 An area of some 13 ha north of Hardings Lane was identified as a reserve site for residential development in the adopted Eastleigh Borough Local Plan Review 2001 – 2011. It was anticipated that access would be from Hardings Lane, which because of its restricted nature, limited the amount of development that could take place on the site.
- 6.7.13 To the east of the site it is separated from Winchester Road by a field of approximately 5ha, currently used for grazing. It has been concluded that this field can appropriately be released for development, including the provision of a direct access to the former reserve site from Winchester Road. This would assist in limiting the impact of traffic from this site on residential areas to the south, and would enable a more normal density of residential development.
- 6.7.14 The site comprises agricultural fields. To the north and west it is bounded by Crowdhill Copse which is identified as part of the Stoke Park Woods Site of Importance for Nature Conservation (SINC). To the south of the field fronting Winchester Road, the Upper Barn Copse development is bounded by a substantial landscape screen. Within the site there are mature hedgerows of some significance.
- 6.7.15 Fair Oak and Bishopstoke are located in very close proximity, and share access and some community facilities. Further development on any scale in both settlements is conditional upon the improvement of traffic conditions on Bishopstoke Road and Fair Oak Road which suffer frequent peak-hour congestion – see strategic policy S7, Chapter 4 and policies E9 and E11 in section 6.6. In addition, Fair Oak primary school is at capacity, and has little or no scope for further expansion. A new school is required to provide for the needs of new development in Fair Oak and Horton Heath and is proposed within the site west of Horton Heath (see policy WE1, section 6.11).



Policy FO1, Land off Hardings Lane and Winchester Road, Fair Oak

An area of approximately 18 hectares of land west of Winchester Road and north of Hardings Lane, Fair Oak, as defined on the policies map, is allocated for residential development and public open space. 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 accommodation of approximately 330 new homes of a range of type, size and tenure;
- ii. the principal vehicular access shall be from Winchester Road. An emergency vehicular access shall be provided from Hardings Lane;
- iii. contributions to off-site highway improvements considered necessary to serve the development, in particular to the improvement of junctions on Bishopstoke Road and Fair Oak Road and those in Eastleigh set out in paragraphs 6.6.50 to 6.6.54 including policy E11 of the plan;
- iv. contributions towards the enhancement of education, community and medical facilities that serve this area;
- v. there shall be no damage to, and where possible there shall be enhancement of the nature conservation interest of the Stoke Park Woods SINC and Crowdhill Copse SINC. An undeveloped buffer of a minimum of 15m width is required adjoining the boundary of the woodland;
- vi. there shall be no damage to, or diminution of the existing landscaped buffer to the Upper Barn Copse development;
- vii. an area of approximately 2.9 ha in the south-west sector of the site adjoining Hardings Lane shall be retained as public open space. Existing non-conforming uses shall be removed and a specification of works and a commuted payment for the long-term maintenance of the open space shall be agreed with the Borough Council before the commencement of residential development;
- viii. a connection to the sewerage and water distribution systems shall be provided at the nearest point of adequate capacity as advised by Southern Water, and access to any existing drainage or water supply infrastructure shall be secured for future maintenance and upsizing purposes;
- ix. where necessary, the prior extraction of mineral resources before development;
- x. the retention and where necessary the enhancement of public rights of way running through and alongside the site within an attractive setting;
- xi. the provision of an equipped play area; and
- xii. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.

- 6.7.16 The Habitats Regulations Assessment Screening Report of this plan has determined that this site can be 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

and impact on otters, water quality and the introduction of invasive non-native species.

Land north of Mortimers Lane, Fair Oak

- 6.7.17 An area of 1.0 hectare 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 this site has the potential to provide a modest, but useful, contribution to local housing needs.

Policy FO2, Land north of Mortimers Lane, Fair Oak

An area of approximately 1 hectares 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.**

- 6.7.18 The Habitats Regulations Assessment Screening Report of this plan has determined that this site can be delivered without any adverse effect on any European site. However, a Habitats Regulations Assessment is required to support a planning application for this allocation as it has been identified as having potential to have significant effects on the River Itchen SAC through impacts on water quality, otters, and the introduction of invasive non-native species.

- 6.7.19 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 DM10.

Land at Scotland Close, Fair Oak

- 6.7.20 Land to the south of Scotland Close and Bradshaw Close, Fair Oak, has been poorly restored after sand extraction and filling and is unused. It is known to be severely contaminated and until the degree of contamination has been clarified, the extent or character of potential development on the site cannot be specified. However, based on existing knowledge, it is considered unlikely that residential development of this site would be deliverable within the plan period.

- 6.7.21 The site slopes downwards from east to west, with the eastern-most part of the site particularly visible within the wider landscape. Vehicular access to the site is currently sub-standard.

Policy FO3, Land at Scotland Close, Fair Oak

Planning permission will be granted for educational, institutional or recreational development on land south of Scotland Close, Fair Oak, as shown on the policies map, provided that a geotechnical study has been carried out which demonstrates that development can be carried out which doesn't harm the



health of future users or adjoining occupiers. Proposals should incorporate all of the following:

- i. details of measures to remediate the land to a standard which would not prejudice the health of future users or adjoining occupiers;
- ii. the restriction of built development to the lower, north-western part of the land;
- iii. a landscaping and management scheme for the undeveloped parts of the site;
- iv. the management and improvement of existing woodland;
- v. measures to protect and enhance the biodiversity interest including a biodiversity corridor along the southern boundary of the site;
- vi. improved footpath links to adjoining areas; and
- vii. any necessary off-site highway improvements.

Any planning application should also be accompanied by a desk study and preliminary risk assessment to demonstrate that any development would not pose a risk to controlled waters.

- 6.7.22 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impacts on water quality, otters and the introduction of invasive non-native species.

Land at Whitetree Farm, Fair Oak

- 6.7.23 An area of 0.7 hectares of land at Whitetree Farm, Fair Oak currently accommodates agricultural buildings and two residential properties associated with the former farm holding of Whitetree Farm to the south, east and north. The land slopes upwards from west to east.
- 6.7.24 The change of use of adjacent land to open space, and the recent housing development to the immediate north of the site has led to this somewhat dilapidated site becoming an incongruous use in this location.
- 6.7.25 The Parish Council has identified a need for a new location for their parish office and a compound for their maintenance facilities.

Policy FO4, Land at Whitetree Farm

An area of approximately 0.7 hectares of land at Whitetree Farm as defined on the policies map is allocated for a parish office and compound and between 15 and 20 dwellings subject to the following conditions:

- i. it can be demonstrated that the loss of existing farm buildings will not lead to additional pressure for new agricultural buildings in the countryside;
- ii. residential development within the site will only be permitted if provision is made within the site for a new compound and associated offices for Fair Oak Parish Council;



- iii. **potential for contaminated land is examined and any contamination is remediated if necessary;**
- iv. **the site is designed and landscaped to a high standard compatible with its location bordering the countryside and existing residential areas; and**
- v. **contributions are made towards the enhancement of education and medical facilities that serve this area.**

Employment

Hammerley Farm, Horton Heath

- 6.7.26 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 FO5, Hammerley Farm, Anson Road, Horton Heath

An area of approximately 1.1 hectares of land at Hammerley Farm, Anson 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.**
- 6.7.27 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC and impacts on water quality, otters and the introduction of invasive non-native species.
- 6.7.28 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 DM10.

Transport improvements

- 6.7.29 Limitations on the transport 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 and a number of junction improvements are required to improve traffic flows – see also policies E11 (section 6.6) and Bi3 (section 6.2). Details of the estimated cost and timing of highway improvements will be included in an updated Infrastructure Delivery Plan. Within the Fair Oak portion of this corridor, the Transport Assessment has identified a number of junctions in need of improvement as follows:

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

- 6.7.30 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 the Transport Assessment has considered both together. The Allington Lane junction is not adequate to accommodate forecast traffic levels, and it is proposed that the junction should be signalised. In addition it is proposed to widen both the Fair Oak Road (west) and Allington Lane approaches to accommodate a right-turn filter lane and a left-turn filter lane respectively. This is anticipated to ensure that the junction operates at capacity during peak hours, although more vehicles will pass through the junction during the afternoon peak. It is also anticipated that this will ensure that the Sandy Lane/ Fair Oak Road junction will operate within its capacity at peak hours.

Botley Road/ Eastleigh Road

- 6.7.31 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. The Transport Assessment showed that both the Botley Road and Eastleigh Road are operating close to or at capacity during peak hours. To increase capacity it is proposed to widen Botley Road (north of the junction) to include a right-turn lane into Eastleigh Road, and to widen Eastleigh Road to include a right-turn lane. These measures are anticipated to ensure that this junction operates within capacity at peak hours.

Botley Road/ Burnett's Lane, Horton Heath

- 6.7.32 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 (see policy WE1, section 6.11). It is currently signalised, and the Transport Assessment shows that under the existing signal arrangements there will be capacity issues at both peak travel times. New signalling times and phases are proposed that should help to resolve this issue.

Fir Tree Lane and Blind Lane

- 6.7.33 The Transport Assessment indicates a risk of an increase in traffic movements along both Fir Tree Lane and Blind Lane arising from proposed new development at Horton Heath. As these are narrow country lanes with little scope for improvement, it will be necessary to pursue measures to manage and restrict traffic movements along these routes. (Note: Blind Lane lies partly within West End parish – see also policy WE1, section 6.11).



Policy FO6, Junction improvements, Fair Oak

The Borough Council will support the Highway Authority in developing and delivering road capacity improvements at:

- i. the Allington Lane/ Fair Oak Road junction to include traffic signals and additional turning lanes;**
- ii. the Botley Road/ Eastleigh Road junction to include additional turning lanes on Botley Road north and Eastleigh Road;**
- iii. the Botley Road/ Burnett's lane junction by means of changes to signalling arrangements.**

The Borough Council will also support the Highway Authority in the introduction of measures to manage and restrict traffic movements along Fir Tree Lane and Blind Lane.

Open space and recreation

- 6.7.34 The Council's study of open space and recreation provision in the borough (the PPG17 Study) has identified a need for new allotment provision within the parish of Fair Oak and Horton Heath. Policy DM33, Chapter 5 enables the development of allotments subject to a number of criteria.

6.8. Hamble-le-Rice

- 6.8.1 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 current population of the parish is 4,695 and there are 2,207 dwellings (2011 Census).
- 6.8.2 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 (see Background Paper QP2 Heritage). More could be made of the village's heritage both for the benefit of residents and to encourage visitors.
- 6.8.3 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.
- 6.8.4 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.
- 6.8.5 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 community sports college on the outskirts of the village which offers indoor and outdoor facilities.
- 6.8.6 Hamble has quite considerable areas of employment with a major aviation business, a large industrial estate and an oil storage depot fronting Southampton Water. Boatyards and marinas front the River Hamble estuary.
- 6.8.7 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.
- 6.8.8 The main route into the parish is Hamble Lane, which is one of the most congested roads in the borough (see commentary on Bursledon above). Access to the water frontage is from Satchell Lane, but this is a narrow road also linked to Hamble Lane.
- 6.8.9 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.

- 6.8.10 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.
- 6.8.11 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.
- 6.8.12 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.
- 6.8.13 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.

Development proposals and special policies

Transport improvements

Hamble Railway Station

- 6.8.14 Access to the railway station has been identified as an issue in Hamble because of the lack of car parking. Parking could be provided on land to the south of the station and there is potential to combine this development with improved access from the north and south for pedestrians and cyclists, and to improve bus connectivity.

Policy HA1, Railway station parking, Hamble

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

Economy and tourism

Holiday accommodation, Hamble peninsula

- 6.8.15 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 BU5, section 6.4 above).

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 (as defined 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, boat fuelling, 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 retention of existing 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 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 DM18, Chapter 5.

6.8: Hamble-le-Rice

- 6.8.16 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.
- 6.8.17 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site, and impact on water quality and the introduction of invasive non-native species.
- 6.8.18 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 DM10.
- 6.8.19 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

- 6.8.20 The Council's study of open space and recreation provision in the borough (the PPG17 Study) has identified a need for new allotment provision within the parish of Hamble. Policy DM33, Chapter 6 enables the development of allotments subject to a number of criteria.

Hamble Airfield

- 6.8.21 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 (HMWP) has now identified the whole site as an area for sand and gravel extraction (HMWP policy 20(3) iii). The HMWP anticipates that extraction is likely to commence in 2016. 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.

- 6.8.22 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.



6.9. Hedge End

- 6.9.1 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.
- 6.9.2 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, with a current population of some 20,790 and 8,488 dwellings (2011 Census).
- 6.9.3 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 east of King’s Copse Avenue form part of the urban area of Hedge End although they lie in Botley parish.]
- 6.9.4 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.
- 6.9.5 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.
- 6.9.6 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.
- 6.9.7 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.
- 6.9.8 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.
- 6.9.9 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.
- 6.9.10 There has been considerable residential development in Hedge End over recent decades, including a variety of house types and tenures. The most recent phase of development at Dowd’s Farm is currently being completed. There is an increasing need for specialised accommodation for elderly people and for affordable housing.

6.9: Hedge End

- 6.9.11 The main secondary school in the area is the Wildern School which is operating at 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.
- 6.9.12 Medical facilities are provided by two GP surgeries.
- 6.9.13 A major new local cultural facility has opened recently on the Wildern School site – The Berry Theatre is an innovative concept bringing live entertainment to this part of the borough.
- 6.9.14 Hedge End does not yet have a parish plan.
- 6.9.15 The following issues have been identified in Hedge End town:
- Transport – peak hour congestion on local roads, and access to the Ageas Bowl (in West End);
 - Maintaining local identity – countryside gaps;
 - Access to country parks;
 - Access to public transport facilities;
 - Regeneration of Hedge End town centre.

Development proposals and special policies

Housing

Land west of Woodhouse Lane, Hedge End

- 6.9.16 Strategic policy S3, Chapter 4 identifies five strategic locations for residential development which include this site. It comprises land to the east of Hedge End 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 is gently undulating farmland crossed by a stream within a wooded corridor which is a locally-protected site of nature conservation interest and includes a small area subject to a risk of flooding.
- 6.9.17 A high voltage overhead power line parallels the northern edge of the site adjacent to the railway line which is mostly in a shallow cutting. The site is crossed by underground pipelines and a public footpath linking Woodhouse Lane with the existing housing area of north Hedge End.
- 6.9.18 The site is close to a wide range of services and facilities. Immediately to the north west of the site, and separated by a wooded buffer is the Grange Park residential estate. The site has previously formed part of the gap between Hedge End, Botley and Boorley Green and it is accepted that its development would have a significant impact on the separation between these settlements. However, it would not cause them to coalesce, and with landscape planting and sensitively laid out development, the impact can be mitigated.
- 6.9.19 Taking the above into account, the development of this site as a strategic location for large-scale residential development and playing fields 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 as a strategic location



for residential development, associated facilities and services, and public open space.

