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# 1.0 INTRODUCTION

## About this document

- 1.1 A draft of this document served as a basis for consultation with local communities, prior to adoption of this 'development brief' to guide the way in which the site is developed in some detail.
- 1.2 The brief is designed to guide developers of the site. The developers' detailed designs will need to accord with the general principles of development, within the brief, before detailed planning permission is granted. It is intended that this development brief and masterplan for the site, will form supplementary planning guidance that will act as a material consideration in the determination of any planning application related to this site. The development brief will also outline how developers' contributions and funds received from the sale of Council owned land, should be directed into projects which will improve the function and the environment of this part of the town of Eastleigh.
- 1.3 The Chapter, 'Principles of Development' was approved by the Council's Executive in March 2003 for consultation purposes and 'workshops' with local residents to take place in June 2003.
- 1.4 After further extensive consultation this final version of the Development Brief was considered by the Council's Executive in September 2003 and adopted.

## Planning Policy Context

- 1.6 The most relevant planning policies affecting this proposal are:-
  - 1 Hampshire County Structure Plan (Review) 1996-2011
  - 2 Eastleigh Borough Local Plan 1991-2001
  - 3 First Deposit Eastleigh Borough Local Plan Review 2001-2011
  - 4 Second Deposit Eastleigh Borough Local Plan Review 2001-2011
  - 5 Regional Planning Guidance for the South East (RPG9)
  - 6 Planning Policy Guidance Note 3: Housing, Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation
  - 7 Planning Policy Guidance Note 13: Transport
  - 8 Planning Policy Guidance Note 1: Planning Policy and Principles

### The Hampshire County Structure Plan Review

- 1.7 The Hampshire County Structure Plan (Review) 1996-2011 (The structure Plan), together with the Eastleigh Borough Local Plan 1991-2001 (EBLP), comprise the Development Plan.
- 1.8 The structure Plan policies of most direct relevance to this proposal are policies H2 and H4 which require the Borough to accommodate an additional 8,795 dwellings in the period 1996-2011; policy G1 which requires the maintenance of a strategic gap between Southampton and Eastleigh; policies UB2 and S1 which promote

### The Eastleigh Borough Local Plan 1991-2001 (EBLP)

- 1.9 Eastleigh Borough Local Plan has not yet been replaced by a statutory review plan, therefore its policies remain relevant and must be taken into account. However the weight attaching to the policies in the Eastleigh Borough Local Plan will vary depending on the extent to which they can be considered to be out of date. EBLP only identified additional housing to meet identified needs to 2001. All significant housing allocations of that plan have been built out and the rate of housing completions in the Borough has dropped significantly as a consequence. EBLP is considered to be out of date in respect to meeting housing needs post 2001. This plan also pre-dates Planning Policy Guidance Note 3: Housing, March 2000. This results in a number of housing related policies also being somewhat out of date.

