

DEVELOPMENT BRIEF

# Land North of Kipling Road, Woodside Avenue, Eastleigh



**ADOPTED**

APRIL 2009

# DEVELOPMENT BRIEF

## LAND NORTH OF KIPLING ROAD, WOODSIDE AVENUE, EASTLEIGH

April 2009

### CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>3</b>
1.1	PURPOSE OF BRIEF .....	3
1.2	DEVELOPMENT OBJECTIVES .....	3
1.3	CURRENT SITE STATUS (SEE FIG.1) .....	3
1.4	BACKGROUND .....	4
1.5	THE DEVELOPMENT PROCESS .....	4
<b>2.0</b>	<b>THE DEVELOPMENT .....</b>	<b>6</b>
2.1	SITE DESCRIPTION (SEE FIG. 1).....	6
2.2	POLICY FRAMEWORK.....	6
2.3	PHYSICAL CONTEXT (SEE LOCATION PLAN, FIG. 2) .....	6
2.4	SITE SURVEY AND CONSTRAINTS ANALYSIS (SEE FIG 3) .....	8
2.5	SUMMARY OF ESSENTIAL REQUIREMENTS (SEE FIG. 4 AND FIG. 5) .....	15
<b>3.0</b>	<b>DESIGN PRINCIPLES AND SUSTAINABLE CONSTRUCTION .....</b>	<b>19</b>
3.1	CHARACTER.....	19
3.2	CONTINUITY AND ENCLOSURE .....	19
3.3	QUALITY OF THE PUBLIC REALM.....	20
3.4	MOVEMENT, LINKS AND PARKING .....	21
3.5	LEGIBILITY .....	23
3.6	DIVERSITY .....	23
3.7	ENVIRONMENTAL SUSTAINABILITY .....	24
3.8	ENVIRONMENTAL HEALTH.....	25
3.9	PUBLIC OPEN SPACE AND LANDSCAPE .....	25
3.10	COMMUNITY SAFETY .....	27
<b>4.0</b>	<b>PLANNING OBLIGATIONS.....</b>	<b>28</b>
<b>5.0</b>	<b>REPORTS REQUIRED AT OUTLINE PLANNING STAGE .....</b>	<b>28</b>
<b>6.0</b>	<b>APPENDICES .....</b>	<b>29</b>
6.1	APPENDIX A POLICY 79H OF THE EBLP REVIEW 2001-2011 .....	29
6.2	APPENDIX B RELEVANT POLICIES AND POLICY DOCUMENTS .....	30
6.3	APPENDIX C BIODIVERSITY ISSUES.....	31

**INTRODUCTION**



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An aerial view of the site

## 1.0 INTRODUCTION

### 1.1 PURPOSE OF BRIEF

The purpose of this brief is to set out the Council's objectives for the development of the land north of Kipling Road, off Woodside Avenue, Eastleigh, in terms of land uses, development density, access, siting requirements and design parameters including the provision of guidance on environmentally sustainable development. This will help to ensure that when the Council sells the land the development requirements are clearly understood and taken into account by the developer.

### 1.2 DEVELOPMENT OBJECTIVES

The Council's overall development objectives are:

- **To enable this accessible and sustainably-located site to be developed for residential and employment use, contributing to both the Borough's housing requirements and to the broader regeneration of Eastleigh.**
- **To achieve the best development scheme setting realistically high standards for environmentally sustainable development and design quality.**
- **To generate a capital receipt for the Council.**

### 1.3 CURRENT SITE STATUS (SEE FIG.1)

- The site, shown on Fig 1, to the north of Kipling Road, between Woodside Avenue and Brookwood Cemetery, is currently partly vacant and partly in use as allotment gardens.
- The majority of the site is owned by Eastleigh Borough Council.
- A household waste recycling facility (owned by Hampshire County Council) is situated in the north west corner of the site.
- The site has also accommodated various community uses at the western end fronting Woodside Avenue. Most of these have been relocated elsewhere in the town and the remainder are in the process of being relocated.
- To enable the site to be developed the Council is in the process of:
  - Providing new allotments in appropriate locations for allotment holders whose present allotment is lost to development
  - Ensuring that the community uses displaced from the site are relocated in suitable premises

## INTRODUCTION

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### 1.4 BACKGROUND

- The adopted Eastleigh Borough Local Plan Review (2001-2011) allocated the site for housing and employment uses.
- A development brief for the site was adopted by the Borough Council in 2004. With changed circumstances and adjusted Council priorities and objectives, this new document fulfils the need to revise the 2004 brief.
- The Council has assisted the relocation of the existing community uses fronting Woodside Avenue to more modern premises and is actively pursuing the relocation of the Hampshire County Council waste recycling facility to a more appropriate site. This Brief includes options with the recycling centre removed and an alternative with the existing facility retained.
- Since adoption and publication of the development brief in 2004 further consideration has been given to the retention of allotments on the site and to the most appropriate housing density for the residential element. The Council considers that the existing statutory allotments in the area shown on Fig. 3 should be retained.
- The demand for flats in this area has fallen since the earlier development brief was adopted, so this revised document sets out proposals to provide a different mix of accommodation with greater emphasis on family housing, which will probably result in a smaller number of dwellings on the site than had been envisaged in 2004.
- Since the adoption of the 2004 development brief the Borough Council has made environmentally sustainable development a much higher priority in line with the latest international scientific consensus on the impact of greenhouse gases on the environment and in response to Government guidance. This has given rise to some changes to the technical requirements in the Brief.

### 1.5 THE DEVELOPMENT PROCESS

The majority of the site the subject of this brief is owned by the Borough Council with the site of the household waste recycling centre owned by Hampshire County Council. When this development brief is approved it is the Council's intention to seek separate outline planning permissions for the employment development and the residential development on the site. This development brief and the various essential technical studies referred to in this brief will be used to support these outline planning applications which will probably be submitted in the second half of 2009.

When planning permission has been granted, the Council will market the development land. Tenders will be sought and assessed for their financial provisions, for their compliance with the development brief and for their overall design quality. The timing of the disposal of the land will be subject to commercial considerations, but could be in mid-2010.



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**Fig.1 - Existing Site Uses**