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 development should accommodate about 800 new homes of a range of type, size and tenure to include specific provision to meet specialised housing needs including accommodation for older people;
- ii. contributions to, or delivery of, off-site highway improvements considered necessary to serve the development including the Botley bypass which includes improvements to Woodhouse Lane and the Maypole roundabout (see policy BO3, section 6.3 above), the Sunday's Hill bypass (see policy BU4, section 6.4 above), and other off-site proposals as listed in the emerging Eastleigh Borough Transport Statement and considered necessary to serve the development;
- iii. the provision of access to the development from Woodhouse Lane and of footpath and cycle route links to the surrounding area;
- iv. the provision of community facilities and services including a two-form entry primary school and secondary education provision in the Horton Heath area as advised by Hampshire County Council Children's Services;
- v. the provision of approximately 11 hectares of public open space to serve the development, and the needs of the wider community, to be integrated with the adjoining Berrywood Meadow open space to the north-west;
- vi. protection and enhancement of the nature conservation interests of the woodland and stream corridor crossing the site;
- vii. the provision of a landscape setting for the development, including buffer planting on Woodhouse Lane frontage and the landscape treatment of the corridor adjacent to the railway line;
- viii. the provision of a buffer to the existing pipelines and overhead powerlines;
- ix. the retention of a countryside gap and landscape planting between Hedge End, Botley and Boorley Green;
- x. the provision of connections to the sewerage and water distribution systems at the nearest points of adequate capacity as advised by Southern Water. Access to the existing water mains shall be secured for future maintenance and upsizing purposes; and
- xi. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.

6.9.20 The proposed playing fields adjoin the Berrywood Meadow open space next to the Berrywood Primary School, which replaces school playing fields lost to development at King's Copse Primary School. While the Berrywood Meadow open space is now in the ownership of the Borough Council it has not been laid out as open space, and contributions will be sought from the development west of Woodhouse Lane to enable the necessary works in conjunction with the laying out of the adjoining proposed playing fields.

- 6.9.21 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 DM10.

Land south of Foord Road and west of Dodwell Lane

- 6.9.22 An area of approximately 7.3 hectares of land, to the south of Foord Road, west of Dodwell Lane and east of St Johns Road is currently grassland with wooded areas. To the immediate north and east is residential development, whilst to the west is the M27. To the south is undeveloped countryside leading onto Peewit Hill Close now proposed to be allocated for employment (see policy HE4 below).

- 6.9.23 The topography of the site, proximity of the motorway, biodiversity interest, tree coverage and potential ground conditions will need to be addressed in developing the site. Policy HE8 provides for a new road link between Dodwell Lane and St Johns Road which will also enable vehicular access to this site.

Policy HE2, Land south of Foord Road and west of Dodwell Lane, Hedge End

An area of approximately 7.3 hectares of land south of Foord Road, Hedge End as defined on the policies map is allocated for approximately 125 dwellings.

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 development shall include the construction of the part of the new road link (policy HE8) between St Johns Road and Dodwell Lane that passes through the site, which will provide the main access to the site;**
- ii. the development shall include provision for new primary and secondary education facilities as advised by Hampshire County Council Children's Services;**
- iii. a ground condition survey is undertaken to identify the most suitable parts of the site to be developed, having regard to the presence of water-courses through the site;**
- iv. existing wooded and wetland areas are retained as open space for the benefit of future residents;**
- v. the development shall minimise damage to features of nature conservation value within the site, and retain as many as possible of the existing mature trees;**
- vi. development is otherwise sited so as to minimise the impact of noise and poor air quality from the motorway on the occupiers of the new dwellings and to minimise the visual impact of development on the wider landscape;**
- vii. pedestrian and cycle links are provided between the site and existing roads to the north and east;**
- viii. a connection to the sewerage systems is provided at the nearest point of adequate capacity as advised by Southern Water; and**



ix. the development shall achieve BREEAM Communities excellent standard in accordance with policy DM2g.

- 6.9.24 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impacts on air quality, water quality and the introduction of invasive non-native species.
- 6.9.25 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 DM10.

Household Waste Recycling Site, Shamblehurst Lane

- 6.9.26 It is intended that the existing household waste recycling centre at Shamblehurst Lane should be relocated to a site off Botley Road adjoining the motorway (see policy WE10, section 6.11). The site at Shamblehurst Lane lies within the urban edge adjoining a community centre and is considered suitable for residential development. The existing scout facilities will need to be taken into account in the development of the site.

Policy HE3, Household Waste Recycling Centre, Shamblehurst Lane, Hedge End

Approximately 0.4 hectares of land comprising the site of the household waste recycling centre at Shamblehurst Lane, as defined on the policies map, is allocated for approximately 10 dwellings provided that:

- i. existing trees bordering the site are retained so far as possible as part of the landscape scheme for the site;**
 - ii. access and parking are provided to the satisfaction of the highway authority; and**
 - iii. the layout of the development shall provide for the continued use by the 25th Scout Group, without restriction or impediment, of the area and facilities presently used by the scouts unless suitable long-term provision is made for their replacement elsewhere within the local area, at no cost to the scouts, and of at least equivalent value in terms of their accessibility, size, layout and relationship to residential properties**
- 6.9.27 The site is bordered by a tree screen which could usefully be incorporated within the landscape scheme for the development.

Housing in adjoining areas

- 6.9.28 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 – see policies BU3 and BU4, section 6.4.



Employment

Land off Peewit Hill Close and Dodwell lane

- 6.9.29 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 (policy HE8) 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 (policy HE8);**
 - 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.**
- 6.9.30 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impacts on air quality, water quality and the introduction of invasive non-native species.
- 6.9.31 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 DM10.

Other employment sites, Hedge End

- 6.9.32 Two other small sites have been identified in Hedge End parish that have the potential for the development small-scale employment premises to help meet the needs of local employers and those seeking to work locally. These are:
- land adjoining the existing office campus at Botleigh Grange, which currently includes three dwellings and their curtilages (policy HE5);



- a small site at Netley Firs, Kaneshill, where there is some existing employment and also a proposal in this Local Plan for a travelling showpeople's yard (see policies HE6 and HE7 below).

Policy HE5, Land adjoining the Botleigh Grange business park west of Woodhouse Lane, Hedge End

An area of approximately 2.6 hectares of land adjoining the Botleigh Grange business park west of Woodhouse Lane as defined on the policies map is allocated for employment use subject to the following conditions:

- the site is developed for employment in use classes B1a, B1b or B1c that is compatible with adjoining office campus;
- the development is of a high quality commensurate with that of the adjoining office campus and the location of the site within an historic landscape;
- access to the site shall be from Pavilion Way;
- the footpath running through the site is retained and enhanced; and
- the development does not harm and if possible enhances the adjoining Bottom Copse/ Bushy Copse Site of Importance for Nature Conservation.

- 6.9.33 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 DM10.

Policy HE6, Land at Netley Firs, Kaneshill, Hedge End (employment)

An area of approximately 1.8 hectares of land at Netley Firs, Kaneshill, Hedge End as defined on the policies map is allocated for employment use subject to the following conditions:

- 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 (see policy HE7 below);
- access shall be from the A27 Kaneshill via an access shared with the adjoining travelling showpeople's site; and
- existing trees within the site shall be retained and protected as part of a landscape scheme for the site.

- 6.9.34 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 DM10.

Employment in adjoining areas

- 6.9.35 Adjoining the boundary of Hedge End off Tollbar Way there is a proposal for a small extension to the Berrywood Business Park (see policy WE8 section 6.11).

Travelling showpeople

- 6.9.36 Travelling showpeople have particular needs including access to main roads, and a site where they can both live and carry out maintenance work on their showground equipment. A need has previously been identified for 8 pitches for travelling showpeople in the borough⁹³. While the study on which this was based is now out of date, the work that has been undertaken to update it has not addressed the needs of travelling showpeople satisfactorily. The Borough Council is working with neighbouring authorities on a new study of the local needs of the travelling communities and will produce a Travelling Communities DPD either for the borough, or jointly with neighbouring authorities (see paragraphs 5.130 – 5.133, Chapter 5). In the meantime, however, the Council has identified a site at Netley Firs, Kanes Hill as being suitable to meet the needs of travelling showpeople.

Policy HE7, Land at Netley Firs, Kanes Hill, Hedge End (travelling showpeople)

An area of approximately 1.5 hectares of land at Netley Firs, Kanes Hill, Hedge End, as defined on the policies map, is allocated for use as a travelling showman's yard for approximately 8 plots subject to the following conditions:

- i. access shall be from the A27 Kanes Hill via an access shared with the adjoining employment site;**
 - 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.**
- 6.9.37 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 DM10.

Transport

Dodwell Lane to St John's Road link

- 6.9.38 There are significant transport congestion issues at peak times at junction 8 of the M27 and further to the south at Windhover roundabout in Bursledon. Traffic using these junctions but not accessing the motorway itself is a contributing cause of this congestion. There is some 'rat-running' on local roads to avoid this junction, and these roads are sub-standard in width, alignment and/or junction design. This raises potential highway and pedestrian safety issues and prevents optimum routes for public transport being provided.
- 6.9.39 The scale of development proposed in the wider area is likely to generate traffic that will place an increased stress on the motorway junctions and local road network. The Highways Agency and Hampshire County Council are considering improvements to junction 8 and the Windhover roundabout to help mitigate these problems. Strategic policy S7 indicates the Borough Council's intention to work with the Highway Authority to achieve an improved bus link

93 The Travelling Showpeople Accommodation Assessment can be viewed at: <http://www.eastleigh.gov.uk/pdf/TravShowpeopleAA29April08.pdf>

between Hedge End and Southampton. There is an opportunity to provide an additional route to assist this process in the form of a new road link between Dodwell Lane and St Johns Road.

Policy HE8, Dodwell Lane to St John's Road link, Hedge End

A new road is proposed between Dodwell Lane and St John's Road, Hedge End as defined on the policies map. The road will be of distributor road design continuing the proposed Sunday's Hill bypass (policy BU4, Section 6.4) with an adjoining cycleway and footpath. Contributions to the construction of this road will be sought from the development of adjoining land (policies HE2 and HE4 above). The road should be designed, sited and constructed so as to minimise the impact on nature conservation interests, residential amenities and the landscape.

- 6.9.40 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the Solent and Southampton Water SPA and Ramsar site and impacts on air quality, water quality and the introduction of invasive non-native species.
- 6.9.41 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 DM10.
- 6.9.42 In addition, the Transport Assessment has shown that increased traffic on St John's Road will necessitate improvements at its junction with the A27 West End Road. This junction is on a key southeast – northwest strategic route linking communities such as Bursledon, Botley, Hedge End and Netley Abbey which have been severed by the M27. With the developments proposed in the Locla Plan, relatively high traffic flows are anticipated at this junction, with the potential for its capacity to be exceeded at peak hours. Measures proposed to address this issue include the introduction of traffic signals and junction layout improvements.

Policy HE9, St John's Road/ West End Road junction, Hedge End

The Borough Council will support the Highway Authority in improving the capacity of the St John's Road/ West End Road junction, as shown on the policies map, including the provision of traffic signals and junction layout improvements.

Other transport improvements

- 6.9.43 Strategic policy S7 also indicates the Borough Council's intention to work with the Highway Authority to achieve improvements to junction 7 of the M27. 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

- 6.9.44 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 of some age and is not fully accessible (e.g. to those with disabilities) so is in need of replacement. There is also a need for increased car parking to relieve existing and future levels of parking by commuters on local residential roads, although every effort is being made to encourage access to the station by means of walking, cycling and bus.

Policy HE10, 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 and increased car parking

- 6.9.45 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

- 6.9.46 A sport and recreation strategy, to include a playing pitch strategy, is being prepared by the Council. It is considered that there is a need for new open space provision 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).
- 6.9.47 Additional land may be needed for allotments. Policy DM33, Chapter 5 enables the provision of allotments subject to a number of criteria.

Community facilities

- 6.9.48 Hedge End Town Council has also notified the Borough Council of a need for a new cemetery to serve the town.

Policy HE11, 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 DM36, Chapter 5. Landscape screening may be required to protect the amenity of surrounding uses and provide a suitable context for the development.



6.10. Hound

- 6.10.1 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). The current population of the parish is 7,105 and there are 3,255 dwellings (2011 Census).
- 6.10.2 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 other areas of local interest to the north of the parish including Netley Common.
- 6.10.3 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).
- 6.10.4 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.
- 6.10.5 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.
- 6.10.6 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

6.10: Hound

the northern end of Hamble Lane because of vehicle emissions arising from congestion.

- 6.10.7 There is an increasing proportion of older people, and a related increased need for specialised housing accommodation. 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.
- 6.10.8 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.
- 6.10.9 Work is in progress on a parish plan for Hound.
- 6.10.10 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 in Hound

Housing

Abbey Fruit Farm, Netley Abbey

- 6.10.11 An area of approximately 3.2 hectares of land at Abbey Fruit Farm, Netley, currently accommodates equestrian and industrial uses, with a single dwelling house on the southern boundary. Development is currently focused on the southern boundary of the site. The site is bounded by the railway and roads.
- 6.10.12 The site is reasonably well related to Netley village, although this involves crossing the railway line, where the existing road bridge is narrow and unsuitable for pedestrian use, and is not capable of being widened. The existing employment uses within the site are considered to be an important resource for the local economy and should not be lost unless they can be relocated elsewhere with similar accessibility to Netley village. The potential gravel resource in the site will also need to be explored.

Policy HO1, Land at Abbey Fruit Farm, Grange Road. Netley Abbey

An area of approximately 3.2 hectares of land at Abbey Fruit Farm, Grange Road, Netley Abbey, as defined on the policies map is allocated for mixed residential (approximately 90 dwellings) and employment development in use classes B1(b), B1(c), B2 or for similar employment-related activities.



Development will be subject to the approval by the Borough Council of a development brief including a masterplan which address the following requirements:

- i. the potential need to extract any gravel resource in the site prior to construction and restore the site to a condition suitable for development;
- ii. the retention of existing employment uses within the site;
- iii. the retention of the wooded area on north-western corner of site;
- iv. the provision of vehicular access to the site from Grange Road;
- v. the provision of cycle and pedestrian improvements on Grange Road to including a crossing point;
- vi. provision of a new footbridge across the railway line;
- vii. the investigation of potential land contamination and the implementation of remediation measures if necessary;
- viii. the provision of on-site open space;
- ix. the design and landscaping of the development to a high standard to ensure that it does not have a detrimental impact on the adjoining countryside gap and addresses possible noise constraints arising from the railway and Grange Road; and
- x. the provision of a connection to the sewerage systems at the nearest point of adequate capacity as advised by Southern Water, and of access to the existing water main for future maintenance and upsizing.