### The Second Deposit Eastleigh Borough Local Plan Review 2001-2011

- 1.10 At meetings in December 2002 and February 2003 the Council approved the text of the Second Deposit Local Plan Review.
- 1.11 The Second Deposit EBLP Review policies which are of most direct relevance will be policies 1.CO and 2.CO which presume against development in the countryside and in strategic gaps. The First Deposit plan shows this site to be within the countryside and strategic gap.
- 1.12 Policies 162.OS and 172.OS are also relevant. They aim to prevent the loss of existing public open space and avoid the redevelopment of identified allotment gardens. Part of this site was identified as allotment gardens in the Second Deposit Local Plan Review.
- 1.13 The Eastleigh Borough Local Plan 1991-2001 identifies this site as being within Countryside, and within the Strategic Gap between Southampton and Eastleigh.
- 1.14 The First Deposit Local Plan Review 2001-2011 showed this site to be within countryside, within the Strategic Gap between Southampton and Eastleigh and it identified the allotments as public open space subject to protective policies.
- 1.15 The First Deposit Eastleigh Borough Local Plan Review set out to identify only 5 years housing supply, 2001-2006. This was acknowledged in the plan and it was made explicit.
- 1.16 The Second Deposit Eastleigh Borough Local Plan Review now identifies enough land to meet the Council's housing requirements to 2011. In order to achieve this it has allocated land south of South Street/Monks Way for development with about 425 dwellings.
- 1.17 The site is to be removed from both the countryside and strategic gap designation. Detailed landscape appraisals have been carried out to support this change of designation ([see Appendix D](#)).
- 1.18 The rationale for allocating this land for housing is also based upon the following considerations, amongst others.
  - 1 The Council's objective of meeting development needs in those areas best equipped with social and economic opportunities, shops, public transport and other facilities.
  - 2 This led the Council to conclude that Eastleigh town is the location of first choice in the Borough for locating housing.
  - 3 The Council's Urban Capacity Study Position Statement November 2002 shows that not all needs for housing can be met on previously developed land.
  - 4 The application of a 'ped-shed' analysis to establish which sites were within a 15 minute walk of Eastleigh Town Centre. See Figure 2.
  - 5 Mapping of the addresses of current allotment holders, showing no particular locational advantage of the current allotment sites.

- 6 The identification of suitable alternative allotment sites well related to the homes of current allotment holders and potential future holders.

Planning Policy Guidance Note 3: Housing March 2000

- 1.19 In addition Government published new planning policy guidance on housing in March 2000, PPG3: Housing. This requires, amongst other things, that local planning authorities should at all times have at least a five year supply of housing identified.

Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation

- 1.20 The Government also published new planning policy guidance on Recreation and Public Open Space, PPG17, in 2002. Clearly allotment gardens are classified as 'Public Open Space'. An underlying requirement of government policy is that the needs of local communities for public open space are met. In this particular case the Council intends to reprove for all allotments on suitable alternative sites, accessible to current and potential future allotment holders.

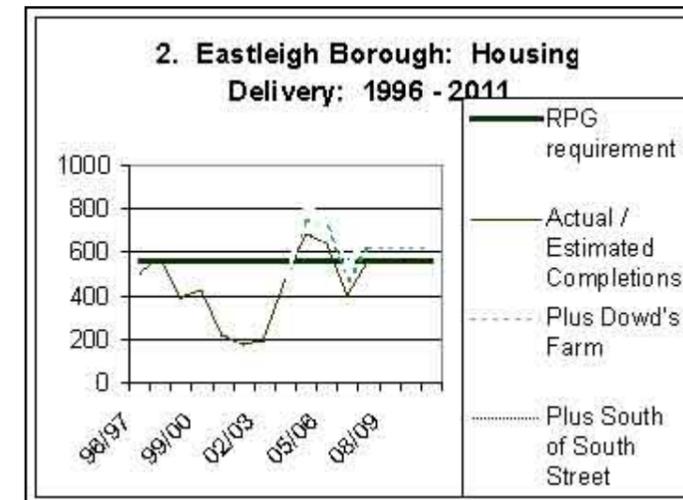
Regional Planning Guidance (RPG9)

- 1.21 Government policies contained in Regional Planning Guidance for the South East (RPG9) establish an annual target for house building within each of the counties in the Region. Throughout the period of the Eastleigh Borough Local Plan Review – 2001-2011 – Hampshire is to provide 6,030 additional homes per annum.

- 1.22 The Hampshire County Structure Plan Review 1996-2011 requires that Eastleigh Borough should accommodate around 8,800 dwellings over the fifteen years of the plan. This would equate to some 585 dwellings per annum.