### 2.0 THE DEVELOPMENT

#### 2.1 SITE DESCRIPTION (SEE FIG. 1)

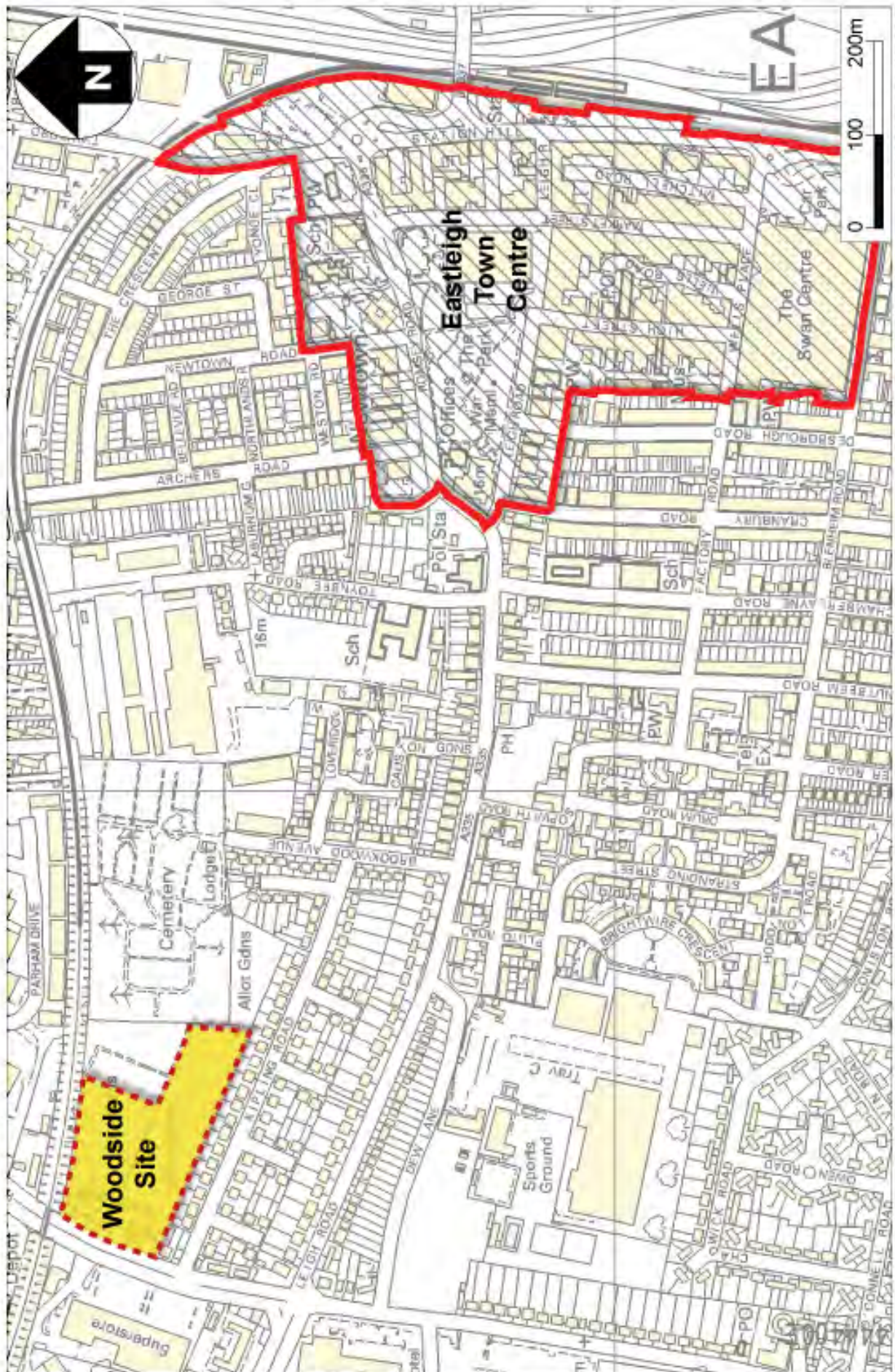
- The site area, including the County Council's household waste recycling centre (approx. 0.11 ha) is approximately 2.51 hectares.
- The site topography is largely flat.
- The majority of the site consists of land used for allotments, some still in cultivation.
- A number of single storey community buildings in dilapidated condition, hard surfaces used for parking, tall hedgerows and trees occupy the western end of the site. Occupiers of the former Red Cross and Air Cadets' premises have been relocated to new premises in the 'Pavilion on the Park' on Fleming Park; the Girl Guides have been relocated to the new community centre on the former Pirelli site and the Southampton and District Motorcycle Club are in the process of being moved to new premises off the site.

#### 2.2 POLICY FRAMEWORK

- The Council's policy relating specifically to this site is set out in policy 79.H of the Eastleigh Borough Local Plan Review (2001-2011) which was adopted in May 2006 (see Appendix A). Other policies in the plan and specific Supplementary Planning Documents that need to be taken into account are listed in Appendix B.
- The Government's Planning Policy Statement 3 Housing (November 2006) requires planning authorities to put more emphasis on good urban design and on the quality of development. This does not inevitably conflict with a reasonably high density of development – much will depend upon the quality of design – but, where a conflict should arise, the Council is likely to place more importance on design than on maximising the density of development. PPS3 also requires a mix of households and in this context the Council wishes to maximise the provision of accommodation for families in the interests of achieving a mixed community.

#### 2.3 PHYSICAL CONTEXT (SEE LOCATION PLAN, FIG. 2)

- The site is situated approximately 1km to the north west of Eastleigh town centre.
- The characteristic building form of the 19th century part of the town centre is of a gridiron pattern of two storey brick terraces. The existing semi detached housing immediately to the south and on nearby Leigh Road was built later, in the 1930's, as the town expanded.



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Fig .2 - Site Location



## THE DEVELOPMENT

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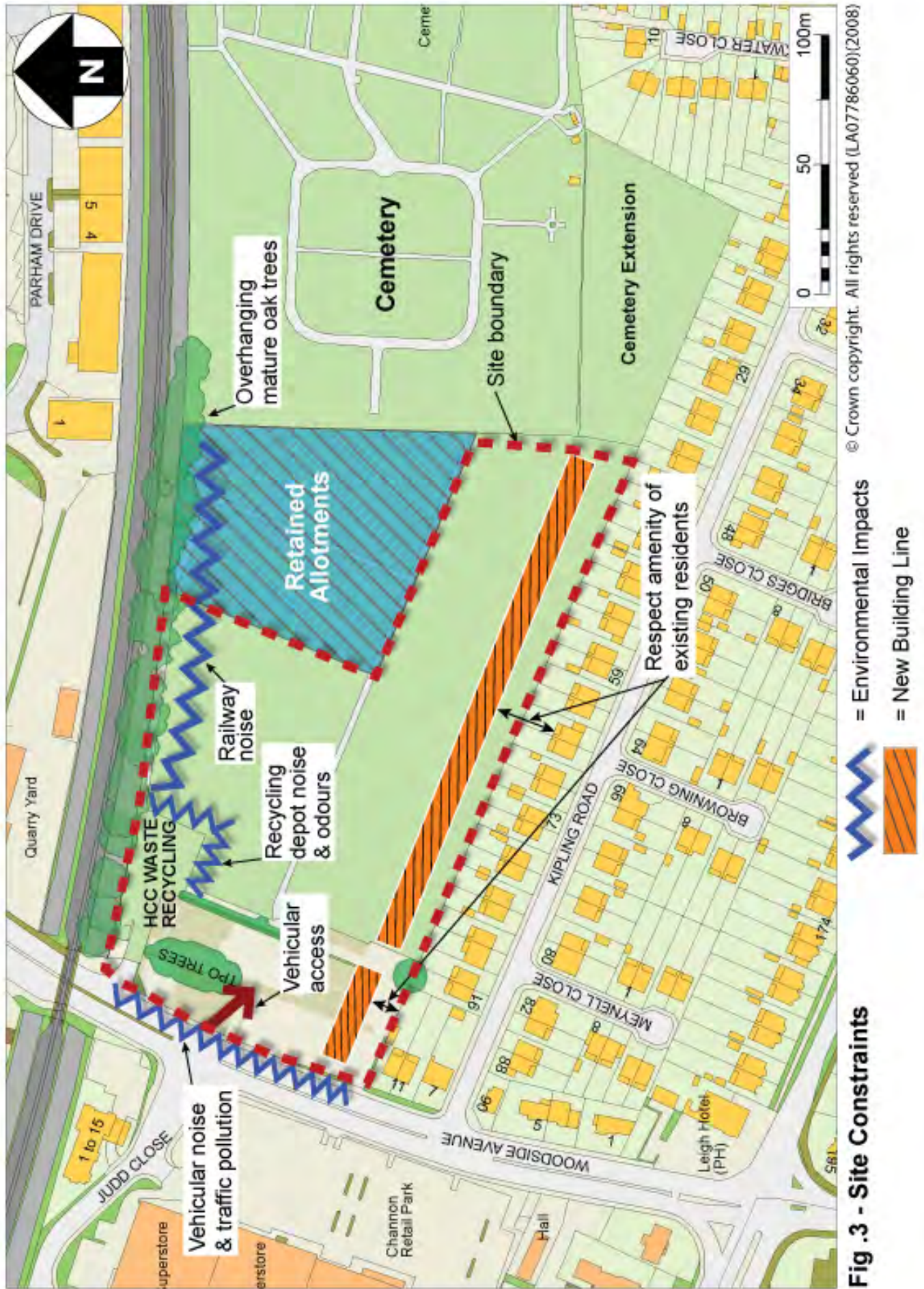
- The residential part of the site lies 10 -12 minutes walk from the town centre (approximately 800-900 metres) if a convenient link towards the town centre can be achieved. Without such a connection the walking time to the town centre would be up to 6 minutes longer (approximately 500 metres further).
- The surrounding topography is largely flat, although the adjacent railway line to Romsey runs on an embankment above the level of the site outside the northern boundary.
- Woodside Avenue, a busy dual carriageway road, runs along the site's western boundary.
- The Borough Council's Brookwood Cemetery, including a small area of land scheduled for a future extension to the cemetery, lies to the east of the site.
- The rear boundaries of properties on Kipling Road abut the site's southern boundary.