Former Netley Court School, Victoria Road, Netley Abbey

- 6.10.13 The site of the former Netley Court school is located on Victoria Road, on the western edge of Netley village centre. Immediately to the west is Southampton Water. The site is within the Netley Abbey Conservation Area and although the main building is not listed, it is of architectural interest.
- 6.10.14 The site was owned by Southampton City Council who ran a primary school for children with special needs until it closed in July 2006 when it was declared to be surplus to their requirements. The site is located in close proximity to existing facilities and services and is considered to have potential to contribute to local housing needs whilst takes advantage of the site's attractive setting.
- 6.10.15 The site lies on the cliff top fronting Southampton Water. The cliffs are subject to slow erosion, and are within an area identified in the North Solent Shoreline Management Plan as requiring coast protection works.

Policy HO2, Land at Former Netley Court School, Victoria Road, Netley Abbey

An area of approximately 0.8 hectares of land at the former Netley Court School, Victoria Road, Netley Abbey, as defined on the policies map, is allocated for residential development of up to 30 dwellings or a residential care facility for elderly people.

Development will be subject to the approval by the Borough Council of a masterplan which addresses the following requirements:

- i. the retention and restoration of the original house;



- ii. the retention of trees subject of tree preservation orders;
- iii. no new buildings to be constructed between the existing building line and the cliff edge, in order to avoid the area at risk from coastal erosion;
- iv. a high quality development which responds positively to the character and appearance of the Netley Abbey Conservation Area; and
- v. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water, and of access to the existing sewerage infrastructure for future maintenance and upsizing purposes.

Development of this site should contribute to the cost of coast protection works on the site's coastal frontage as set out in the approved North Solent Shoreline Management Plan.

6.10.16 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and on the Solent and the Southampton Water SPA and Ramsar site through disturbance.

Economy and tourism

New Hotel, Mercury Marina

6.10.17 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

6.10.18 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.

Open space

6.10.19 The Council's study of open space and recreation provision in the borough (the PPG17 Study) has identified a need for new allotment provision within the parish of Hound. Policy DM33, Chapter 5 enables the development of allotments subject to a number of criteria.

6.11. West End

- 6.11.1 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.
- 6.11.2 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.
- 6.11.3 The settlement of West End has grown in recent decades and now has a population of 11,470 and 5,168 dwellings (2011 Census).
- 6.11.4 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 the Itchen Valley Country Park, a valued amenity which serves a wide area.
- 6.11.5 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. While this facility is a major asset for the borough, it is somewhat separate from the local community. There remains a shortage of public playing fields in the parish.
- 6.11.6 Parts of the parish are of heritage value and it contains conservation areas at Gaters Mill and Romill Close (see Background Paper QP2, Heritage). There are remains of an ancient hill fort in Telegraph Woods.
- 6.11.7 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.
- 6.11.8 The parish does not have access to a railway station. However there are regular buses to Southampton and Eastleigh.
- 6.11.9 West End has a busy local centre which is in need of some regeneration and improvement.

6.11: West End

6.11.10 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 are now surplus to health authority requirements. It nevertheless provides specialised health services including palliative care and some mental health facilities. Approximately two thirds of the site appears likely to continue to be needed for these purposes.

6.11.11 The West End Parish Plan was produced in 2010.

6.11.12 The following issues have been identified in West End Parish:

- Maintaining local identity – relationship to Southampton and Hedge End;
- Access to country parks;
- Transport – peak hour congestion on local roads and impacts on the local centre;
- Car parking in the village centre;
- Access to public transport facilities;
- Ageas Bowl – access, future development, and its relationship to the local community;
- The future of Chalcroft Business Park and other local employment sites;
- Access to the Chalcroft Business Park – HGVs currently use unsuitable local lanes;
- The future of Moorgreen Hospital;
- Maintaining and celebrating heritage interest.

Development proposals and special policies

Strategic site

Land west of Horton Heath

6.11.13 Horton Heath lies to the south of Fair Oak and comprises a predominantly residential settlement with few community facilities and no defined centre. The Chalcroft Business Park lies outside the village to the south-west, adjoining Chalcroft Farm, which is a centre for a meat processing enterprise and includes a farm shop, a number of cottages and barns together with a redundant farmhouse. HGV traffic generated by the Chalcroft Business Park currently uses unsuitable local lanes to access the site, in particular Burnetts Lane. To the north of Chalcroft Farm, a large solar farm has recently been constructed. The areas adjoining the village to the west are predominantly in agricultural use, with some small and under-used areas of public open space. To the south of Fir Tree Lane the landscape is generally flat or slightly undulating, with minor hedgerows and sporadic mature trees. To the north of the lane, there is an area of smaller fields with very mature and well-treed hedgerows, adjoining a more open agricultural landscape to the west.

6.11.14 Subject to the provision of a new road linking Burnetts Lane and Bubb Lane, there is scope in West End parish to extend Horton Heath to the west, and develop a smaller separate settlement centred on Chalcroft Farm, capitalising on the potential of the farm complex to provide a small village centre. In

Fair Oak parish there is scope to extend the northern part of Horton Heath to the west and north-west. These developments could provide the community facilities that are currently lacking in the parish, including a new primary school. The new road link also enables the intensification of the existing employment uses at Chalcroft Business Park, and the development of more employment uses in this location. In the longer term, beyond the plan period, consideration may need to be given to provision of a road link between Chalcroft and Allington Lane. Please note that the parish boundary between the West End and Fair Oak & Horton Heath parishes bisects land to the west of Horton Heath along the watercourse to the south of Foxholes Farm.

Policy WE1, Land west of Horton Heath

An area of approximately 100 hectares of land west of Horton Heath and around Chalcroft Farm (30 hectares in Fair Oak and Horton Heath parish, 70 hectares in West End parish) as defined on the policies map is allocated as a strategic location for development to include housing, employment, open space and associated community facilities.

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 provision of a new road link between Bubb Lane and the Chalcroft Business Park entrance on Burnetts Lane, as indicated on the policies map, built to a standard capable of taking the HGV traffic generated by the Chalcroft Business Park and the proposed new employment site, and incorporating roundabout junctions on Burnett's Lane and Bubb Lane;**
- ii. **the provision of approximately 950 dwellings of a variety of sizes and tenures including provision to meet affordable and specialised housing needs in locations immediately to the west and north-west of Horton Heath, and around Chalcroft Farm to form a new village, as shown on the policies map;**
- iii. **the provision of approximately 6ha of employment land adjoining the Chalcroft Business Park as shown on the policies map, to accommodate employment in use classes B1(b), B1(c), B2 and/or B8, with vehicular access from Burnetts Lane, having regard also to the possibility of a shared access with the Chalcroft Business Park;**
- iv. **the provision of a new 8 form entry secondary school (with provision to expand to 10-form entry) and a three-form-entry primary school, including shared community use of the school playing fields to serve the new development and existing settlements in the surrounding area;**
- v. **the provision of community facilities to serve the new development and the existing settlement of Horton Heath, to include a new local centre immediately adjoining Horton Heath and a new village centre focused on Chalcroft Farm, and a contribution to the new Horton Heath community hall;**
- vi. **a layout of residential development immediately west and north-west of Horton Heath designed to maximise opportunities to create links to, and to integrate with the existing settlement;**

- vii. a layout of development within and around Chalcroft Farm that retains and enhances the heritage and architectural value of buildings and landscape features within the farm complex, and does not prejudice the possibility of a transport link through to Allington Lane in the longer term;
- viii. the provision of vehicular access to the residential parts of the site from Burnetts Lane, Fir Tree Lane and Anson Road to the satisfaction of the Highway Authority;
- ix. contributions to the Botley Bypass (policy BO3 section 6.3) and other off-site highway improvements as required by the highway authority;
- x. the provision of footpath and cycle routes through the site and that link the new developments with the wider existing and proposed footpath and cycleway networks, including those within Horton Heath, and a contribution to the implementation of the proposed strategic footpath/cycleway route alongside the railway linking Hedge End to Eastleigh (see strategic policy S8, Chapter 4);
- xi. the provision of public open space on site to provide a setting for the development and to meet the needs of the new and existing communities, including sports pitches, informal open space, allotments and related facilities with long term maintenance arrangements. Open space north of Fir Tree Lane shall be managed primarily for nature conservation interest and shall not be used for playing fields;
- xii. the provision of a comprehensive landscape framework for the site that includes measures to ensure that there is no damage to, and where possible enhancement of the Round Copse, Quobleigh Pond and Wyvern Technology College sites of importance for nature conservation, and that retains as many as possible of the existing mature trees and hedgerows within the site, enhances biodiversity interest especially of the watercourses running through the site, and provides a linked network of open spaces and green routes;
- xiii. provision of a connection to the sewerage and water supply systems at the nearest points of connection as advised by Southern Water, and of access to existing sewerage and water supply infrastructure for future maintenance and upsizing purposes; and
- xiv. the achievement of BREEAM Communities excellent standard in accordance with policy DM2g.

6.11.15 In combination with other developments proposed, development on this site is likely to have significant impacts on a number of local roads (see Transport Appraisal of Option B) and the developers will be required to contribute towards measures to address these, including contributions towards the provision of the Botley bypass. The development is contingent on the provision of a new road link between Burnetts Lane and Bubb Lane.

6.11.16 There are few existing links between the development site and the village, and it will be important to take steps to integrate the new and existing developed areas, in particular through footpath and cycleway routes, and the careful location of new community facilities so that these are also accessible to the existing community. The new primary school should be designed and located to meet the needs of the existing as well as the new community.



- 6.11.17 Footpath and cycle routes should be designed to link with existing routes and to assist with the implementation of proposed routes as set out in this Local Plan. It will be important to ensure that these provide strong links across the area of open space between the Chalcroft Farm complex and the remainder of Horton Heath, and that they also link to public transport facilities, in particular Hedge End station.
- 6.11.18 The proposals include more public open space than the minimum required under policy DM32, because of measures to enhance biodiversity particularly along the watercourses and adjoining the Quobleigh Ponds and Wyvern Copse SINC. There is also a deficiency of playing field provision in West End parish, although this area is not well-related to the settlement of West End.
- 6.11.19 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the River Itchen SAC through impact on water quality, otters, disturbance and the introduction of invasive non-native species. Through impacts on the hydrological regime there may also be potential for an impact on the Solent and Southampton Water SPA. It is likely to be possible to mitigate these effects by means of sustainable drainage systems integrated with the landscape framework and the measures to enhance biodiversity. Advice on the provision of water supply and foul drainage should be sought from Southern Water.
- 6.11.20 Any planning application should also include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development upon these in accordance with policy DM10.

Housing

Land at Hatch Farm, north of Barbe Baker Avenue, West End

- 6.11.21 An area of 15.8 hectares of land at Hatch Farm, north of Barbe Baker Avenue and south of the M27 motorway at West End, owned by the Borough Council, is used for grazing. Although it is accessible to the public as open space it is little used and is not signposted, formally laid out or widely accessible. It is surrounded by existing development to the east, south and west with woodland on its northern edge adjacent to the motorway. The Barnsland recreation ground adjoins the north western corner of the site. The northern part of the area is badly affected by intrusive motorway noise.
- 6.11.22 Much of the site is steeply undulating and elevated, with long-distance views to the west and north. Development on higher parts of the site could be very intrusive. However, it is considered that other (lower) parts of the site, particularly to the south and west, could be satisfactorily developed, making a modest contribution to the borough's housing requirements and providing the opportunity to make a more attractive and positive use of the remainder of the site for public access.



Policy WE2, Land at Hatch Farm, north of Barbe Baker Avenue, West End

An area of approximately 12 hectares of land north of Barbe Baker Avenue, West End, as defined on the policies map, is allocated for public open space and approximately 80 dwellings.

Development will be subject to the approval by the Borough Council of a masterplan which addresses the following requirements:

- i. locating the new housing development on those parts of the site where the impact on the residential amenity of the occupiers of existing properties would be minimised, where the occupiers of the new dwellings would not be affected by unreasonable levels of motorway noise and where the new dwellings would not be intrusive in the wider landscape;
- ii. vehicular access from Barbe Baker Avenue, with the possibility of subsidiary access from Barnsland;
- iii. the provision of attractive footpath and cycle links to the surrounding area;
- iv. the layout and landscaping of the remainder of the site as accessible public open space;
- v. arrangements for the future management of the open space areas;
- vi. the enhancement of the biodiversity and nature conservation interest of the undeveloped parts of the site; and
- vii. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water, and of access to the existing sewerage infrastructure for future maintenance and upsizing purposes.

Detailed development criteria for the site are set out in the Borough Council's development brief 'Land at Hatch Farm, West End', adopted in December 2012.

6.11.23 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality and the introduction of invasive non- native species; and the River Itchen SAC through impacts on water quality, otters and the introduction of invasive non- native species.

Land west of Romill Close, Swaythling Road, West End

6.11.24 An area of 3.8 hectares of land to the west of Romill Close, West End, between Mansbridge Road and the M27 motorway, was identified in the Council's previous local plan as a 'reserve' housing site to be released for development only if necessary to meet the plan's housing requirements. Until recently, it has not been necessary to develop this land but it is considered that the site could make a useful contribution to meeting the needs of this plan period.

- 6.11.25 The development potential of the site is constrained by the need to protect the landscape of the motorway corridor, to protect future residents from motorway noise and the need to retain existing trees on the site.

Policy WE3, Land west of Romill Close, West End

An area of approximately 3.8 hectares of land to the west of Romill Close, Mansbridge Road, West End, as defined on the policies map, is allocated for residential development for approximately 60 dwellings subject to the following conditions:

- i. existing trees and woodland on the site shall be retained and managed to protect the landscape setting of the development and as open space to serve the residents of the development;
- ii. the location and design of the development shall be informed by a detailed noise impact assessment so as to ensure that residential properties are not significantly harmed by noise and disturbance from the adjoining motorway or commercial site;
- iii. vehicular access to the site shall be from Mansbridge Road;
- iv. provide opportunities for enhanced parking and turning arrangements for residents of Romill Close;
- v. the development shall make provision for a pedestrian and cycle crossing on Mansbridge Road with connections with the local network; and
- vi. provision of a connection to the sewerage system at the nearest point of connection as advised by Southern Water, and of access to the existing sewerage infrastructure for future maintenance and upsizing purposes.

Coach Depot, Botley Road, West End,

- 6.11.26 About 1.8 hectares of land at the coach depot in Botley Road, West End is used as a vehicle maintenance depot and related uses. There are older buildings and structures on the northern and western parts of the site with a significant amount of outdoor hard surfacing.
- 6.11.27 The existing use of the site is an asset to the local economy. However it is also located in close proximity to residential properties and has the potential to create significant noise and disturbance to the occupiers of these properties.
- 6.11.28 Taking the above into account, and the site's proximity to local services and facilities, it is considered that the site could be suitable for residential redevelopment. It is however important to ensure that the existing use of the site is relocated satisfactorily elsewhere before the redevelopment of this site is permitted.
- 6.11.29 The existing use of the site may have caused some contamination of the site which will need to be remediated.