Housing Supply in Eastleigh

- 1.23 The Borough Council has adjusted this requirement downwards to take account of the most up to date monitoring information on housing supply and of the most up to date projection of future housing supply within Hampshire south west. This particular housing sub-area, which is centred on Southampton, has performed very well and is projected to continue to perform well. Indeed were Eastleigh Borough to meet the Structure Plan requirements for the Borough in their entirety, it is projected that this would give rise to an over-supply of housing in the sub-area of some 1500 dwellings by 2011.
- 1.24 This would be likely to undermine the underlying strategy of the structure plan; it may also undermine the regeneration of Southampton and other urban centres, particularly Eastleigh.
- 1.25 Taking all these factors into account, Eastleigh Borough Council has reduced the amount of additional housing it is planning to accommodate in the period up to 2011 by 1500. This is calculated to bring housing supply in Hampshire south west back into line with the requirements of the Hampshire County Structure Plan Review 1996-2011.
- 1.26 In accordance with Government best practice guidance, "Tapping the Potential" (DLTR 2000) the Council produced an 'Urban Capacity Position Statement' in August 2001. This was subject to consultation, mainly within the house building industry, and it was replaced by a review document in November 2002. This identifies the projected capacity of the Borough to accommodate additional housing on previously developed, or brownfield, sites.
- 1.27 This projects that some 4,300 dwellings will be provided on such sites between September 2001 and April 2011, over 80% of the Borough's overall requirements. However this work also shows that many of these sites will not be developed, in the short-term. There is a variety of reasons for this including the need to assemble land, the need to demolish existing buildings, the need to deal with issues such as land contamination and the inherent uncertainties and risk associated with previously developed land.