### 2.4 SITE SURVEY AND CONSTRAINTS ANALYSIS (SEE FIG 3)

**Fig. 3 (site constraints) illustrates the impact of some of the site characteristics which need to be taken into consideration in formulating site layout principles. More details are set out below.**



Woodside Avenue



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= Environmental Impacts  
 = New Building Line

Fig .3 - Site Constraints

## THE DEVELOPMENT

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### 2.4.1 Noise and Traffic Impact

The western end of the site, near Woodside Avenue, suffers from the negative environmental impacts (noise and air pollution) from road traffic.

#### Implications

Because development at the western end of the site will be subject to a combination of noise from the road and the railway it is considered most appropriate for non residential use.



The railway embankment seen from the site

### 2.4.2 Railway Noise

The railway on the embankment on the northern boundary of the site is a significant source of noise. Trains presently pass the site approximately hourly in each direction during the day and at irregular times at night.

#### Implications:

Noise mitigation measures must be built into the residential and employment areas in terms of building layout, landscape and individual building design.

### 2.4.3 Access and pedestrian movement

The heavy traffic on Woodside Avenue represents a major obstruction to pedestrian movement to the west. At the moment the only access to the site for vehicles and pedestrians is onto Woodside Avenue, so the available pedestrian route into Eastleigh town centre from those parts of the site furthest from the existing entrance are very circuitous.

#### **Implications:**

Pedestrian severance to the west across Woodside Avenue could be mitigated by incorporating pedestrian crossing features into the junction design for main vehicle site access.

Options for an alternative pedestrian and cycle access route to provide a more direct connection with the town centre will need to be provided with any development proposals for the site. The development proposals should allow for a 2m wide access from the adopted highway within the site to the boundary with Brookwood Cemetery.

### 2.4.4 Impact of the Recycling Centre

The existing recycling centre generates noise, a large number of vehicle movements and potentially bad odours.

#### **Implications:**

Efforts are being made to relocate the recycling centre to a more suitable location to enable housing development without the extensive mitigation measures that would be required around the recycling facility if it is retained.



The backs of Kipling Road properties as seen from the site

## THE DEVELOPMENT

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### 2.4.5 Existing Residential Amenity

Existing 2 storey dwellings on Kipling Road back onto the site and some currently have pedestrian rear access onto the allotment area.

#### Implications:

New development must respect the privacy and amenity of the existing 2 storey houses backing onto the site in Kipling Road in terms of overlooking, scale and height. It is not thought appropriate that 4 storey development should be located adjacent to the southern boundary. No provision for access should be made from the rear of the existing properties into the site. It is considered that such access could create future problems with regard to community safety and crime prevention.

### 2.4.6 Service Constraints

There are not believed to be any existing major gas, electricity, water, sewerage or other underground service runs likely to create a significant development constraint within the site.

#### Implications:

Utility services will need to be connected into the site.

### 2.4.7 Service Infrastructure

Water and other services are understood to be available within the immediate vicinity of the site. The new development will require a foul sewerage system connected to the existing main system at a point which is acceptable to Southern Water.

#### Implications:



Protected trees on the site

A capacity check and a drainage report will be required to investigate the foul drainage infrastructure in the area around the site. The need for and location of any substation, pumping station or similar structures required to deliver utility services to the site must be identified as part of the development proposals.

### 2.4.8 Surface Water Drainage

The site's largely undeveloped nature at present allows water to percolate slowly into the soil rather than running off directly into the urban storm water drainage system. Increased levels of surface water runoff as a result of development will not be acceptable to the Environment Agency.

## Implications

Provision of sustainable surface/storm water drainage will be required as part of the infrastructure provision. There should be no surface water drained to foul sewers.

### 2.4.9 Existing Vegetation

Within the allotment site, unused plots are commonly covered by rough grass, weeds and brambles, subdivided by rough grass paths.

Significant mature trees overhang the northern boundary of the site from the adjoining railway embankment. Of particular note within the site are an oak, three London plane and an ash which form a group located to the rear (eastern edge) of the area of the former community buildings and are the subject of Tree Preservation Order No 485. Other smaller trees and hedges have become established in and around the western end of the site in particular.

## Implications

Development of the site must take account of the existing vegetation in terms of layout, direct development impact and the effect of trees on residential amenity. Any significant trees lost as a result of the development must be replaced in a suitable location, with trees of an appropriate size and species, as part of a comprehensive landscape plan. Any application must be accompanied by a site plan/ tree survey, arboricultural implications assessment (AIA) and tree constraints plan, and method statement and tree protection plan in accordance with BS 5837:05 'Trees in relation to construction'.



The boundary of the site with the Brookwood Cemetery extension where a 2m wide wildlife corridor will be required

### 2.4.10 Other Biodiversity Issues

The site is situated 1.3 km from the River Itchen Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC), designated for their national and international nature conservation importance respectively. The site and the adjacent cemetery extension area are known to contain slow-worms, a legally protected and biodiversity action plan priority reptile species, and an assessment needs to be made on whether protected bat species are using the site.

#### **Implications:**

A biodiversity survey and report will be required as part of an outline or full planning application. See Appendix C for more details.