Policy WE4, Coach Depot, Botley Road, West End

An area of approximately 1.8 hectares of land at the Coach Depot, Botley Road, West End, as defined on the policies map, is allocated for approximately 80 dwellings.

Development will be subject to the approval by the Borough Council of a masterplan addressing the following requirements:

- i. satisfactory demonstration that the existing use of the site is no longer required or that it can be relocated;
- ii. the layout and design of the development would not prejudice the future development of the adjoining site off Marshall Drive allocated for commercial development (policy WE9 below);
- iii. retention and enhancement of landscape planting on southern and south-eastern boundaries of site;
- iv. potential land contamination is investigated and if necessary its remediation proposed; and
- v. provision of a connection to the sewerage system at the nearest point of adequate capacity as advised by Southern Water.

Moorgreen Hospital, Botley Road, West End

6.11.30 The site of the former Moorgreen Hospital in Botley Road, West End, continues to be used for a variety of health-related activities. Older buildings on the site, including the former workhouse, are identified as being of local architectural and historic interest, but are now empty and unused. These buildings are no longer considered suitable for modern health-care purposes. There is undoubtedly a continuing need for health-care activities to be carried out on the site and for related activities to operate from the site, to serve the southern half of the borough and nearby areas of Southampton. If any part of the site can be shown to be surplus to future health care requirements, the site is appropriately located for redevelopment for housing.

Policy WE5, Moorgreen Hospital, Botley Road, West End

Permission will be granted for approximately 115 dwellings on approximately 10.4 hectares of land including the site of the former Moorgreen Hospital in Botley Road, West End (as defined on the policies map), permission will be granted for approximately 115 dwellings if it can be demonstrated to the satisfaction of the Borough Council that:

- i. the future healthcare needs of the local community can be met; and
- ii. there is no foreseeable need for the part of the site concerned to be used for the provision of healthcare services.

Development will be subject to the approval by the Borough Council of a development brief, including a masterplan for the whole site which addresses the following requirements:

- a. the retention and re-use of the frontage block of the former workhouse buildings together with the front lodges;
- b. the provision of a mix of house type, size and tenure including accommodation for older people;
- c. the provision of suitable access arrangements on to Botley Road to serve the redevelopment and the retained healthcare facilities;
- d. the provision of pedestrian and cycle access to adjoining open space;
- e. Include provision within the hospital site to meet the needs of West End Surgery for future expansion; and
- f. the achievement of BREEAM Communities excellent standard in accordance



with policy DM2g.

Local recycling facilities that are currently located in the southeast corner of the site should be retained until alternative facilities have been provided in the local area (see policy WE10).

Employment

Chalcroft Business Park, Burnetts Lane, West End

- 6.11.31 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 above) and extend the site (see policy WE7 below). 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 WE6, 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. development would not conflict with the proposals of policy WE1;
- ii. a new road is built to serve the Chalcroft Business Park and the new development west of Horton Heath as set out in policy WE1 above; and
- iii. development would not adversely affect the adjoining Round Copse or Chalcroft Business Park sites of importance for nature conservation.

Policy WE7, 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 to serve the Chalcroft Business Park and the new development west of Horton Heath as set out in policy WE1 above;
- 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.

- 6.11.32 The site covered by Policy WE7 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.
- 6.11.33 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality and the introduction of invasive non-native species; and the River Itchen SAC through impacts on water quality, otters and the introduction of invasive non-native species.

Berrywood Farm, Tollbar Way, Hedge End

- 6.11.34 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 WE8, 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.**
- 6.11.35 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 DM4. 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 DM10.

Land adjoining the Ageas Bowl, Marshall Drive (commercial use)

- 6.11.36 Over the last 10 years, the Ageas Bowl has become firmly established as a top class international cricket ground and event arena. Further development including enhanced facilities for the cricket ground and a large hotel, with



media and leisure facilities, has recently been granted planning permission and will consolidate that role (see also policy WE11).

- 6.11.37 Part of the site, between the cricket ground and Telegraph Woods to the east, remains little used. This land could be put to a more positive use as a site for mixed use commercial development providing increased local job opportunities. The site could be suitable for prestigious facilities befitting the site's location, although the use of the cricket ground would at times result in operational constraints and it would be necessary for the operators of the Ageas Bowl to retain adequate on-site provision for parking and public transport on major match days.

Policy WE9, Land at the Ageas Bowl, Marshall Drive, West End (commercial development)

Approximately 5.5 hectares of land at the Ageas Bowl, Marshall Drive, West End, as defined on the policies map, should be developed for commercial purposes in use classes B1(b) and B1(c) or similar uses. This could include facilities for business, research and development, educational services or medical services, subject to policy DM11 of this plan regarding the location of office uses and to the following conditions:

- i. development should be of a high standard of external appearance, design and landscaping, complementing the quality of the existing cricket ground and sports centre whilst respecting the amenity of adjoining residential areas;
 - ii. development must not compromise the long term functioning of the Ageas Bowl as an international cricket ground, retaining satisfactory arrangements for public transport and parking at peak times;
 - iii. buildings should be located on the excavated and flat areas of the site with surrounding land used for parking and landscaping;
 - iv. the landscape setting of the development should include the provision of a buffer to protect adjacent areas of nature conservation interest. There should be no unacceptable adverse impact on Telegraph Woods and contributions may be requested to maintain its biodiversity value;
 - v. the layout of the site should include provision for pedestrian access within the site linked to public paths within Telegraph Woods; and
 - vi. the opening up of the culverted watercourse crossing the site. A flood risk and groundwater management plan will be required.
- 6.11.38 The Habitats Regulations Assessment Screening Report of this plan has determined that this site is capable of being delivered without adverse effect on any European site. To ensure this, a site level Habitats Regulations Assessment will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent and Southampton Water SPA and Ramsar site, and impacts on water quality and the introduction of invasive non-native species.

Transport

- 6.11.39 Traffic congestion has been identified as an issue in West End and improvements are needed in a number of locations. These are identified in the

Eastleigh Borough Transport Statement and will be included in the Council's Infrastructure Delivery Plan. Policy WE1 above proposes a new link road between Burnetts Lane and Bubb Lane that should resolve the issue of access to the Chalcroft Business Park. Provision of parking in West End town centre is very limited.

Community facilities

Household waste recycling centre

- 6.11.40 A new household waste recycling centre is required to serve communities in Hedge End and West End. It is proposed to relocate the existing household waste recycling centre at Shamblehurst Lane in Hedge End to a site off Botley Road in West End parish adjoining the motorway.

Policy WE10, Household waste recycling centre, Botley Road

A new household waste recycling centre is proposed on approximately 1.2 hectares of land north of Botley Road, West End, as defined on the policies map, subject to the following conditions:

- i. access and parking arrangements are made to the satisfaction of the highway authority;**
 - ii. the development minimises the loss of trees and ensures that as many as possible are retained to screen the development in views from the local area. An ecological survey will be required with development proposals and supplementary tree planting may also be required; and**
 - iii. a long term management plan is agreed to secure the management of trees remaining on the site.**
- 6.11.41 Botley Road is a busy local road especially on days when there is an event at the Ageas Bowl. Arrangements will need to be made to avoid conflict with traffic for such events, and to allow for queuing to use the waste recycling centre. The site is in the countryside gap between West End and Hedge End. It is currently wooded, and contributes to the quality of the local environment and sense of separation between these settlements.

Sport and recreation

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

- 6.11.42 The Ageas Bowl (formerly the Rose Bowl), the tennis centre and golf course at West End have seen significant development in recent years, and further developments are planned including a new hotel. 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.
- 6.11.43 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 WE11, Land at Ageas Bowl and Tennis Centre, Botley Road, West End (sport and recreational facilities policy)

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, other than the proposed hotel, 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 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. the land to the west of the access on the Botley Road frontage is to be developed only for a hotel, with ancillary facilities, which must be of a high quality of design, materials and appearance appropriate to its prestigious location at the entrance to this Special Policy Area;
- viii. any proposal must ensure that surface water drainage will not increase flood risks downstream and within the river corridor; and
- ix. that there will be no adverse impact on the adjacent Telegraph Woods SINC where contributions will be required towards its maintenance.

Pinewood Park, Kaneshill, West End

- 6.11.44 Pinewood Park and Dumbleton Close are small residential developments within Dumbleton Copse, which is an area of woodland on the border of Hound parish and Southampton, immediately north of Netley Common. The woodland is of nature conservation interest and is currently designated as a locally important Site of Importance for Nature Conservation. Although privately owned, it is used informally by the public for recreation. It is not managed, and is showing signs of neglect and abuse. Limited residential development at Pinewood Park and Dumbleton Close is proposed in order to fund management proposals for Dumbleton Copse and bring the site into public use.



Policy WE12, Pinewood Park, Kaneshill, West End

Approximately 0.5 hectares of land adjoining Pinewood Park and Dumbleton Close as identified on the policies map is allocated for the development of up to 6 dwellings, provided that:

- i. Arrangements are made for Dumbleton Copse, identified as proposed public open space on the policies map, to be restored and managed in the long term as open space for informal public recreation;**
- ii. The restoration and management proposals provide for the enhancement of the nature conservation interest of the site; and**
- iii. Footpath and cycleway links are established through the site, in agreement with Hampshire County Council and the Borough Council, linking it to neighbouring residential areas, to Netley Common and to the wider green infrastructure network.**

6.11.45 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 DM10.

Other recreational provision

6.11.46 The Council's study of open space and recreation provision in the borough (the PPG17 Study) has identified a need for new allotment provision within the parish of West End. Policy DM33, Chapter 5 enables the provision of allotments subject to a number of criteria.

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. A table setting out the framework of performance indicators, and targets where they apply, is published in Appendix C.
- 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 As discussed in Chapter 2, the Council recognises the likely need for an early partial review of the plan in relation to housing land supply. Although the NPPF only requires the identification of specific and developable housing sites up to year 10 of the plan period, early review may be necessary for other reasons including employment land supply and the fact that the plan period of this Local Plan post-adoption is likely to be 13 - 14 years rather than the 15 years that is recommended in the NPPF. The Partnership for Urban South Hampshire will also be reviewing and rolling-forward the strategy for the sub-region and the Council's Local Plan will need to take this into account.

Policy MR1, Review of the Local Plan

Following adoption, the Borough Council will commence a review and roll-forward of the Local Plan in accordance with a programme that has been determined through:

- i. **monitoring the progress of development within the borough having regard to the need to maintain a 5-year supply of housing land, the need for land or floorspace for economic development and the suitability or sufficiency of the available supply, and the time required to complete the review process;**
- ii. **the progress of the Partnership for Urban South Hampshire (PUSH) on the review and roll-forward of housing requirements and the development strategy across the south Hampshire sub-region;**
- iii. **the progress of the Solent Local Economic Partnership Strategic Economic Plan and its implications for development needs; and**
- iv. **having regard to any further legislative change.**



7.5 If this Local Plan is adopted in spring 2015, and a revised South Hampshire Strategy is completed by the end of 2015, the following timetable for review is considered to be the earliest that is likely to be necessary and achievable:

- Spring 2016 – consultation on draft plan (regulation 18)

- Spring 2017 – publication of pre-submission plan (regulation 19)

- Summer 2017 – submission to Secretary of State

- Autumn 2017 – examination

- Spring 2018 - adoption

Appendix A : Legislation and other plans and strategies

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 & 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. Hampshire County Council is leading the production of the Hampshire Minerals & Waste Plan (HMWP) – 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 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 on the Eastleigh Town Access Plan which identifies 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

scheme 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 Revised Draft Local Plan 2011-2029, 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.

- Parking strategy and standards

A.13 Hampshire County Council has produced parking standards for non-residential development - see www3.hants.gov.uk/highways-development-planning/hdp-parking-policies/2002-parking-standards.htm. These are maximum standards used to inform requirements for parking for all forms of development in the borough other than housing.

- Eastleigh Town Access Plan

A.14 The Eastleigh Town Access Plan (ETAP) – see <http://www3.hants.gov.uk/taps/tap-eastleigh> – has been developed by Hampshire County Council in partnership with Eastleigh Borough Council and aims to improve access to facilities and services within central Eastleigh. The ETAP puts forward a set of proposals and potential projects to help achieve a more accessible town centre, improved public safety and reduced levels of congestion and pollution.

- Flood Risk

A.15 Hampshire County Council is now a Lead Local Flood Authority (LLFA). Under the requirements of the Flood & Water Management Act 2010 and the 2009 Flood Risk Regulations, the County Council has prepared a Preliminary Flood Risk Assessment - see www3.hants.gov.uk/flooding/floodriskassessments. The County Council is preparing a Local Flood Risk Management Strategy and surface water management plans for districts and boroughs in the county.

- Hampshire Community Infrastructure Strategy 2009 (updated 2010 and 2011)

A.16 In 2009 Hampshire County Council prepared an estimate of future community infrastructure requirements based on the South East Plan. This includes affordable housing, education, health, social infrastructure, green infrastructure, public services, utility services and flood defences. The document has since been updated in 2010 and 2011 with lists of related projects. It is likely to need to be reviewed further in the light of on going changes to local government funding and reductions in budgets.

- Hampshire Community Infrastructure Study
- A.17 Hampshire County Council has produced a study of the community infrastructure likely to be needed to support development proposals across the county. It was commenced in 2009 and is supplemented annually - see: www3.hants.gov.uk/hampshire_community_infrastructure_study_november_2009.pdf .
- Older People's Well Being Strategy
- A.18 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 Plan
- A.19 The most recent School Places Plan was produced in 2013. It 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, although these are under review in respect of secondary schools.
- River Hamble Harbour Authority Strategic Vision, Strategic Plan and Business Plan
- A.20 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.21 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.22 The plans relevant to Eastleigh Borough are the County Overview and the CAPs for the Forest of Bere, Solent and Test & 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.23 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.24 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.25 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.26 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)⁹⁴ has arrived at an overall economic strategy which informs all the plans and strategies of its member authorities.

- PUSH Economic Development Strategy

A.27 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.28 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 Strategy

A.29 Following its revised Economic Development Strategy PUSH has produced a revised spatial strategy that apportions the identified development requirements between its constituent authorities. The PUSH South Hampshire Strategy can be viewed at: http://www.push.gov.uk/work/housing-and-planning/south-hampshire_strategy.htm

For Eastleigh Borough, the South Hampshire Strategy;

- Identifies Eastleigh River Side as a major regeneration opportunity;

94 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 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 2000sq.m. of offices and 90,000sq.m. of manufacturing and distribution floorspace in the period 2011 – 2026;
- Requires the provision of 8050 dwellings in the borough between 2011 and 2026;
- Identifies a gap between Southampton and Eastleigh/ Chandler's Ford;
- Identifies a need for additional library provision in the borough;
- Refers to the emerging proposals of the Hampshire Minerals & Waste Plan that affect Eastleigh, including the retention of the aggregates rail depot at Eastleigh and the extraction of sand and gravel at Hamble Airfield.