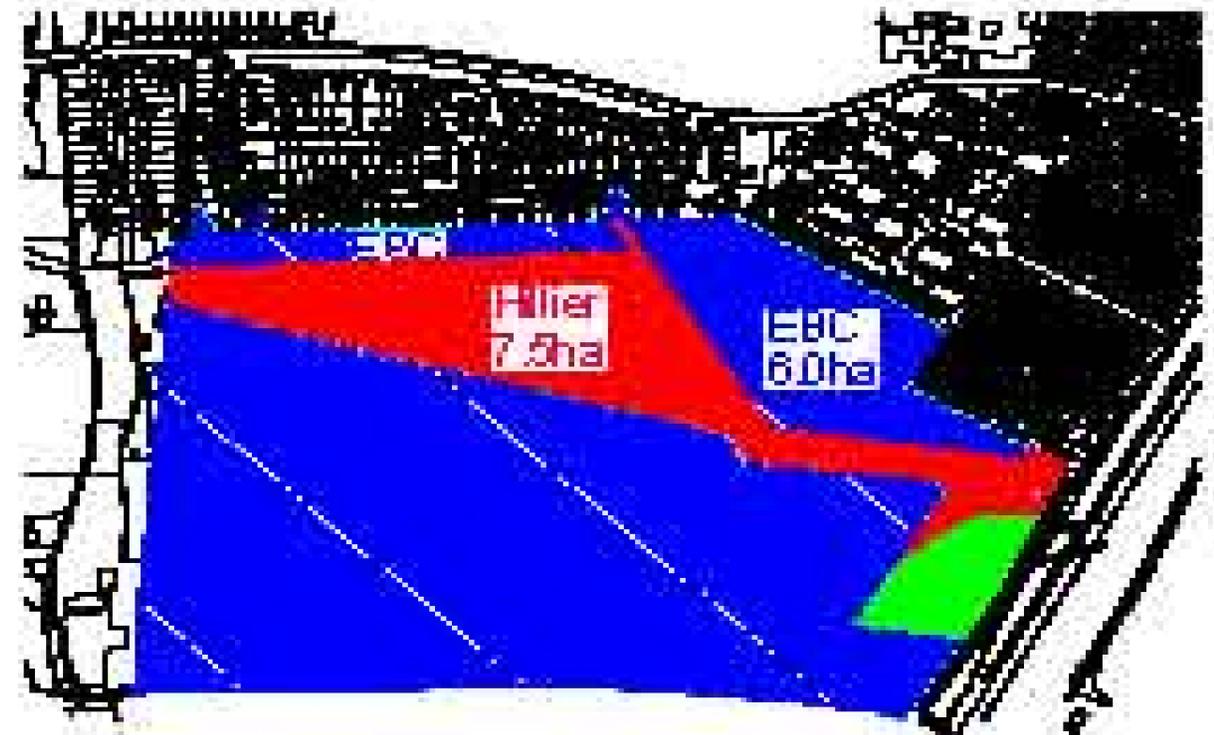


- 1.28 The Borough Council has used monitoring information gathered by the Strategic Planning Authorities (SPA) (Hampshire County Council, Portsmouth and Southampton City Councils) and its own projections to show housing supply in the Borough 2001-2011.

- 1.22 The horizontal line on the graph shows the Government/SPA annual target, adjusted by the Borough Council in accordance with the analysis described above. This target is for 540 dwellings per annum. The graph shows that in the year April 2001 to April 2002 only 180 dwellings were completed in the Borough.

- 1.23 The graph also shows that in order to achieve the necessary level of housing provision by the end of the plan period, 2011, land south of South Street and Monks Way, Eastleigh needs to be brought forward for development without delay.

**Site Ownership** (Not to scale)



## 2.0 THE SITE

### 2.1 Physical Context (see site context and local context plans)

- To the north, the site backs onto the rear gardens of two-storey mid twentieth century houses on Monks Way and bungalows on Tichborne Road. On the northeast boundary, the unadopted South Street runs parallel to the flank ends of the terraced streets of Arnold and Doncaster Roads.  
The eastern boundary abuts Wide Lane with the main line railway and Southampton Airport beyond.  
On the western boundary lie wet meadows within the Monks Brook floodplain, with Stoneham Lane beyond.  
Along the whole of the long southern boundary lies the Lakeside Country Park.
- The site lies on the southern edge of Eastleigh town, between Eastleigh and Southampton (2km to the south). The new development will form the new urban edge to this part of Eastleigh. Eastleigh town centre is approximately 1.2 km from the centre of the site
- The characteristic building form of the town centre is of a gridiron pattern of 2 storey brick terraces.
- The surrounding topography is largely flat with contours in the immediate vicinity dropping gradually from both north to south and from east to west. The site lies within the watershed of Monks Brook, 80m to the west, which is itself a tributary of the River Itchen (1.8km to the east). The Environment Agency indicative flood plain contour for Monks Brook lies just outside the western site boundary

### 2.2 Site description

The site area is approximately 13.5 ha

- The site topography is largely flat.
- There are few significant mature trees on the site. The vegetation on the part of the site owned by the Hillier family, largely consists of rough grass with some low shrubs and hedge species on the site boundaries. The Eastleigh Borough Council owned land largely consists of allotments and a children's play area.
- Ecological surveys have confirmed the presence of breeding birds, reptiles and foxes on site. Provision should be made for their protection or safe removal prior to any development of the site. See Development Constraints for more detail.

### 2.3 Transport and Access (see access plan)

- The main vehicular access points will be from the eastern end of the site. One access is feasible from the end of Cheriton Road with several possible access points available where the site boundary abuts South Street and the end of Arnold Road. It is envisaged that the primary access to the main road network would be via the South Street/Wide Lane junction.
- South Street is at present an unadopted highway.
- There are two existing accesses from Monks Way which would serve as both access routes for emergency vehicles and for pedestrian and cycle access to the site. There are several potential new cycle/pedestrian routes which form part of a projected green route network for the town and which make connections with the site.

- There is an existing public right of way (public footpath N<sup>o</sup>. 30), which runs diagonally across the middle of the site from the eastern Monks Way access southeast to the Lakeside Country Park access near the amphitheatre.
- Construction traffic will access the site direct from and to Southampton Road via a temporary access which will need to be constructed. Construction traffic will only use the strategic road network within the town.