The planning application will need to demonstrate to Natural England's satisfaction that development will not have an adverse impact on the River Itchen SSSI and SAC.

In addition, the application will need to demonstrate to Natural England's satisfaction that the proposals will not have an adverse effect on reptiles. A habitat corridor is being retained outside the development site to link reptiles on the adjacent cemetery extension area to the allotment site. However, this will not fully mitigate the impact of the development on reptiles. The application must therefore be supported by further information as described in Appendix C.

Opportunities to enhance biodiversity within the developed site will be supported.

## 2.5 SUMMARY OF ESSENTIAL REQUIREMENTS (SEE FIG. 4 AND FIG. 5)

The site is to accommodate:

- 2.5.1 **Provision for two access roads, water supply, foul drainage and electricity supply to the retained allotments. These retained allotments consist of an area of 0.81 ha in the north east corner of the current allotment site and are excluded from the development site.**
- 2.5.2 **An area of approximately 0.49 ha for employment related uses (which may include premises suitable for research and development, laboratories and light industry (Use Classes B1b and B1c) at the western end of the site. If the existing recycling depot remains within the site (Fig. 5), the area available for employment uses will be reduced to approximately 0.44 ha.**
- 2.5.3 **A minimum of 0.2 ha on site useable public open space in a single parcel. Contributions to the provision or enhancement of off-site open space will also be required if the on-site provision does not meet the Council's standards.**
- 2.5.4 **Housing development on the remaining 1.82 ha of the land. This area could accommodate approximately 55 - 90 dwellings at an average density of between 30 and 50 dwellings per hectare. If the existing recycling depot remains within the site (Fig. 5), the area available for housing development will be reduced to approximately 1.76 ha, reducing the development capacity slightly.**
- 2.5.5 **Vehicular and pedestrian access from Woodside Avenue. In addition, provision for a more direct pedestrian/cycle link into the town centre must be made. This includes the safeguarding of a 2 metre wide route connecting the adoptable highway with the Brookwood Cemetery boundary.**
- 2.5.6 **A three metre wide highway extension zone which will be required on the Woodside Avenue frontage of the site to allow for an extended pedestrian/cycle route , new junction provision and a pedestrian refuge in Woodside Avenue.**

In addition:

- 2.5.7 **The residential layout, public realm character and urban design must conform with the principles set out in the 'Manual for Streets' (Department for Communities and local Government and the Department for Transport 2007) and in the 'Urban Design Compendium' (English Partnerships and the Housing Corporation, 2000) (see section 3.1, 3.2, 3.3, 3.4 and 3.5).**
- 2.5.8 **All dwellings must achieve BRE Code for Sustainable Homes Level 4 and all non-residential development must meet BREEAM 'excellent'**