- PUSH Green Infrastructure Strategy

A.30 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 & 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

- Other PUSH policies

A.31 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-110111-r05-gtu-kra-.pdf>)

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

Transport for South Hampshire (TfSH)

A.32 Transport for South Hampshire (TfSH) 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). TfSH have 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 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

- A.33 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 Community Plan

- A.34 The borough's Community Plan is the 'sustainable community strategy' required by the government. It was first prepared by the Eastleigh Strategic Partnership⁹⁵ in 2004. The Partnership reviewed it in 2008 at the inception of work on the local plan (then in the form of a core strategy), and in November 2008 there was a joint consultation on issues to be addressed by both documents - 'Our Community, Our Future' Eastleigh Borough Council/ Eastleigh Strategic Partnership 2008.
- A.35 The Community Plan includes:
- A vision for the borough which focuses on the long term outcomes to be achieved;
 - An action plan identifying shorter term priorities and activities that will contribute to the achievement of the long term outcomes;
 - A shared commitment to implementing the action plan;
 - Arrangements to monitor the implementation of the action plan and periodically review the community strategy, as well as reporting progress to the wider partnership and local people.
- A.36 The Community Plan's long term vision for the borough is that in 20 years' time Eastleigh Borough will have:
- A happy and healthy community,
...with a thriving and inclusive economy,
...in an attractive and eco-friendly environment.

⁹⁵ The core members of the Eastleigh Strategic Partnership were Eastleigh Borough Council, Hampshire Constabulary, Hampshire County Council, Hampshire Fire & Rescue Service, NHS Hampshire and One Community. The Partnership also included other public, private, voluntary and community organisations active within the borough. It was disbanded in 2010 and has now been replaced by an informal discussion forum involving a similar range of organisations.

- Eastleigh Borough Council strategies

A.37 Eastleigh Borough Council has three strategic priorities, which are:

- A Clean and 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 Community Plan Vision, and have been used as the basis for the vision, objectives and policies included in this local plan.

A.38 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 (being updated)
- 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
- Health Action Plan - see www.eastleigh.gov.uk/our-community/healthy-living/eastleigh-health-action-plan.aspx
- 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.39 In arriving at its strategy for the Local Plan, the Borough Council has also taken into account the plans of neighbouring authorities:
- A.40 **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 & 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.41 **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.42 **Winchester City Council:** Winchester's proposals for development at Whiteley have implications for road proposals in Eastleigh Borough, including a possible Botley Bypass. There is also co-ordination with them over housing and rural gap issues.
- A.43 **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.44 **New Forest District Council (NFDC):** NFDC has led the production of the **North Solent Shoreline Management Plan** - see www.northsolentsmp.co.uk. Eastleigh Borough Council has been part of the project management group that has helped to produce the document. It covers the whole of the borough's coastline, and identifies which areas are to be protected from coastal erosion, and for how long.

Other agencies and bodies

- A.45 **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>
Portsmouth Water's WRMP is at: <http://www.portsmouthwater.co.uk/news/default2.aspx?id=424>
- A.46 **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.
- 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.

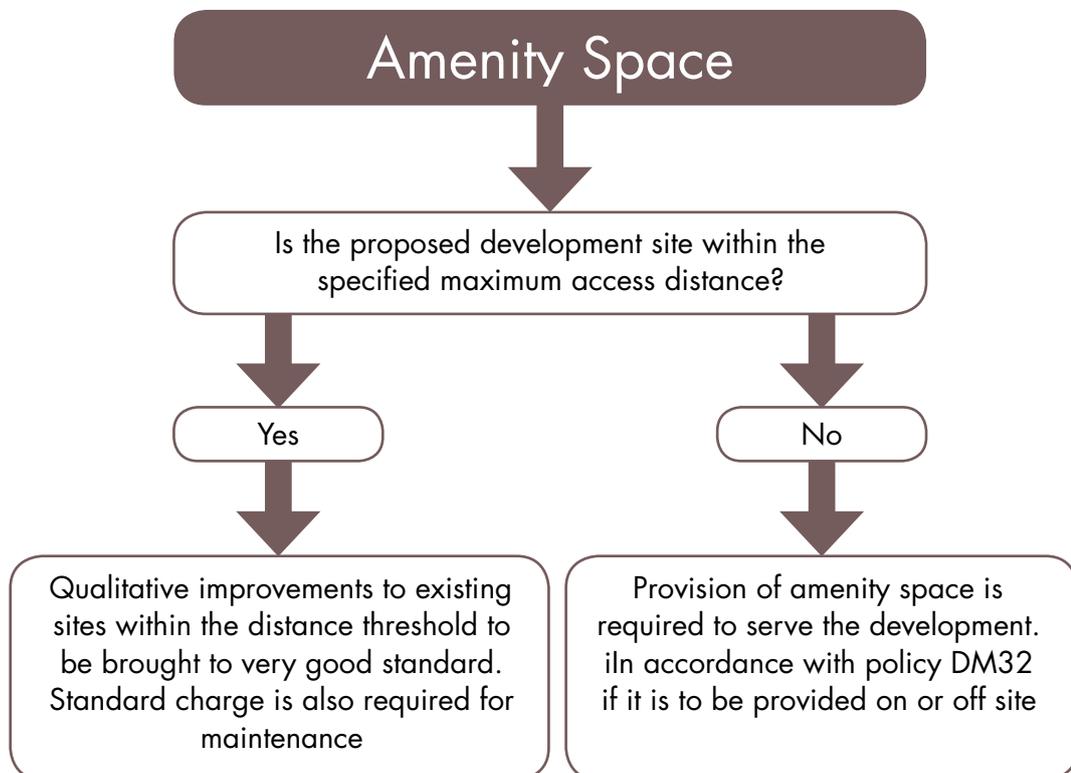
- A.47 **English Heritage (EH):** English Heritage is the Government’s statutory advisor on the historic environment. It provides advice on development proposals affecting Grade I and Grade II* listed buildings, historic parks and gardens and larger developments in conservation areas. It also administers the Scheduled Ancient Monument Consent regime on behalf of the Secretary of State for Culture, Media and Sport.
- A.48 **Natural England (NE):** NE is responsible for areas of nature conservation value, and for soil quality and agricultural land value. These factors also influence where development can go.
- A.49 **Marine Management Organisation (MMO):** the MMO has been set up to undertake marine planning of the seas around the coast of the UK. The aim is to ensure a sustainable future for coastal and offshore waters through managing and balancing the many activities, resources and assets in the marine environment. Marine planning is following a similar approach to terrestrial planning – setting the direction for decision making at a local level to lead to the efficient and sustainable use of marine resources. Marine planning will:
- guide marine users to the most suitable locations for different activities;
 - manage the use of marine resources to ensure sustainable levels;
 - work with all marine users to ensure everyone has an opportunity to contribute to marine plans;
 - take a holistic approach to decision making and consider all the benefits and impacts of all the current and future activities that occur in the marine environment.
- A.50 **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.

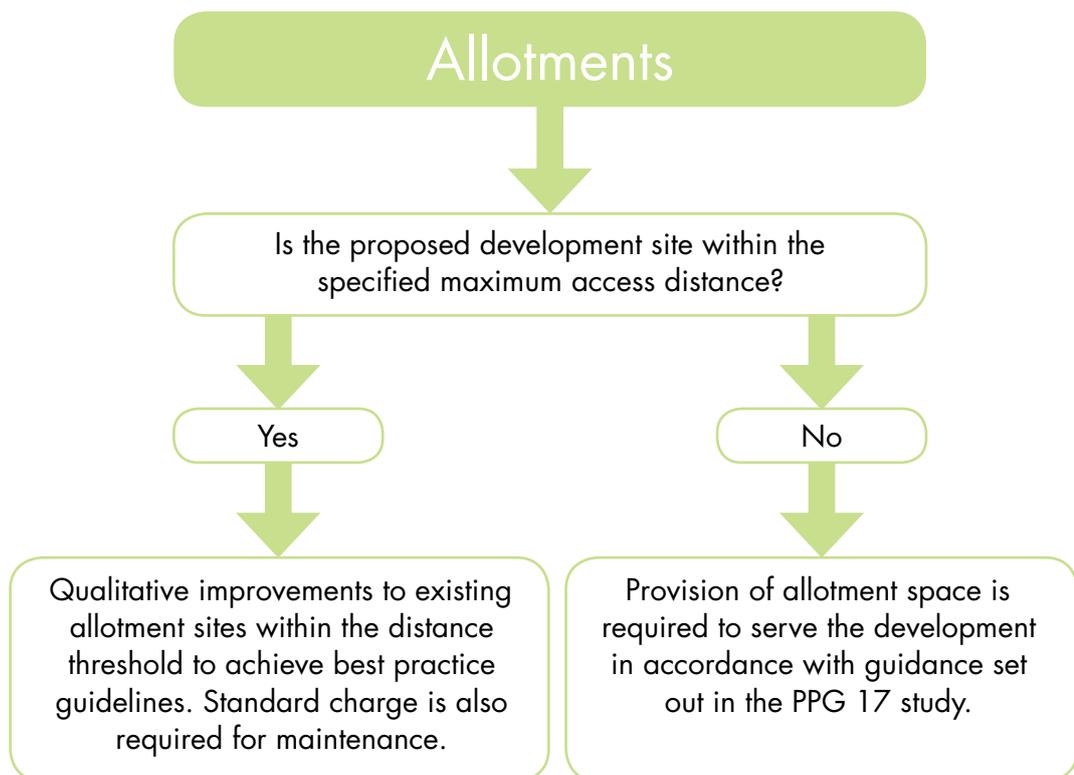
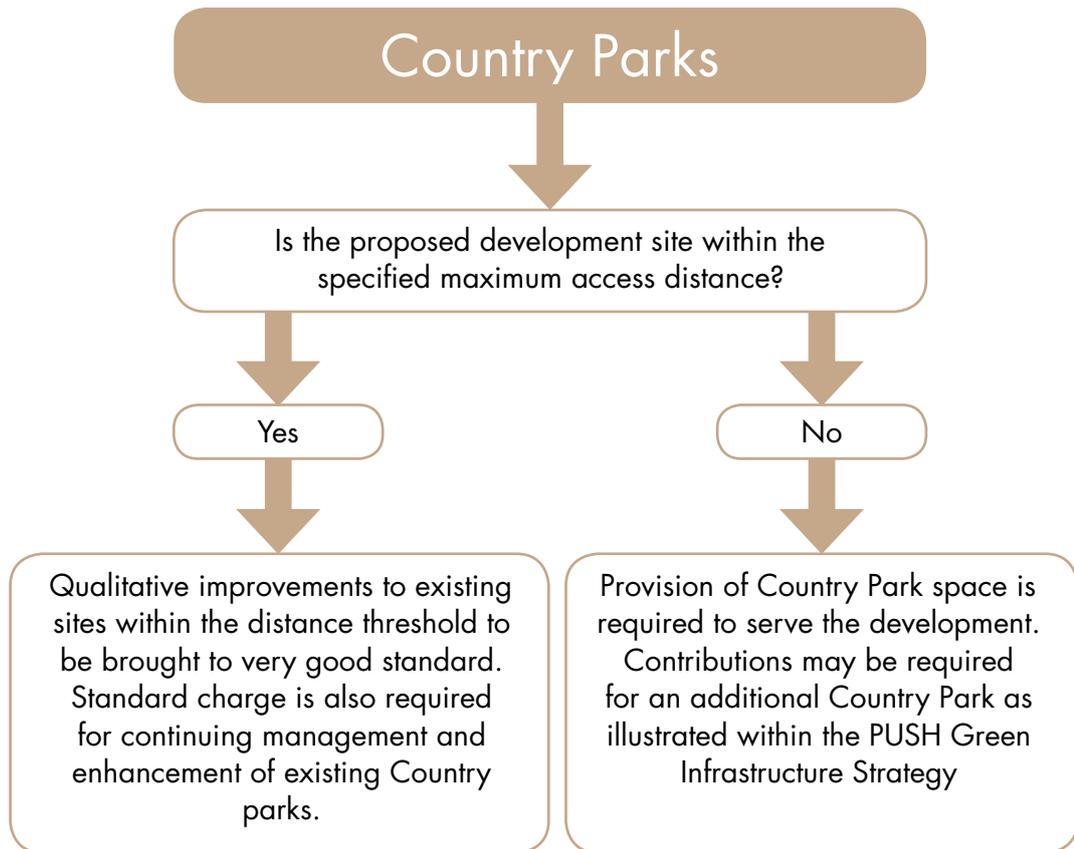
- **Southampton Airport Ltd's** masterplan for Southampton Airport envisages a considerable expansion of passenger throughput over the next 15 years – see http://www.southamptonairport.com/static/Southampton/Downloads/PDF/Southampton_masterplan_final.pdf. It is currently under review.