### 2.4 Development Constraints (see constraints plan)

- The site has easements over both a Transco underground gas main on the southern boundary of the site and a series of surface water mains in the eastern part of the site. Tree planting and building work and significant excavation will be prohibited in these easement zones, while road construction and other landscape or recreational uses may be acceptable.
- There will be a requirement that the backs of new properties should be a minimum distance of 22m from those of existing properties (in Monks Way and Tichborne Road).
- The relationship with the adjacent country park is a sensitive one which will require particularly careful design. New buildings will need to be set back at least 25m from the Country Park boundary. Computer generated photo montages show how buildings based on the indicative masterplan (Appendix F) might look from various vantage points in the Country Park (see Appendix E).
- The eastern end of the site, along Wide Lane, suffers from the negative environmental impacts (noise and air pollution) from the combined effects of road and rail traffic as well as the nearby airport. There is also the visual and potential noise impact of a proposed new flyover connecting Wide Lane with the proposed Chickenhall Lane link road to the immediate southeast of the site. These environmental factors will make it difficult to make residential development near Wide Lane acceptable.
- The new development will require a foul sewerage system which will need reach a connection point acceptable to Southern Water. New foul sewers will require a 3m easement each side.
- Scrub and trees on site should not be disturbed, damaged, destroyed or removed between 1<sup>st</sup> March-31<sup>st</sup> July inclusive to protect breeding birds, their nests, eggs and dependant young which are protected under the Wildlife and Countryside Act 1981.
- Under the Wildlife and Countryside Act 1981 it is an offence to deliberately kill or injure reptiles. There is therefore, a legal obligation to make a reasonable effort in removing reptiles from a site where there is considered a risk of causing harm to them. A programme to capture reptiles present on the site must be submitted to, and agreed by, English Nature prior to any vegetation clearance, earth moving or development of the site. The programme will need to be carried out for a time period considered to be appropriate by English Nature, which is usually a continuous period from April-September. A suitable receptor site to receive the captured animals will need to be identified well in advance of any capture programme as it may need to be altered to provide suitable conditions for the survival of the released reptiles.
- Under the Wild Mammals (Protection) Act 1996, it is an offence to kill a wild mammal by inhumane means. Therefore, prior to and during any vegetation clearance, earth moving or development of the site, a suitably qualified or experienced person should undertake a thorough search of the site for fox earths. If discovered, the earths must be confirmed as being abandoned before they can be blocked up or destroyed. Ecological consultants would be able to advise on suitable methods to ensure this.

- Under the Protection of Badgers Act 1992, badgers and their setts are protected from harm, injury or disturbance. Surveys in summer 2003 indicate that badgers are not present on the proposed development site, nevertheless, badgers do alter their behaviour over time and may begin to utilise the site in the future. Therefore, a few months prior to any vegetation clearance, earth moving or development, a thorough search of the site for evidence of the presence of badgers should be undertaken by a suitably qualified and/or experienced person. If evidence of their use of the site is found, English Nature should be contacted immediately.

## **2.5 Site History and Ownership** ([see ownership plan](#))

The site is made up of two ownerships. The Hillier family owns approximately 7.5 ha and Eastleigh Borough Council own approximately 6.0 ha.