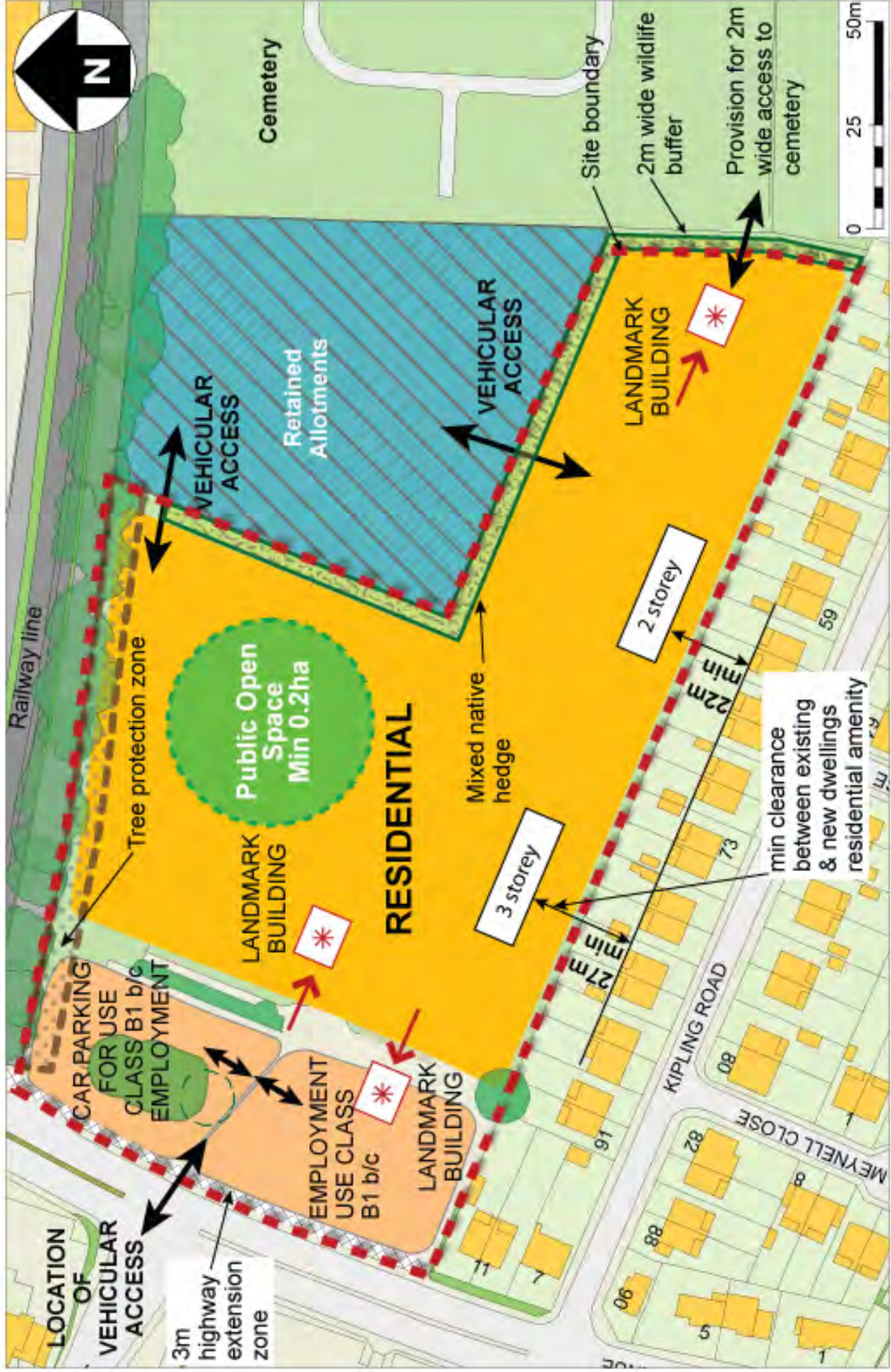


## THE DEVELOPMENT

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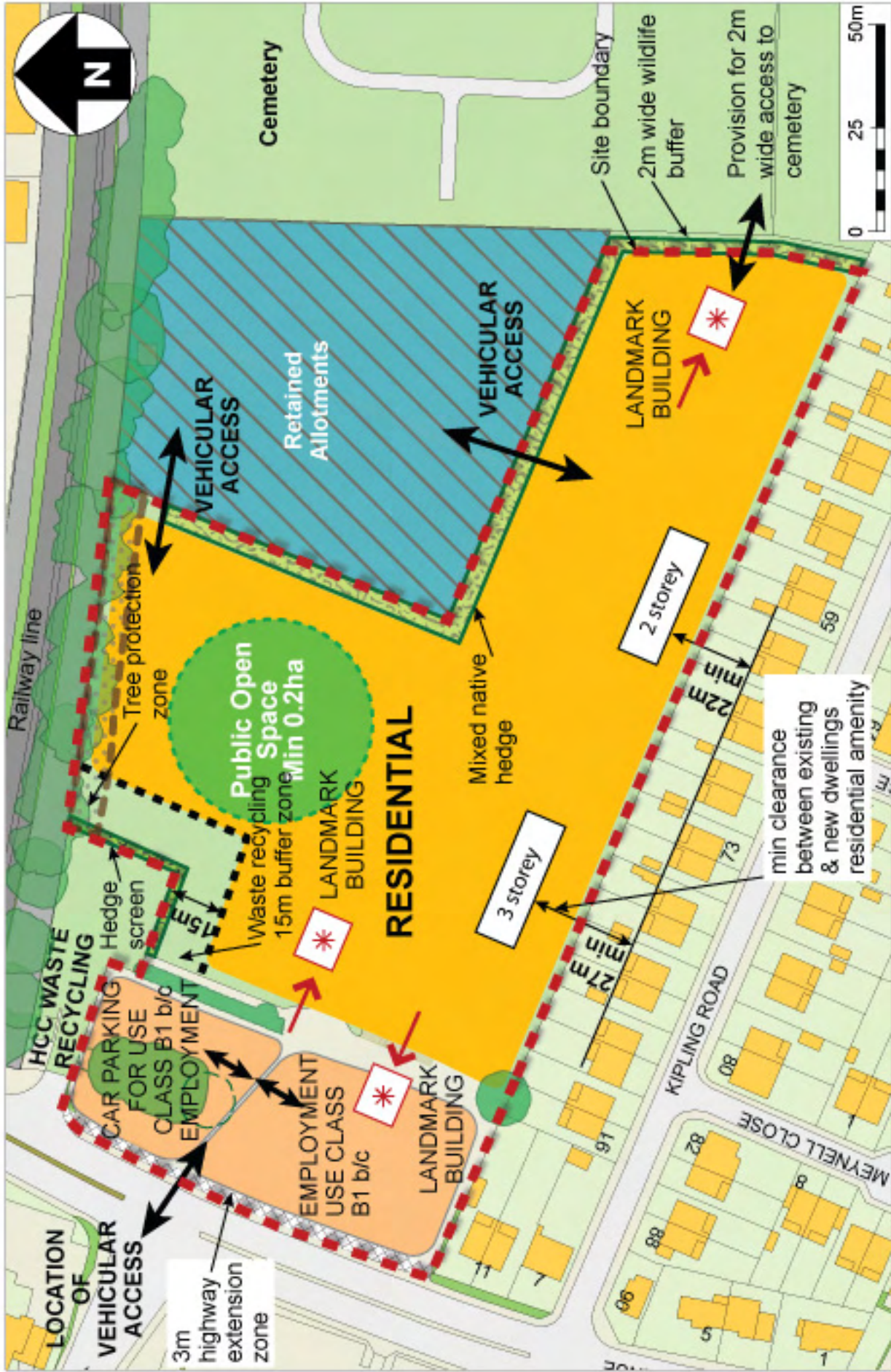
**certification together with other environmentally sustainable requirements (see section 3.7).**

- 2.5.9 Protected trees on site and valuable trees overhanging the site must be retained and protected (see section 3.9).**
- 2.5.10 At least 35% of the residential units must be for affordable housing (see section 3.6).**
- 2.5.11 New homes and employment buildings along the southern boundary of the site must respect the privacy and residential amenity of the occupiers of the existing properties on Kipling Road (see section 3.2).**
- 2.5.12 Mitigation measures may be required following a noise study for the adjacent railway line to the north of the site.**
- 2.5.13 A 2 metre wide wildlife buffer is required where the current allotment site abuts the cemetery extension site. This 2metre strip will be excluded from the development site.**
- 2.5.14 The development may need to provide provision for up to 7 car parking spaces to be used by the Southampton and District Motorcycle Club in the evenings and at weekends, located in the part of the site allocated for employment uses.**



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**Fig .4 - Site Layout 1  
Waste & Recycling Depot Redeveloped**



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### **3.0 DESIGN PRINCIPLES AND SUSTAINABLE CONSTRUCTION**

The following section sets out a number of principles which the Council considers should shape future detailed designs for development of this site.

#### **3.1 CHARACTER**

Promoting 'character' is about trying to create a place with its own identity. Development should take close account of the characteristics and context of the site but should have a unique feel and be clearly rooted in the present era. Good urban design principles should be employed as set out in the 'Urban Design Compendium' (English Partnerships and the Housing Corporation, 2000) and the 'Manual for Streets' published by the Department for Communities and Local Government and the Department for Transport in 2007.

- 3.1.1 Distinctive architecture designed to suit the site will be required, expressing aspects of sustainable construction principles (like fenestration to benefit from passive solar heat gain) in the form of each building.
- 3.1.2 The design and location of the open space provided should be such that it enhances the setting and distinctive 'sense of place' of the surrounding buildings.

#### **3.2 CONTINUITY AND ENCLOSURE**

**Most successful developments have public and private spaces which are readily distinguished. Clearly defined continuous street frontages are crucial in promoting successful public spaces.**

- 3.2.1 The development must create good public space enclosure. The new area of open space must be defined strongly by substantial groups of buildings
- 3.2.2 All public or communal space, including car parking courts, must benefit from being overlooked by surrounding buildings which provide effective informal surveillance.
- 3.2.3 All private outdoor space (either individual back gardens or shared gardens) should be enclosed within perimeter blocks.
- 3.2.4 Streets should only accommodate appropriate functions (such as car parking and street trees) and there should be no space left over without an obvious function.
- 3.2.5 Layout and design must protect the amenity and privacy of the occupiers of the existing dwellings on the southern boundary of the site. The backs of all new 2 storey buildings must be no nearer than 22m from the backs of the existing houses (27m if 3 storey ). The buildings on the employment site must also be laid out and designed to respect the privacy and residential amenity of the occupiers of the existing residential property to the south.

## DESIGN PRINCIPLES AND SUSTAINABLE CONSTRUCTION

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- 3.2.6 The minimum back to back distance between new 2 storey buildings should be 20m to maintain privacy. With 3 and 4 storey buildings this minimum distance will need to be increased by 5m for each increase in floor height.
- 3.2.7 Perimeter block development on this site should be based on the principle of fronts facing fronts and rear gardens backing onto rear gardens. Buildings must address the street with a clear public side where the principle accesses are located.
- 3.2.8 The privacy of ground floor rear rooms should be protected where communal gardens are proposed.
- 3.2.9 Detailed proposals should take account of existing boundary vegetation which should be retained where it can make a positive contribution to the development.
- 3.2.10 The eastern boundary of the site with the cemetery must be defined by a mixed native hedge.
- 3.2.11 The southern boundary of the site (abutting Kipling Road properties) will either consist of existing boundary structures where these are in good condition or will consist of a 1.8m good quality close board fencing with timber posts supplied and erected by the developer.