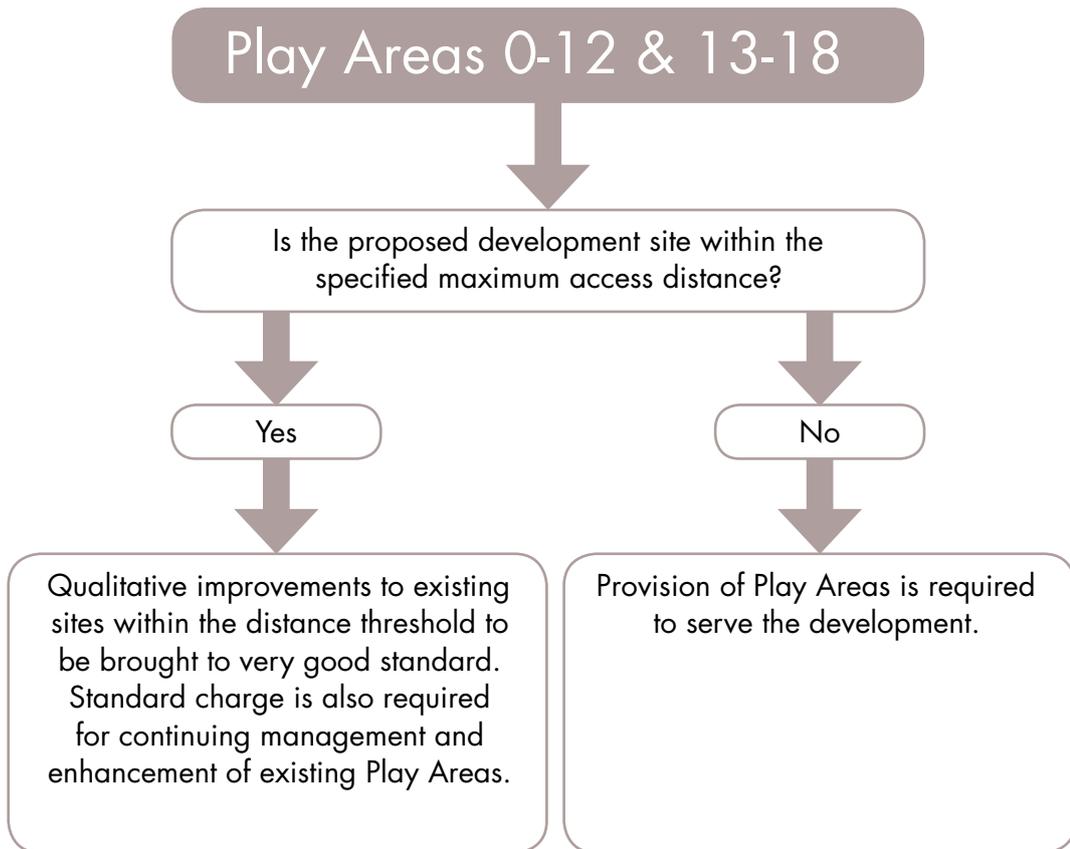
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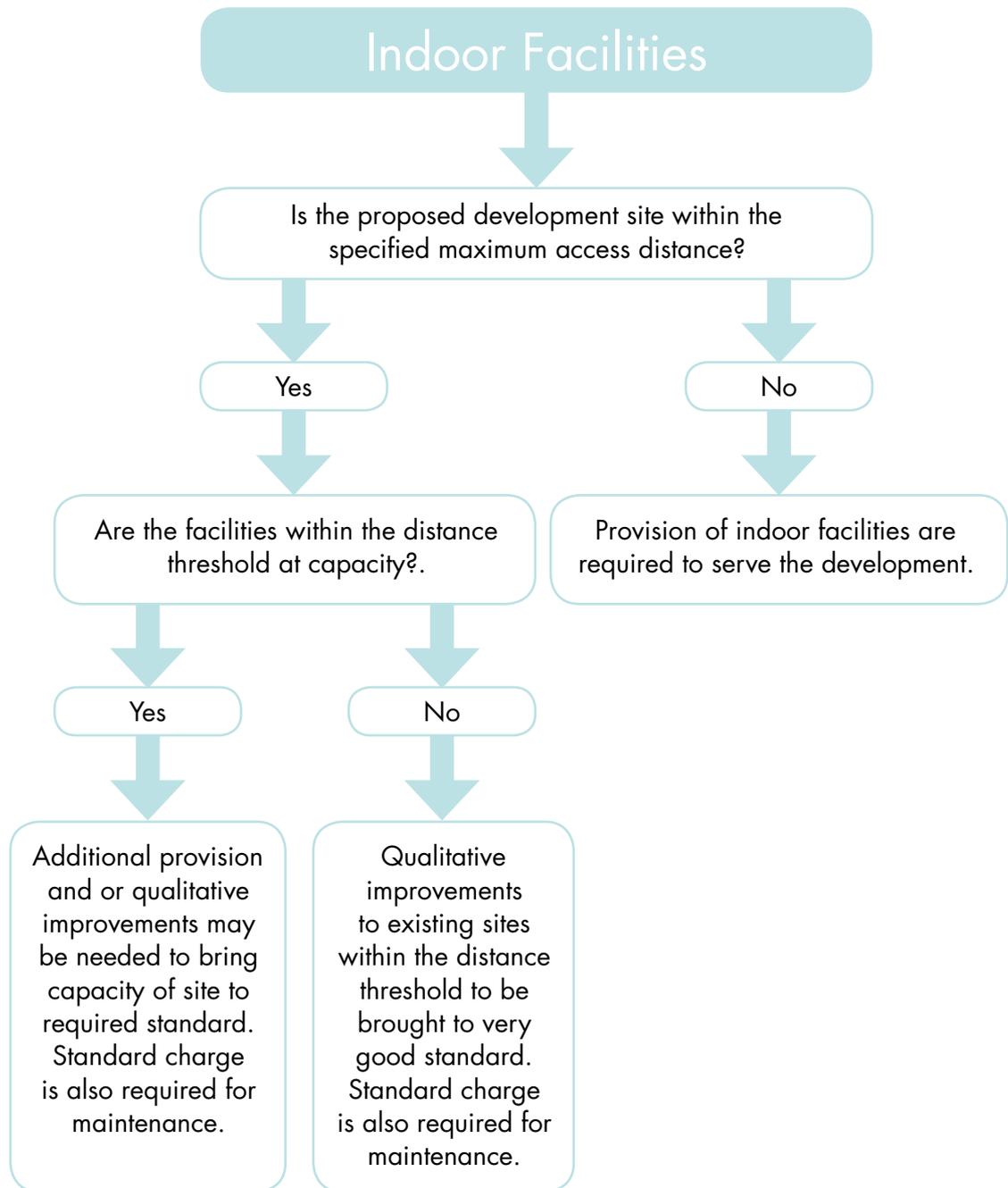
Appendix B : Calculating open space requirements

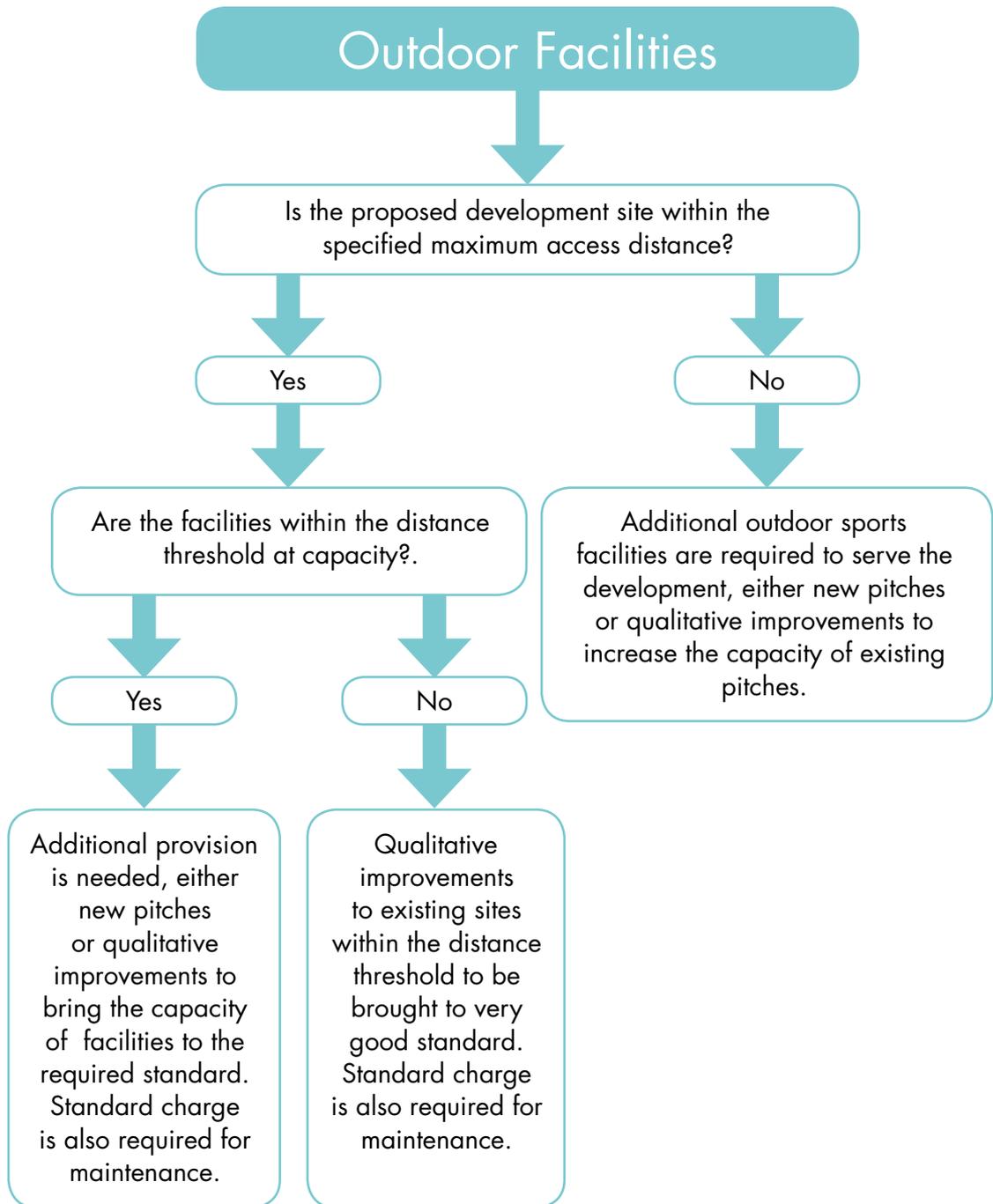
- B.1 The open space typologies are mapped (see below). The hatched zones reflect the accessibility standards as outlined in policy DM32, '*Provision of recreation and open space facilities with new development*'. The level of provision and contribution will vary depending on where the development lies in relation to these zones. The areas outside of each of the hatched zones are the areas which require full contributions. Details of playing capacity can be found in Appendix 2 of the PPG17 study⁹⁶. A development site may lie within an area which only requires provision for one type of open space or all types. The way in which these standards are applied for each type of open spaces is set out in the flow charts below:

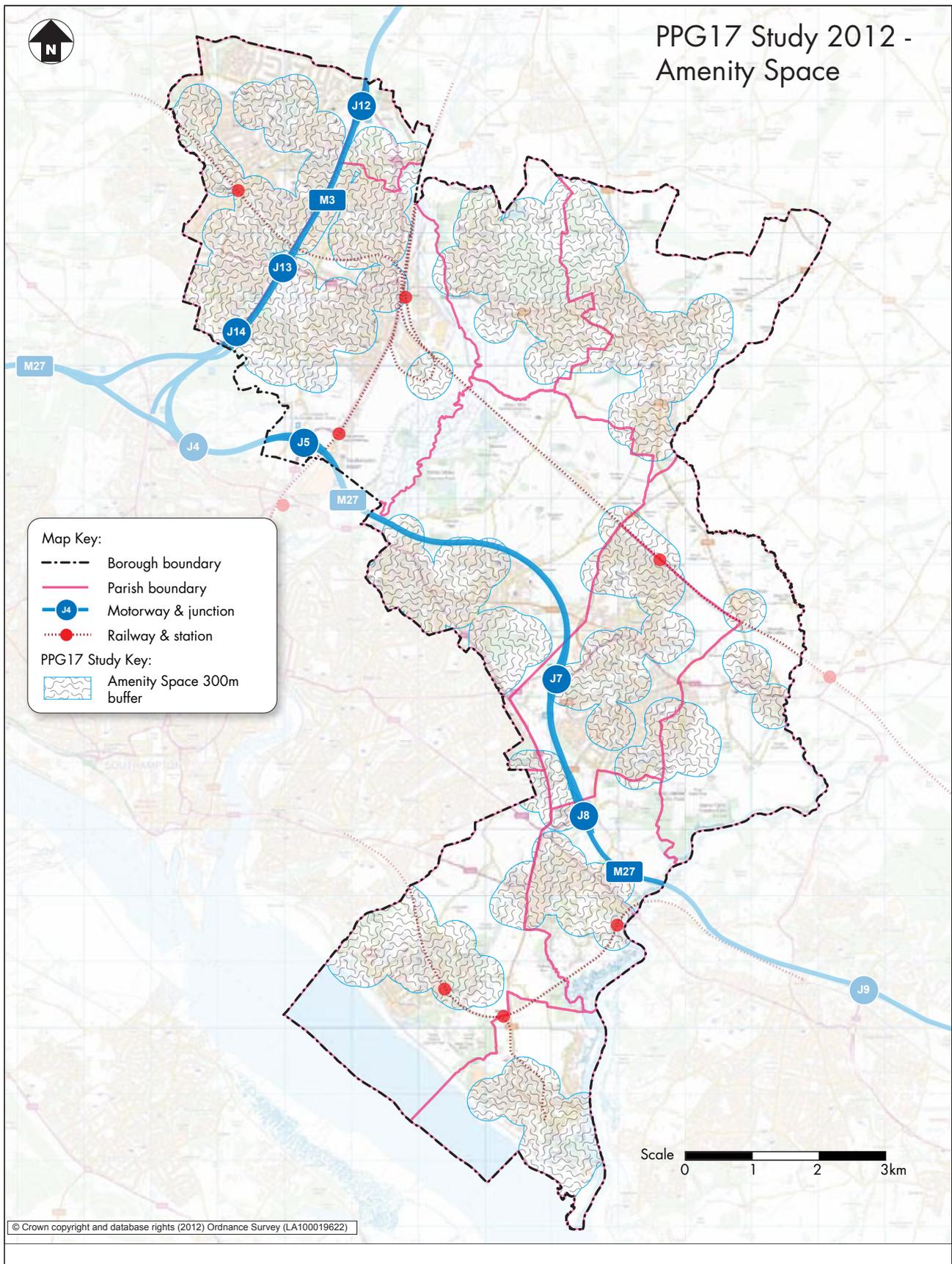


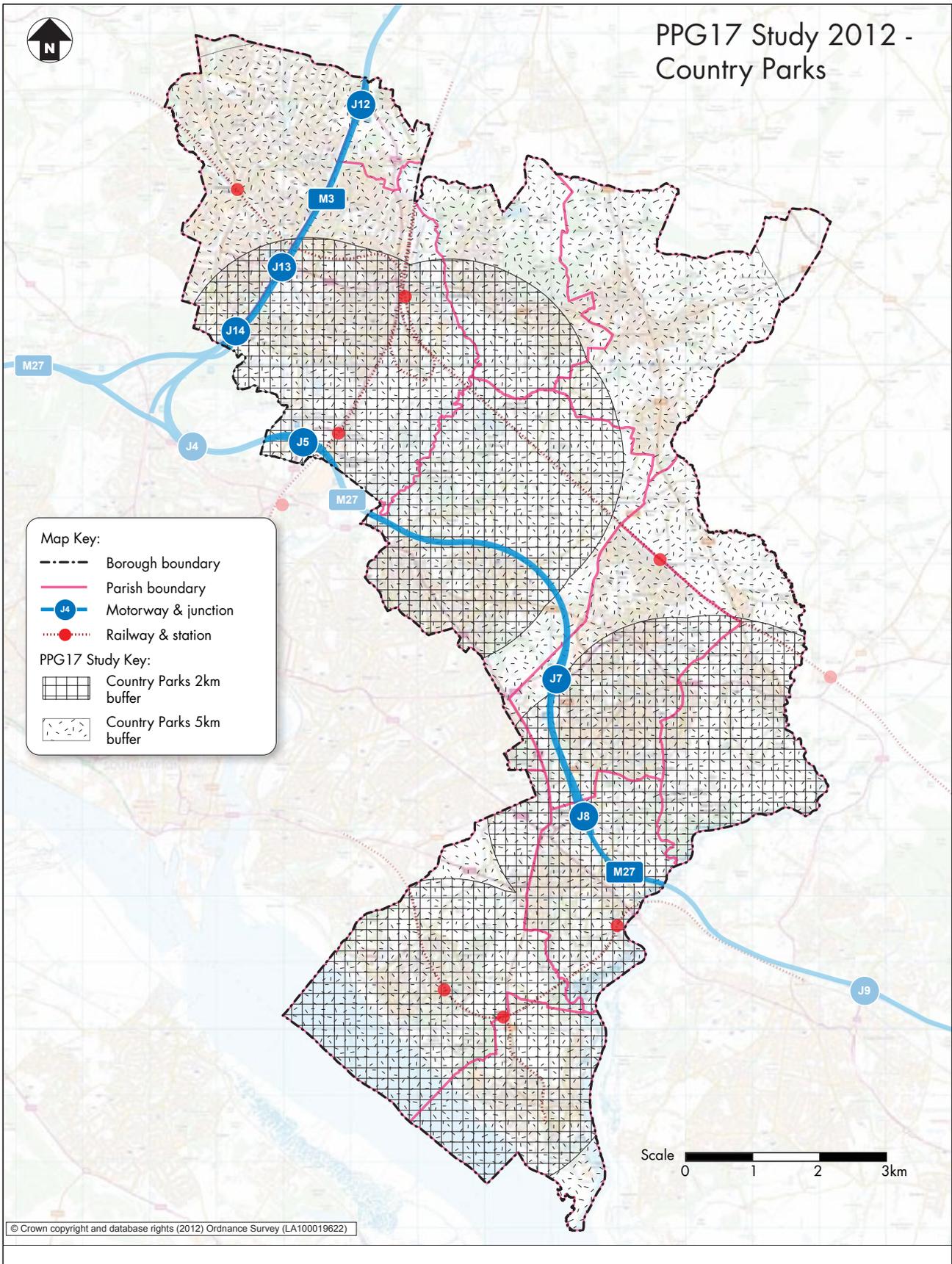


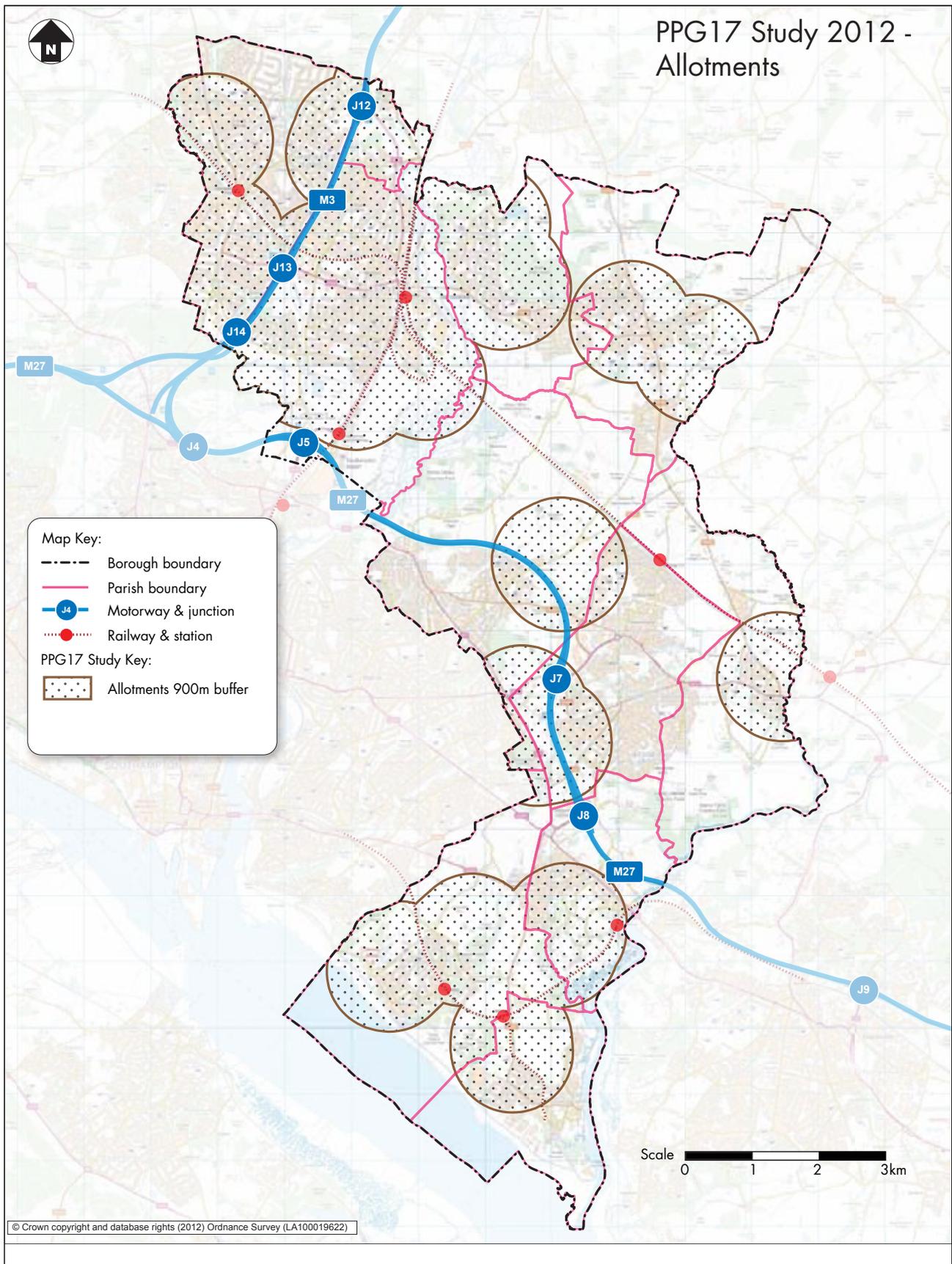


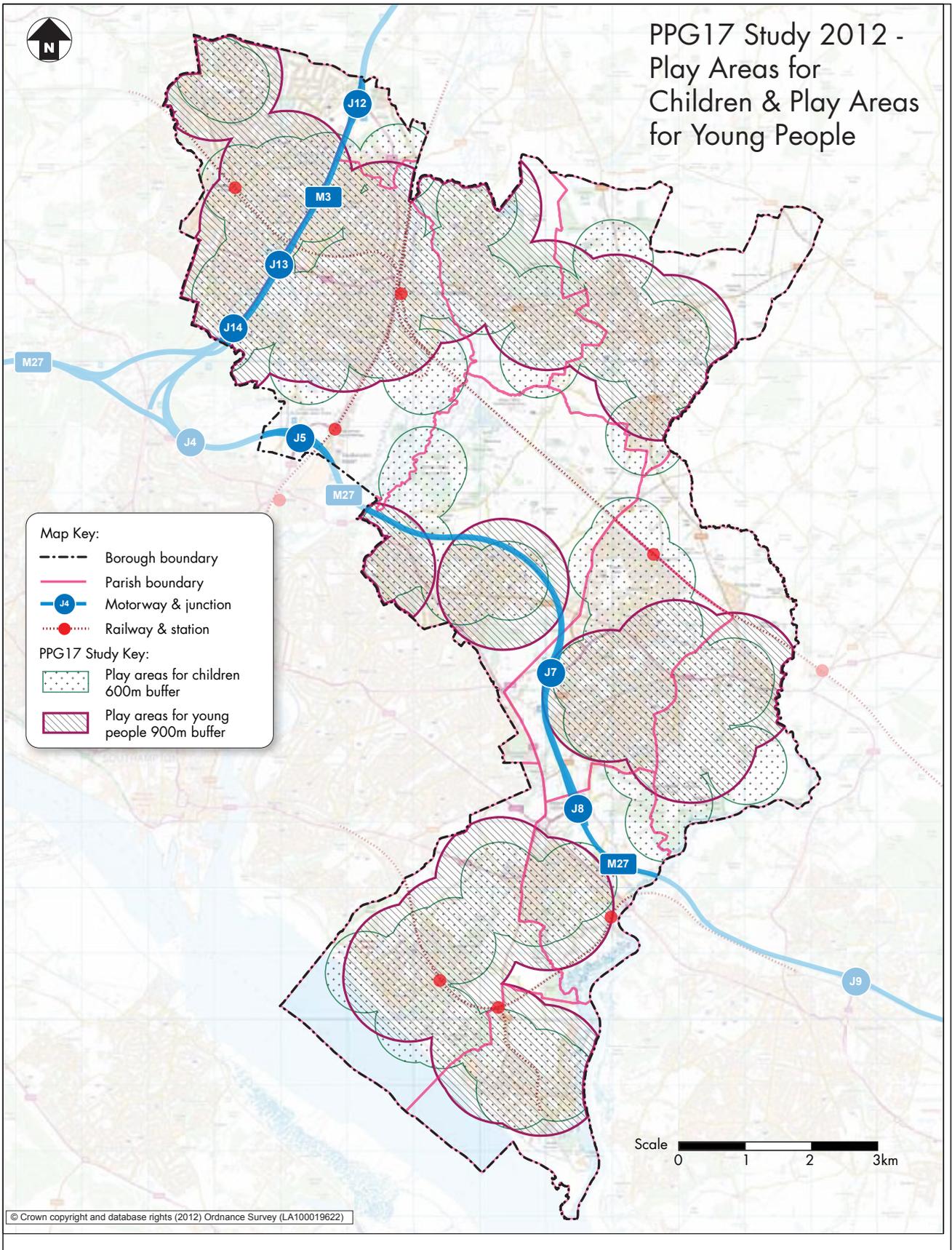


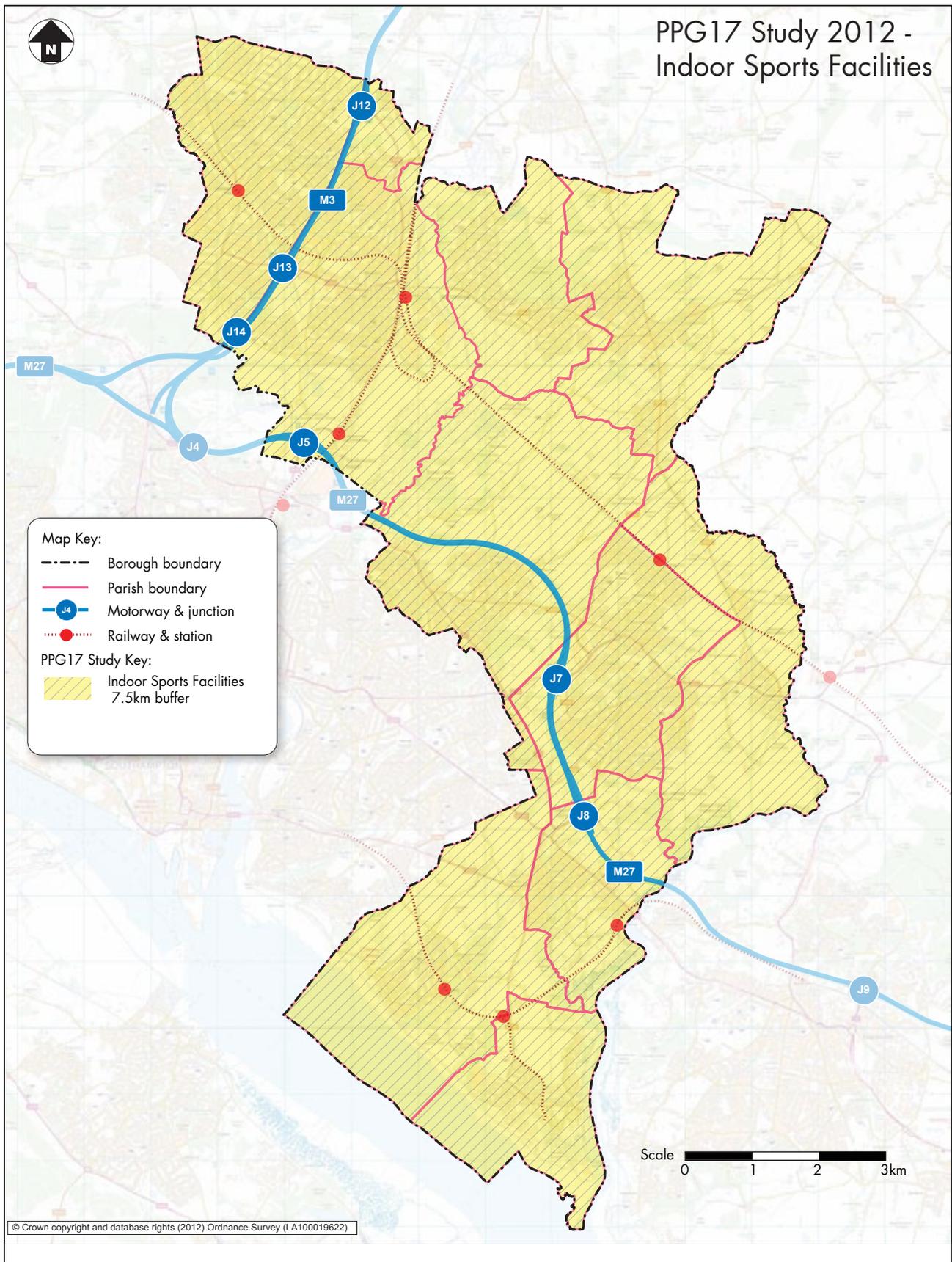


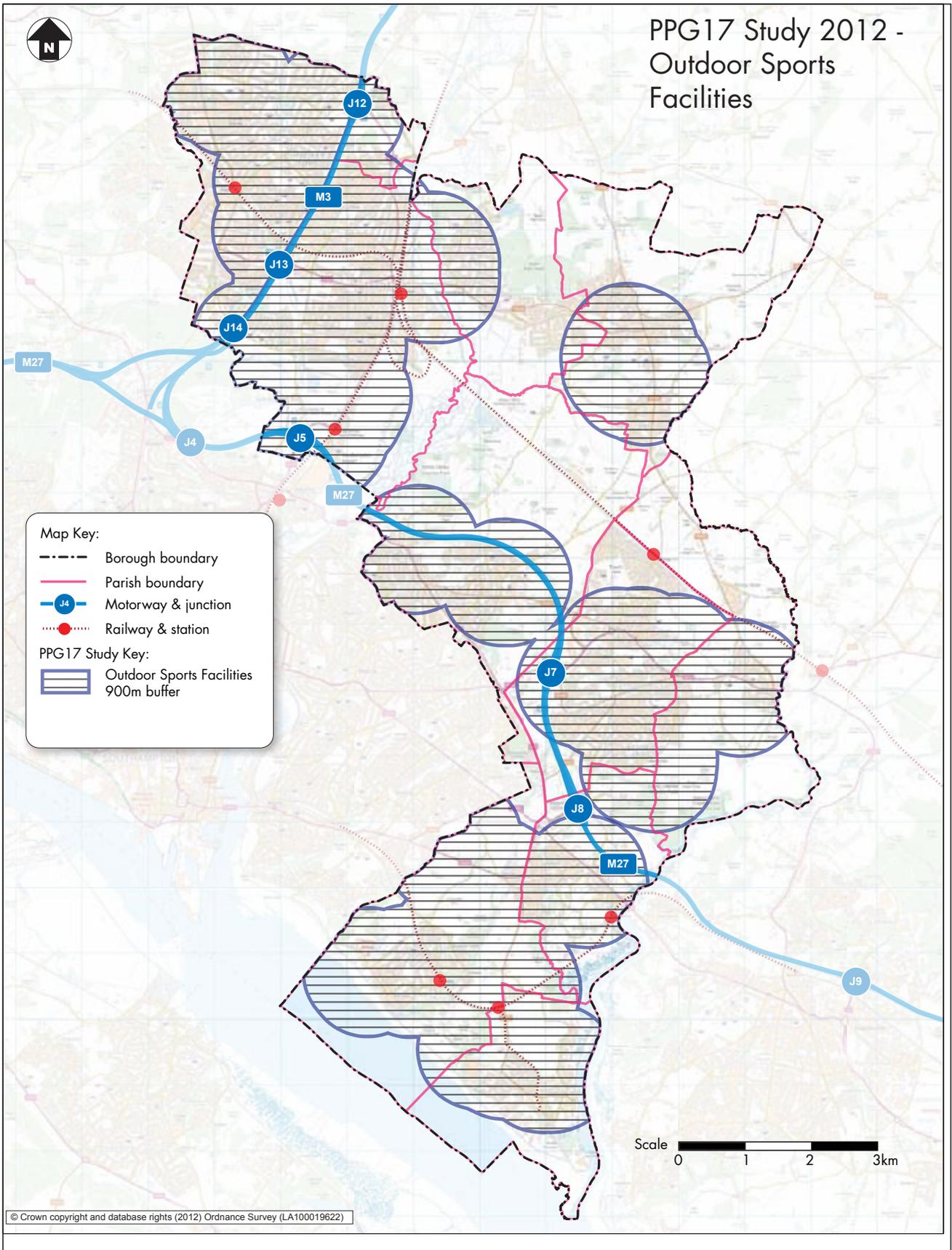












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Appendix C : Monitoring framework

GENERAL		
Objective i– Good design, amenities and heritage Relevant policies: DM1, S12, DM10		
Target/direction	Indicator	Source of data
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
CLEAN AND GREEN BOROUGH		
Objective ii – Maintaining gaps Relevant policies: DM1, S12, DM10		
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

CLEAN AND GREEN BOROUGH

Objective iii – Countryside (incl coast) – management, maintenance and protection
 Relevant policies: S9, S10, DM14, DM15, DM16, DM17, DM18, DM26, DM27, DM34

Target/direction	Indicator	Source of data
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 (DM15)	HCC/EBC

CLEAN AND GREEN BOROUGH

Objective iv – Biodiversity
 Relevant policies: S11, DM9

Target/direction	Indicator	Source of data
No loss in areas of biodiversity importance	Extent of areas of biodiversity importance (including SAC'S, SPA and Ramsar sites, SSI's, 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

CLEAN AND GREEN BOROUGH

Objective v – Climate change
 Relevant policies: DM2, DM3, DM4, DM5, DM6

Target/direction	Indicator	Source of data
No increase in disturbance	No increase in disturbance as a result of joint strategic approach to avoidance and mitigation of effects on European sites	EBC
100%	% of completed dwellings achieving appropriate level of Code for Sustainable Homes (or equivalent)	EBC
100%	% of completed other development achieving relevant BREEAM (or equivalent) standards	EBC
100%	% of completed larger development achieving BREEAM Communities excellent certification	EBC

CLEAN AND GREEN BOROUGH

Objective v – Climate change

Relevant policies: DM2, DM3, DM4, DM5, DM6

Target/direction	Indicator	Source of data
Decrease	% change in per capita greenhouse gas emissions	ONS
Increase	Number of renewable energy schemes completed	EBC
0%	% planning applications granted contrary to Environment Agency advice on flooding & water quality	EBC
Decrease	Number of properties at risk from fluvial and surface water flooding	Environment Agency
None	Amount of new development in areas affected by coastal change	EBC
Number of projects	Projects to enable adaption	EBC

CLEAN AND GREEN BOROUGH

Objective vi – Pollution

Relevant policies: DM7

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

CLEAN AND GREEN BOROUGH

Objective vii – Public utilities and communications

Relevant policies: DM8

Target/direction	Indicator	Source of data
Increase	% of borough able to access super-fast broadband	EBC/HCC

A PROSPEROUS PLACE

Objective viii – Employment floorspace supply

Relevant policies: S2, S4, DM11, DM12

Target/direction	Indicator	Source of data
133,000m2 new employment development	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

A PROSPEROUS PLACE

Objective ix – Eastleigh River Side

Relevant policies: S4, E9

Target/direction	Indicator	Source of data
Regeneration of Eastleigh River Side to include at least 33,000m2 of additional floorspace	Net additional floorspace completed at Eastleigh River Side	EBC/HCC

A PROSPEROUS PLACE

Objective x – Economic development

Relevant policies: S4, DM11, DM12

Target/direction	Indicator	Source of data
Develop economic base in knowledge base industries that excel in innovation	Knowledge and high technology businesses in Eastleigh Borough	ONS
Develop economic base in a range of sectors	GVA for different sectors of the economy of south Hampshire	ONS
Number of new businesses	VAT registrations and deregistration's	NOMIS
80%	% of the borough's working age population that are economically active	NOMIS
Decrease	Indices of multiple deprivation and crime statistics	ONS
Increase	% of borough's working age population with qualifications	NOMIS

A PROSPEROUS PLACE

Objective xi – Eastleigh town centre

Relevant policies: S4, DM19, DM21, DM22, E6, E7, E8

Target/direction	Indicator	Source of data
Increase	Floorspace completed for 'town centre' uses within defined town centre	HCC/EBC
Increase	Footfall count	EBC

A PROSPEROUS PLACE

Objective xi – Eastleigh town centre

Relevant policies: S4, DM19, DM21, DM22, E6, E7, E8

Maintain retail focus	Proportion of non-retail frontage in defined centres	EBC
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A PROSPEROUS PLACE

Objective xii – District and local centres

Relevant policies: S4, DM19, DM20, DM21, DM22

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

A PROSPEROUS PLACE

Objective xiii – Transport – manage need to travel and promotion of non-car options

Relevant policies: S7, S8, DM23, DM24

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 in criteri i-vii of policy S7	EBC/HCC/Highways Agency
Reduce	Number of vehicle movements per capita	HCC
Increase	Number of miles travelled by car club vehicles	EBC/HCC
Reduce	Number of cycle movements per capita	HCC
Increase	Delivery of new strategic routes as set out in i-xv of policy S8 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

A PROSPEROUS PLACE

Objective xiv – Southampton airport

Relevant policies: E12

Target/direction	Indicator	Source of data
Managed increase	Total passenger numbers	Southampton International Airport
Managed increase	Total aircraft movements	Southampton International Airport

Appendix C: Monitoring framework

A PROSPEROUS PLACE

Objective xv – Transport safety

Relevant policies: E12, DM23

Target/direction	Indicator	Source of data
Reduce	Number of people killed or seriously injured on the roads each year	HCC/Police

A PROSPEROUS PLACE

Objective xvi – Housing supply (incl. specialist accommodation needs)

Relevant policies: S2, S3

Target/direction	Indicator	Source of data
10,140 net additional dwellings built between 2011-29 (563 dwellings per annum)	Net additional dwellings completions	EBC/HCC
Maintain 5-year land supply	Number of dwellings in pipeline as identified in Housing Implementation Strategy	EBC/HCC
44% of housing completions within existing built-up area	Net additional dwellings as a percentage of overall housing completions and % of dwellings on PDL	HCC and EBC monitoring of land supply
46% of housing completions within strategic sites	Net additional dwellings on strategic sites as percentage of overall housing completions	HCC and EBC monitoring of land supply
To be determined through the Travelling Communities DPD	Net additional gypsy and traveller pitches	EBC/HCC

A PROSPEROUS PLACE