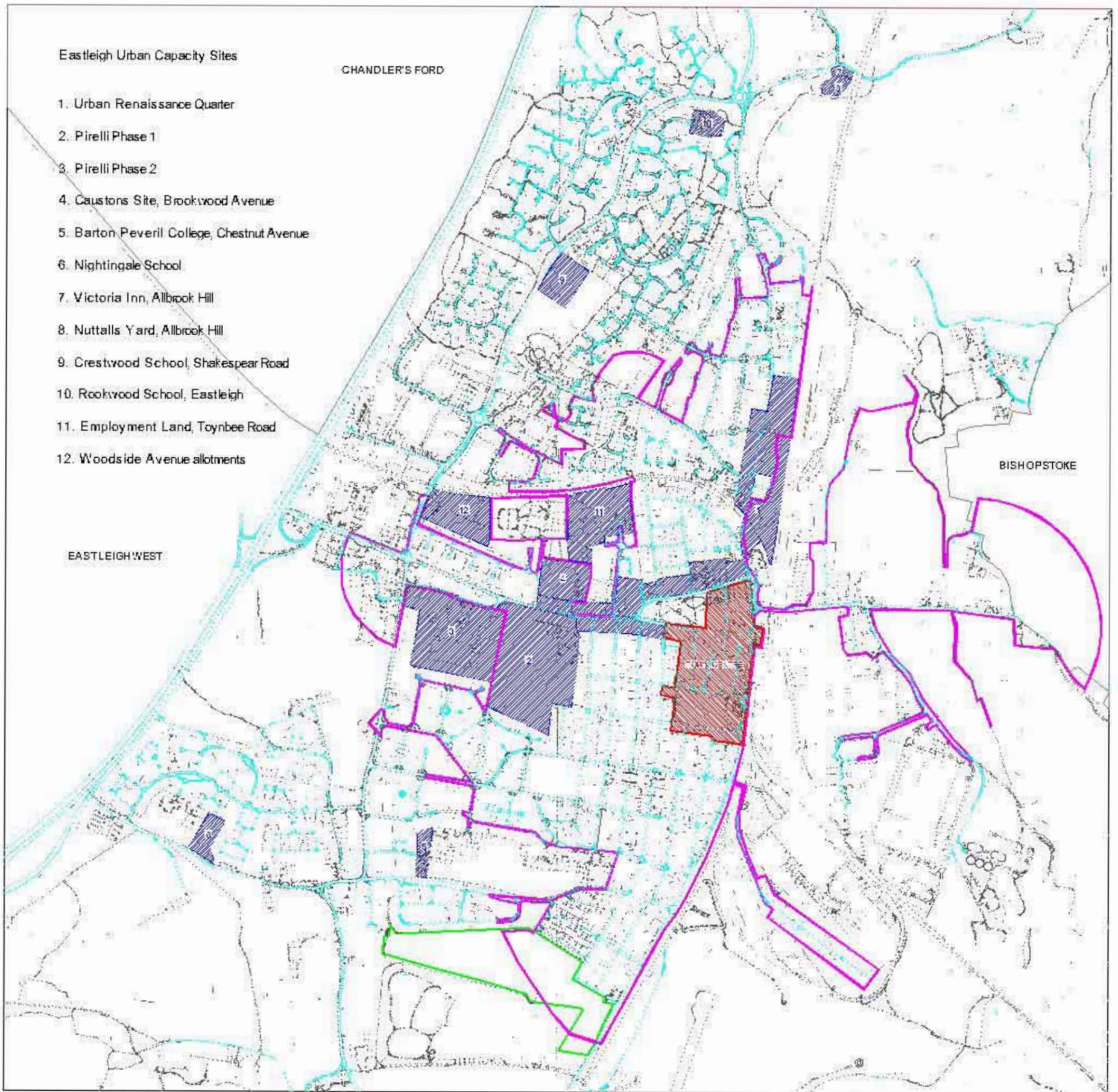
Hillier Nurseries submitted an outline planning application (No.4646/6) for a garden centre which was granted in 1994. Some building footings, exist from this proposed development which was not fully implemented by the applicant. However a 'material start' was made and the planning permission therefore remains in effect.

## **2.6 Designations**

There are no Conservation Areas in the immediate vicinity.  
The adjacent Lakeside Country Park contains a proposed Site of Importance for Nature Conservation (in the deposit Local Plan).