### 3.3 QUALITY OF THE PUBLIC REALM

#### **The development must have attractive and well functioning outdoor spaces.**

- 3.3.1 Public spaces should be designed to accommodate a high level of use, be easily maintained and use appropriate, robust, high quality materials.
- 3.3.2 The external spaces within the site must be designed to minimise clutter. Street lighting should be fixed to buildings where possible. All street furniture, as well as storage or service structures, must be fully integrated into the design at an early stage, rather than added as extras.
- 3.3.3 The development should be incorporate appropriately sited street tree planting (see section 3.9.10). To achieve this it will be essential that detailed consideration is given to soft landscaping, including tree planting, during the consideration of the building and highway layout and not as an afterthought.
- 3.3.4 There must be a high degree of ground floor overlooking of public spaces in order to increase public safety, the perception of safety and the liveliness of the street. Integral garages should not dominate residential frontages because they are unlikely to provide a reasonable level of ground floor overlooking to the streets. This can be avoided where integral garages occur in wide-fronted house elevations, where the non-garage frontage is at least 4.5m and where garage entrances are recessed.
- 3.3.5 In accordance with the policy for public art in the Eastleigh Borough Local Plan Review and the Eastleigh Borough Council's Planning Obligations SPD

(adopted July 2008) the Council will expect the developer to fund a public art scheme which makes a positive contribution to the development.

- 3.3.6 The public art will be project managed either by the Borough Council or be contracted out using professional public art project management in collaboration with the developer. A detailed Public Art Statement will be required with any planning application (in accordance with the forthcoming Eastleigh Borough Council Public Art Guidance).
- 3.3.7 There will be a presumption against private back and side boundaries adjoining public space including communal car parking areas. High quality 1.8m high brick walls will be required where private boundaries adjoining public space are unavoidable. Details of these structures will need to be submitted for approval as part of the detailed planning process.
- 3.3.8 All front garden boundaries must be defined by either high quality low brick walls or a combination of brick plinth and railings. Access points through front garden boundaries must be well defined with brick piers. Railings must be of a simple, contemporary design and from galvanised, etch-primed and painted elements. Details of these structures will need to be submitted for planning approval.
- 3.3.9 Street elevations may be enlivened by the use of balconies, of sufficient size to allow sitting out. These should be sited on all apartments and three storey houses overlooking public open space may also have balconies on upper floors. Balconies must, however, be designed to avoid direct overlooking of the private space of neighbours.
- 3.3.10 Detailed planning permission will not be granted before comprehensive layout plans for the whole site have been submitted and approved. These plans must show all buildings, engineering details, hard and soft landscape details, services, public art, streetlighting, drainage and bin/bike stores on different layers of the same drawing.
- 3.3.11 Cycle storage and space for waste and recycling bins for houses should either access the street via an appropriately-proportioned garage or dedicated rear access (but not a long communal rear access). Alternatively, well designed storage should be integrated with front elevations or garden boundary structures. Appropriately designed and secure cycle storage provision accommodating an average of two cycles per dwelling should be provided. Communal cycle storage will be acceptable for flatted developments.

### 3.4 MOVEMENT, LINKS AND PARKING

**The development must promote accessibility and local ease of movement (permeability) by providing direct pedestrian/cycle routes within the site and towards the town and ensuring that the site is designed to favour pedestrians over motor vehicles. The design principles set out in the document 'Manual for Streets' (DCLG and DoT, 2007) should be used to inform the design of the highway areas.**

## DESIGN PRINCIPLES AND SUSTAINABLE CONSTRUCTION

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- 3.4.1 A satisfactory Transport Assessment will be required and any mitigation measures put in place as determined at the outline planning application stage. The development will be expected to contribute to improved public transport infrastructure near the site.
- 3.4.2 Vehicular access to the site will be from Woodside Avenue, probably in the form of a traffic light controlled junction with a pedestrian phase and appropriate pedestrian refuges. The Borough Council is to commission a detailed design for this junction before outline planning permission is sought.
- 3.4.3 A three metre highway extension zone along the western frontage of the site will be required to allow for an extended pedestrian/cycle route on Woodside Avenue, to be designed as part of the access proposals.
- 3.4.4 A new direct connection from the eastern end of the site to the town centre suitable for pedestrians and cyclists is required.
- 3.4.5 Vehicular access from the site to the retained allotments should be in the two locations shown in Figs. 4 and 5.
- 3.4.6 Pedestrian routes should be designed with the comfort of wheelchair and pram users in mind.
- 3.4.7 The Council's Supplementary Planning Document on Residential Parking Standards (January 2009) provides details of parking requirements and should be referred to for further guidance. Overall it is recognised that the use of unallocated, communal parking can significantly reduce the overall number of parking spaces in new development and a minimum of 20% unallocated parking is required to take account of overspill and visitor parking requirements. The schedule in Appendix 1 of the SPD sets out the level of parking required for different property sizes. A layout plan showing all on-street and all off-street car spaces numbered and labelled must be provided as part of the detailed planning application.
- 3.4.8 Off-road car spaces and garages should be designed to minimise their visual impact on the street. Well detailed brick front boundary walls and walls between properties are an important design element which can reduce the impact of parked cars on the street scene.
- 3.4.9 Emergency and refuse vehicles must be able to access the whole site. This should be achieved by design and proven by a tracking exercise through the movement network. This network will be determined by the layout of buildings and not by imposing unnecessarily over generous highway standards and should avoid the need for turning as much as possible.
- 3.4.10 Streets and public spaces should be comfortable places for people on foot, meeting each other and for children playing. A significant portion of the development should be shared surface streets, designed to give pedestrians and cyclists priority. Such shared surface streets should be surfaced in a

material other than black-top bitumen macadam in order to ensure that they are readily distinguished.

- 3.4.11 Vehicular speed should be kept low by design in accordance with the 'Manual for Streets'. Vehicles should be kept at near walking pace in the shared surface areas of the site (below 10mph) and vehicle routes will be defined by the building form and landscape design elements (street furniture, artwork, street trees) and parked cars. Other parts of the site, with conventional footways, should aim for a design speed below 20 mph.
- 3.4.12 Long rows of uninterrupted car parking (more than 5 spaces) must be avoided. Car parking blocks should be broken up with tree planting, with at least one street tree for every 5 car spaces. In the case of parking parallel with the road carriageway, a maximum of three car spaces would be acceptable. A clear distinction between adoptable public parking areas and off-street assigned parking should be made by the choice of surface material.

### 3.5 LEGIBILITY

**The development must have a clear image and have a simple layout that is easy to navigate. Legibility should be promoted by creating recognisable routes, intersections and landmarks to help people find their way around.**

- 3.5.1 Procession through the site must involve entranceways and vistas focussing on landmark buildings or features. Landmark buildings should be located on the main vista formed by the vehicular access to the residential part of the site from Woodside Avenue and at the ends of the main east/west residential street in the new residential development.
- 3.5.2 A detailed palette of building and surfacing materials must be set out in the detailed application for planning permission.
- 3.5.3 The design of corner buildings should capitalise on the opportunity to present frontages on two streets. These should have a main entrance on or near the corner.
- 3.5.4 Public art should be sited and designed to enhance legibility and help create identity.