Objective xvii – Housing type & size

Relevant policies: DM25, DM28, DM29

Target/direction	Indicator	Source of data
Range of types, tenures and sizes of housing	Net additional dwellings on major sites by number of bedrooms	EBC/HCC
Minimum net density of 35 dwellings per hectare	Densities of completed developments	EBC/HCC
100%	% of dwellings completed meeting internal space standards	EBC

A PROSPEROUS PLACE

Objective xviii – Affordable housing

Relevant policies: DM25, DM28

Target/direction	Indicator	Source of data
150 gross affordable dwellings per annum	Gross affordable housing completions	EBC/HCC
35%	% of housing completions on sites of 15 or more dwellings secured as 'affordable housing'	EBC

A PROSPEROUS PLACE

Objective xix – Healthy lifestyles

Relevant policies: DM1

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

A PROSPEROUS PLACE

Objective xx – Sport and recreation facilities

Relevant policies: DM32, DM33, DM35

Target/direction	Indicator	Source of data
Increase	Amount of new sport and recreation facilities available for general public	EBC/Sport England

A PROSPEROUS PLACE

Objective xxi – Open spaces and green routes

Relevant policies: S5, DM31, DM32, DM33

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	PPG17 update of qualitative assessment of country parks	EBC
Increase	New public open space created including those set out in criterion ii a-d	EBC/HCC
Improve access to open space to standards set out in accompanying policy DM32	Unrestricted open space per 1000 people	EBC

A PROSPEROUS PLACE

Objectives xxii - xxiv– Education, health and other community facilities

Relevant policies: S6, DM13, DM35, DM36

Target/direction	Indicator	Source of data
Maintain 5% surplus of school places across borough	Number on school rolls compared with school capacity	HCC
Delivery of additional cemetery space at Bishopstoke, Botley and Hedge End	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	

Housing Trajectory for Eastleigh Borough 2011-2029

	FORMULA	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	TOTALS	
a	PLAN - Annualised Eastleigh Borough Local Plan 2011-29 requirement	564	564	564	564	564	564	564	564	564	564	564	564	564	564	564	564	564	564	564	10152
b	Past Completions - Total completions (1 April 2011 to 31st March 2013)	402	275																		
c	PLAN - Residual annualised strategic allocation (taking account of completions in row 'b')			592	592	592	592	592	592	592	592	592	592	592	592	592	592	592	592	592	9472
d	Projections - Identified small sites with planning permission not delivered @ 31/03/13			77	47	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	135
e	Projections - Unallocated large sites with planning permission not delivered @ 31/03/13			49	119	64	100	80	0	0	0	0	0	0	0	0	0	0	0	0	412
f	Projections - Local Plan Review allocated sites with planning permission not delivered @ 31/03/13			196	209	176	149	58	0	0	0	0	0	0	0	0	0	0	0	0	788
g	Projections - Local Plan Review allocated sites with a resolution to permit @ 31/03/13			0	10	50	29	0	0	0	0	0	0	0	0	0	0	0	0	0	89
h	Projections - Local Plan Review allocated sites (including brownfield opportunity sites) without planning permission @ 31/03/13			0	0	40	40	30	0	0	40	41	0	0	0	0	30	30	27		278

	FORMULA	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	TOTALS
i	SLAA Identified urban sites			30	17	46	88	88	11	5	50	45	20	16	31	44	53	35	25	604
j	SLAA Broad Locations (urban unplanned sites)			0	0	0	0	0	132	132	133	133	134	134	134	132	132	134	133	1463
k	Total projected completions on urban sites			352	402	381	412	256	143	137	223	219	154	150	165	176	215	199	185	3769
l	Total projected completions on allocated greenfield sites				30	648	845	849	491	575	675	625	375	300	200	150	150	0	0	5913
m	Total projected completions	402	275	352	432	1029	1257	1105	634	712	898	844	529	450	365	326	365	199	185	10359
n	Cumulative (past & projected) completions	402	677	1029	1461	2490	3747	4852	5486	6198	7096	7940	8469	8919	9284	9610	9975	10174	10359	
o	Cumulative annualised housing requirement (564 per annum)	564	1128	1692	2256	2820	3384	3948	4512	5076	5640	6204	6768	7332	7896	8460	9024	9588	10152	
p	m-592 Comparison with revised residual annualised housing requirement (Row c)	402	275	-240	-160	437	665	513	42	120	306	252	-63	-142	-227	-266	-227	-393	-407	
q	n-o -MONITOR - No. dwellings above or below cumulative allocation at any one point in time dwellings above or below cumulative allocation at any one point in time	-162	-451	-663	-795	-330	363	904	974	1122	1456	1736	1701	1587	1388	1150	951	586	207	
r	10140-n /years of plan remaining MANAGE - Annual requirement needed to get the plan strategy back on track taking account of past / projected completions (10,140 minus no. of years remaining)	573	591	607	620	588	533	481	465	438	381	314	279	244	214	177	83	-34	-219	

Sources: Hampshire County Council land supply monitoring data, Eastleigh Borough Council's Strategic Land Availability Assessment

NOTE -The total projected completions [D] exceeds the residual requirement of 9472 dwellings [C] by 887 dwellings

- i. Projections urban sites (planning permissions and completions) 31st March 2013 base date
- ii. Projections greenfield sites 31st December base date
- iii. To be updated to 31st March 2014 base date as soon as data is available

Employment Land Delivery Schedule for Eastleigh Borough, 2011-2029

Parish	Completions 2011-2013	Anticipated delivery of employment floorspace from allocated sites and sites with planning permission (m2)				Totals for plan period, 2011-2029
		2011-2015	2016-2020	2021-2025	2026-2029	
Allbrook	-	-	-	-	-	0
Bishopstoke	-	-	-	-	-	0
Botley	-	-	4,000	6,000	-	10,000
Bursledon	-	900	-	2,400	-	3,300
Chandler's Ford	1,921	4,549	7,600	5,200	-	17,349
Eastleigh	-	282	22,760	-	10,400	33,442
Fair Oak & Horton Heath	121	1,946	2,500	-	-	4,446
Hamble	-	4,600	-	-	-	4,600
Hedge End	9,510	522	5,000	-	24,800	30,322
Hound	-	-	-	-	-	0
West End	780	705	6,200	38,000	-	44,905
All parishes	12,332	13,504	48,060	51,600	35,200	148,364

Sources: completions data and details of outstanding planning permissions obtained from Hampshire County Council land supply monitoring data. Anticipated delivery of proposed allocations based on data from Eastleigh Borough Council's Employment Land Review part 3 (background paper EC1c).

Assumptions:

- i. that sites with planning permission will be developed by 2015;
- ii. that estimates of site availability in part 3 of the Employment Land Review are accurate.

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Policies maps

Revised Pre-submission North Policies Map

Revised Pre-submission South Policies Map

End of document

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