## **2.7 Development Impact on the Strategic Gap & the Local Landscape**

([See Appendix D](#))



Eastleigh Urban Capacity Sites

1. Urban Renaissance Quarter
2. Pirelli Phase 1
3. Pirelli Phase 2
4. Caustons Site, Brookwood Avenue
5. Barton Peveril College, Chestnut Avenue
6. Nightingale School
7. Victoria Inn, Allbrook Hill
8. Nuttalls Yard, Allbrook Hill
9. Crestwood School, Shakespear Road
10. Rookwood School, Eastleigh
11. Employment Land, Toynbee Road
12. Woodside Avenue allotments

CHANDLER'S FORD

BISHOPSTOKE

EASTLEIGH WEST



15 minute walk from the town centre

Town centre

Urban Capacity Sites

South Central housing development site

### 3.0 PRINCIPLES OF DEVELOPMENT

Appropriate development for this site refers to approximately 420 - 440 residential units plus 7 number office/workshop units. In addition to high quality, fully equipped new areas of allotments, equivalent to 39 no. 5 rod plots.

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

#### 3.1.0 Character

Promoting 'character' is about trying to create a place with its own identity. This should extend and reinterpret the character of the town of Eastleigh. The development's character should also have a unique feel and be clearly rooted in the era that it is being built in.



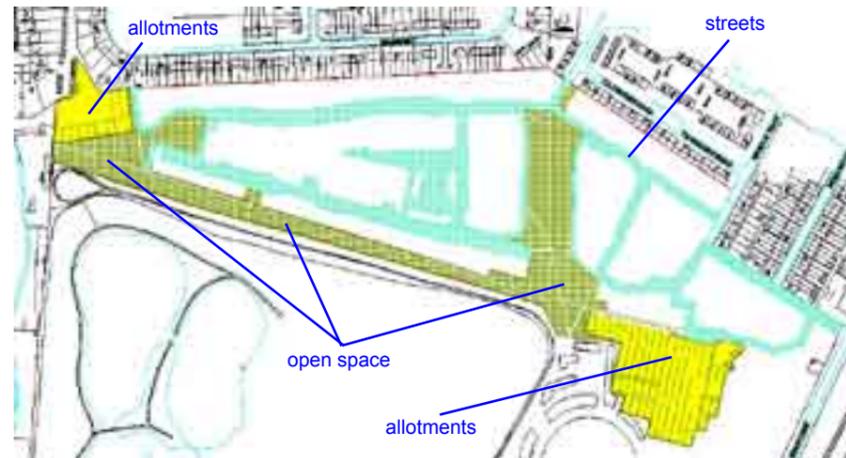
3.1.1 Eastleigh's traditional perimeter block grid-iron street pattern of terraces.

3.1.1 The development must respect the best of the Eastleigh town heritage of terraced streets, extending the interconnected grid. This urban form of terraces and perimeter block development, rather than the Victorian architectural details, should be the inspiration for new development on this site.



3.1.2 Possible areas of different character within the site.

- 3.1.2 The development will need to create a 'sense of place' as a distinctive residential quarter within Eastleigh. Areas of different character within the development will also be required.
- 3.1.3 There must be a succession of public spaces, including streets, small urban squares and new areas of public open space.



3.1.3 Public Spaces

3.1.4 The building layout should determine the vehicular routes and not vice versa, but pedestrian and cycle routes must also follow other important desire lines.

3.1.5 The development must have the character of a reasonably dense urban quarter with a fine grain of plot development to facilitate good permeability throughout the site. Large blocks or loose urban forms of a suburban nature will not generally be acceptable. Some less intensive development at the western end of the site, will, however, be acceptable and desirable.



3.1.4, 3.1.5 Roads follow the fairly dense built form.

- 3.1.6 Innovative, distinctive architecture, rather than off the peg, 'anywhere' housing design will be required. Attractive and generous fenestration which takes advantage of passive solar heat gain will be encouraged. Developers will be required to demonstrate how passive solar gain has been utilised.



3.1.6 Example of modern, distinctive architecture under construction at Admiral's Quay, Southampton

- 3.1.7 The character of the built form along the site's southern boundary will require particularly careful design. This boundary will be Eastleigh's new urban edge and also has a visual impact on the adjacent country park. Choice of materials will be particularly important here and it may be appropriate that natural finished timber should be the predominant visual building material on this elevation. Development must 'front' this edge rather than treating it as a back boundary to new housing. This elevation must be treated as an integrated whole and should be softened with generous tree planting. New buildings should be a minimum of 25m from the Country Park boundary.