### 3.6 DIVERSITY

**The objective is to create a place with variety and choice, which will, in turn, attract a diverse population forming a rich and balanced community.**

- 3.6.1 The site is to accommodate both residential and employment uses.
- 3.6.2 At least 35% of the dwellings will be affordable and the majority of these should be two or three bedroom houses. Some apartments may also be provided and at least one four bedroom and one five bedroom house should also be included



## DESIGN PRINCIPLES AND SUSTAINABLE CONSTRUCTION

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in the mix. The affordable housing mix should be discussed with the Council's Housing Needs Manager. At least 65% of the affordable housing should be for social rent with the remainder being for shared ownership or intermediate rent.

- 3.6.3 The affordable housing should not be readily distinguishable from the rest of the residential development in its design or location and should be 'pepper potted' in clusters of no more than 15 units.
- 3.6.4 The Government has announced an intention to ensure that the Lifetime Homes standards will be required in all public sector housing by 2011 and in all new homes by 2013 ('Delivering Lifetime Homes, Lifetime Neighbourhoods – A National Strategy for Housing in an Ageing Society' DCLG, December 2008). The development at Woodside Avenue must meet these national standards.
- 3.6.5 All affordable housing must meet the relevant Homes and Communities Agency Design and Quality Standards and all residential buildings should achieve 'Secured by Design' certification wherever possible.
- 3.6.6 A site for a fully equipped play area for children and toddlers must be identified on the area of public open space. This play area itself will be designed and implemented by the Council with the appropriate developer's contributions.

### 3.7 ENVIRONMENTAL SUSTAINABILITY

**Sustainability is about achieving a balance between economic, social and environmental factors. This section concentrates on key environmental sustainability issues. Compliance with the Borough Council's Environmentally Sustainable Development Supplementary Planning Document (2009) will be required.**

- 3.7.1 All residential dwellings must achieve at least **Code for Sustainable Homes Level 4** certification at the design stage (before commencing construction) and at the post-construction stage (before occupation).
- 3.7.2 All non-residential buildings must achieve at least **BREEAM 'excellent'** certification at the design stage (before commencing construction) and at the post-construction stage (before occupation).
- 3.7.3 The layout of the site and the orientation and design of buildings should demonstrate how passive solar heat gain is to be utilised. Buildings should include fenestration designed to capitalise on passive solar heat gain.
- 3.7.4 The Council would strongly support the inclusion of green roofs, particularly on the employment buildings. These could consist of wildflower meadow green roofs using locally collected seed. This can be achieved with the cooperation of the Council's biodiversity officer.
- 3.7.5 The design of dwellings should secure a reduction in their predicted carbon emissions by at least 10%, measured against the standards of the Building Regulations 2006, by means of on-site or local low or zero carbon energy generation (as defined by the BRE in the Code for Sustainable Homes). Confirmation of achievement of at least 1 Code for Sustainable Homes Ene 7

credit or at least 2 BREEAM P11 credits at both the design and post-construction stages will demonstrate that this requirement has been met.

- 3.7.6 Throughout the development, there should be a presumption to plant native species and varieties that provide food sources for wildlife. Other species less beneficial to wildlife should only be used where it can be demonstrated that other considerations outweigh the benefits to nature conservation.
- 3.7.7 All hard surfaces (at both roof and ground levels) must be fully attenuated for storm water by way of sustainable drainage systems (SUDS).

### 3.8 ENVIRONMENTAL HEALTH

**Environmental Health aims to achieve a balance between the proposed development objectives and the main environmental constraints of the site.**

- 3.8.1 Environmental constraints affecting this development area are those of noise (railway, road traffic and proposed commercial uses), vibration (construction and railway), dust (construction) and air quality (construction, road traffic and the nearby Eastleigh Air Quality Management Area). Land contamination is not considered to be a major factor. Completing the necessary studies will inform the necessary steps to minimise and mitigate the potential adverse environmental impacts, both during and following development.
- 3.8.2 For residential development, the Council's Local Plan advises the use of site layout and building design as the best approach to protection from noise. Where this is not possible other approaches such as the use of barriers and acoustic insulation may be necessary. Whichever approach is taken the internal noise standards of policy 31.ES of the Local Plan should be met for transport noise sources. With regard to the commercial uses control of noise at source will be the preferred method of mitigation. In the event of the HCC waste recycling facility being retained, the boundary of the facility should be screened with hedges and trees and a buffer of at least 15m established between the facility and new residential boundaries.
- 3.8.3 Given the close proximity of existing residential dwellings and the likelihood of occupation of the new build residential occurring during construction adequate controls on noise and vibration and dust during the development will be required. Phasing of the development to use buildings or other features of the development as screens should be considered. Further advice is contained in the Local Plan and in BS5228 'Noise control on construction and open sites'.

### 3.9 PUBLIC OPEN SPACE AND LANDSCAPE

- 3.9.1 A single, significant area of public open space must be provided as part of the development. The Council will not adopt areas of open space of less than 0.20ha. This should be highly accessible and designed to accommodate a fully equipped children's play area.

## DESIGN PRINCIPLES AND SUSTAINABLE CONSTRUCTION

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- 3.9.2 The Local Plan requirement for public open space is calculated on the basis of 28sqm per dwelling bedroom. Any public open space required in excess of the 0.20 hectare site referred to above but not provided on site will require off-site contributions as set out in the Council's Planning Obligations Supplementary Planning Document (2008).
- 3.9.3 Small left over spaces outside private curtilages given to soft landscape will not be adopted by the Council and will not be acceptable.
- 3.9.4 All public spaces must be well defined, be overlooked and must have a very clear function.
- 3.9.5 The detailed planning application must identify on a plan all land:
- to be adopted highway
  - to be adopted as public open space or to be maintained by a management company
  - to be sold to private purchasers
  - to be transferred to a housing association.
- 3.9.6 The trees covered by Tree Preservation Order TPO 485 and other valuable trees overhanging the site boundary (including the oak trees on the railway embankment) should be retained and protected during the demolition and construction phases and the final development must not prejudice their future good health. An Arboricultural Method Statement and Implications Assessment for the development must accompany the detailed planning application.
- 3.9.7 Car parking and access roads or footways may be an appropriate use under existing trees. Where hard surfacing intercepts root protection areas, special surfacing solutions will need to be employed and protective fencing erected as appropriate. Where it is expected that large sided vehicles will use the space below trees the trees will need to have their crowns raised to 5m above the ground if this is appropriate to the tree concerned.
- 3.9.8 Where new highway access to the site makes the removal of trees essential this will need to be agreed with the Council. The removal of any trees covered by the TPO 485 must also be mitigated with replacement planting.
- 3.9.9 Tree planting locations should allow for generous crown growth. Tree planting details should allow for a minimum root space between lines of kerb or edge detail haunching of 1.5m. Design details of these structures will need to be submitted with the detailed planning application.
- 3.9.10 Street tree planting must help define spaces and routes and all street trees should be at least 7 metres from buildings.
- 3.9.11 In all car parking areas a ratio of 1 tree per 5 car spaces will be required.
- 3.9.12 The future maintenance of open space, including any public squares, will need to be undertaken by a management trust, set up for this purpose, or by the local

authority in the case of adoption. In the latter case, commuted payments will need to be made to the Council to contribute towards future maintenance.

### **3.10 COMMUNITY SAFETY**

- 3.10.1 The development as a whole and individual buildings should be designed to enhance community safety and should achieve 'Secured by Design' certification.
- 3.10.2 The development layout should achieve natural surveillance as described in section 3 of this Brief.

### 4.0 PLANNING OBLIGATIONS

The development must conform to the Eastleigh Borough Council Planning Obligations Supplementary Planning Document (2008).

### 5.0 REPORTS REQUIRED AT OUTLINE PLANNING STAGE

The following reports will be prepared by Eastleigh Borough Council in support of applications for outline planning permission:

- Drainage Study
- Statement of Community Involvement
- Flood Risk Assessment
- Tree Survey and Assessment
- Design and Access Statement
- Crime reduction and Disabled Access
- Planning Statement
- Affordable Housing Statement
- Planning Obligations Heads of Terms
- Site Survey
- Highways Assessment
- Noise
- Vibration
- Soils and Contamination
- Air Quality
- Ecological Assessment
- Sustainability Statement
- Arboricultural Method Statement and Implications Assessment

## 6.0 APPENDICES

### 6.1 APPENDIX A; POLICY 79H OF THE EBLP REVIEW 2001-2011 adopted in May 2006.

*79.H Development will be permitted on land off Woodside Avenue, Eastleigh, as shown on the Proposals Map, subject to all the following criteria being met:*

- i. development being for mixed residential and employment use. It is anticipated that the site will accommodate approximately 100 dwellings;*
- ii. an area of land at the western end of the site will be reserved for class B1 (b) and (c) business uses.*
- iii. vehicular access will be from Woodside Avenue only;*
- iv. particular care will need to be taken to ensure satisfactory relationships between development and the railway line and between housing and employment areas. In this regard acoustic surveys will need to establish any necessary remediation measures;*
- v. development will not commence until suitable replacement allotments have been provided and are ready for occupation;*
- vi. financial contributions will be required, to improve education provision in the locality; to improve accessibility between the site and the Town Centre; for recreation and public transport facilities; to undertake improvements to public open space provision at Brookwood Avenue Cemetery and for local environmental improvements; and*
- vii. the Council's target is for 35% of the dwellings on this site to be affordable.*

## APPENDICES

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### 6.2 APPENDIX B; RELEVANT POLICIES AND POLICY DOCUMENTS

Other policies in the Eastleigh Borough Local Plan and specific Supplementary Planning Documents relevant to this development.

Relevant Local Plan Policies:

24.NC	Protected species
28.ES	Waste collection and recycling
31.ES	Noise sensitive development
34.ES	Energy and climate change
37.ES	Sustainable development
45.ES	Sustainable drainage
59.BE	Design and the built environment
62.BE	Access for people with disabilities
63.BE	Car park design
73.H	Housing mix
74.H	Affordable Housing
102.T	Access
104.T	Car parking
147.OS	Public open space
165.TA	Percent for art
190.IN	Infrastructure and public utilities
191.IN	Developer contributions

Relevant Supplementary Planning Documents:

*Strategic Flood Risk Assessment - December 2006*

*Planning Obligations - July 2008*

*Environmentally Sustainable Development - March 2009*

*Residential Parking Standards - January 2009*

*Affordable Housing (Draft) – April 2009*

*Residential Amenity in the Borough of Eastleigh – January 2004*

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## APPENDIX C; BIODIVERSITY ISSUES

### Biodiversity Survey and Report

1. A full Biodiversity Survey and Report will be required as part of an outline or full planning application.
2. The biodiversity checklist developed and recommended by the Hampshire & Isle of Wight Planning Officers Group and Natural England should be used to define the biodiversity submission required to support a planning application.
3. Preliminary assessment by the Council indicates that the Biodiversity Survey and Report will need to contain the following information. The applicant will need to review and update requirements nearer the time of the submission of any application.

### Designated Sites

4. The site is situated 1.3 km from the River Itchen Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC), designated for their national and international nature conservation importance respectively.
5. A preliminary assessment by the Council indicates that providing there is capacity at Chickenhall Water Treatment Works, there is unlikely to be any significant direct or indirect adverse effects on the SSSI/SAC resulting from the development of the site. However, the application will need to demonstrate to Natural England's satisfaction that development will not have an adverse impact of the River SSSI and SAC.
6. Pre-application correspondence from Natural England which confirms that they are satisfied that the development will not have an adverse impact on the SSSI/SAC should be submitted in support of the application.

### Biodiversity Action Plan Habitats

7. A preliminary assessment by the Council indicates that there are no Biodiversity Action Plan Habitats present on the site. However, there is an area of broad-leaved woodland, a UK Biodiversity Action Plan Priority habitat type, directly adjacent to the northern boundary site along the railway line.

### Protected / Biodiversity Action Plan Species

#### Reptiles

8. The site and the adjacent cemetery extension are known to contain a slow-worm population. Slow-worms, and other native reptile species, are protected under the Wildlife and Countryside Act 1981 (as amended) and are now a UK Biodiversity Action Plan species.
9. The application will need to demonstrate to Natural England's satisfaction that the proposals will not have an adverse effect on reptiles. A habitat corridor is being retained outside the development site to link reptiles on the adjacent cemetery extension area to the allotment site. However this will not fully mitigate for the



## APPENDICES

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impact of the development on reptiles. Therefore, the application must be supported by:

- a. surveys which identify reptile presence/absence, population size etc;
- b. an assessment of the development's impact on reptiles on site and on the population present in the adjacent cemetery area
- c. surveys and suitability assessments of any receptor areas proposed outside of the development boundary if reptiles will be translocated away from the development area.

10. The applicant should be aware that reptile work will be confined to certain times of year (usually spring and late summer months) and may take several months to implement. Reptile work should be undertaken by a suitably qualified and/or experienced person, and best practice guidelines (HGBl) should be followed.

### **Bats**

11. Several buildings on the site will need to be demolished, and along with any mature trees likely to be affected by the development, will need to be assessed for bat potential with surveys and reports provided as necessary.

12. All bat species are protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats, & c) regulations. The application will need to demonstrate to Natural England's satisfaction that the development will not have an adverse impact on bat species.

13. The provision of replacement roost sites within buildings and/or bat boxes may need to be considered as part of any detailed mitigation plan required to support the application.

14. The applicant should be aware that bat work will be confined to certain times of year and may take several months to implement. Bat work should be undertaken by a suitably qualified and/or experienced person.

### **Breeding Birds**

15. The vegetation on the site has the potential to support breeding birds. Vegetation on site, particularly scrub and trees, should therefore not be disturbed, damaged, destroyed or removed between 31 March - 31 August inclusive, to protect breeding birds, their nests, eggs and dependant young, which are protected under the Wildlife and Countryside Act 1981.

### **Enhancements**

16. Opportunities to enhance biodiversity within the developed site will be welcomed. The provision of bird nest sites and boxes, and bat roosting features within flats and dwellings should be included within the application.

Further advice and information may be obtained from the Council's Biodiversity Officer, Rachel Hardy (tel 023 8068 8352 email [rachel.hardy@eastleigh.gov.uk](mailto:rachel.hardy@eastleigh.gov.uk))

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