3.1.7 Conceptual image of part of the southern elevation



3.1.8 Potential 'green wedge'/open space adjacent to Country Park  
 3.2.1 New open space well defined by buildings

- 3.1.8 The design and location of the open spaces should be such that they enhance the setting and distinctive 'sense of place' of the surrounding buildings. They should also create visual and physical links with the country park, helping the development to successfully integrate with its neighbour.
- 3.1.9 South Street will need to be brought up to adoptable standard by the developer. The new buildings on the southern side of South Street should clearly address the street and form a strong building line parallel with South Street. South Street should also have sufficient space to allow for a continuous avenue of medium to large trees (see 3.3.3 and 3.4.15). This will involve generous tree planting on both sides of South Street.
- 3.1.10 The architectural design of all the buildings along the southern elevation and all those buildings fronting the new local park should be subject to a design competition. The successful designers should be selected jointly by the developers and the local authority.

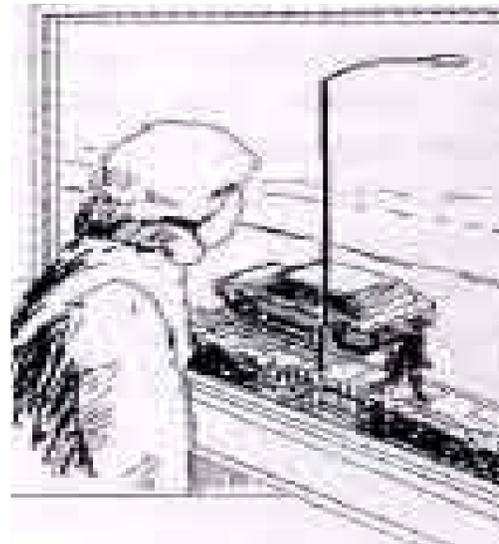


3.1.10 Area of development to be subject to design competition

### 3.2.0 Continuity and Enclosure

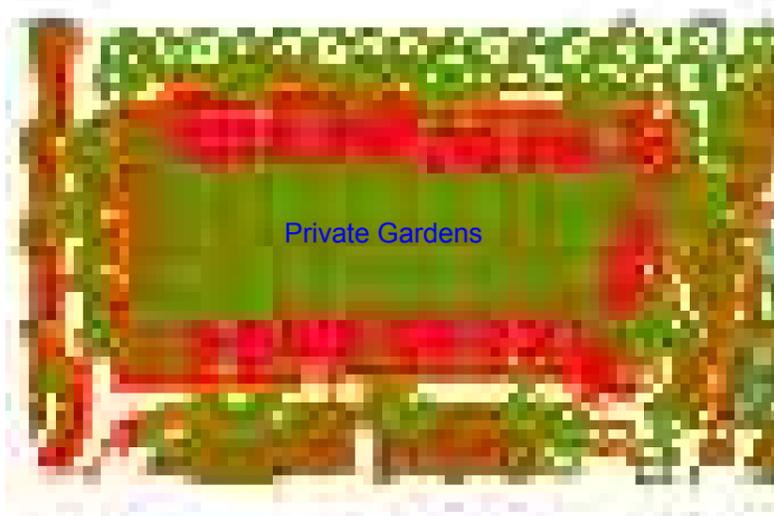
**Most successful developments have public and private spaces which are clearly distinguished. The continuity of street frontages is crucial in promoting successful public spaces.**

- 3.2.1 The development must create good public space enclosure. The new areas of open space must be defined strongly by substantial groups of buildings (See 3.1.8).
- 3.2.2 Terraced streets must form the major part of the development.
- 3.2.3 All public space, including car parking courts, must benefit from being overlooked by surrounding buildings.



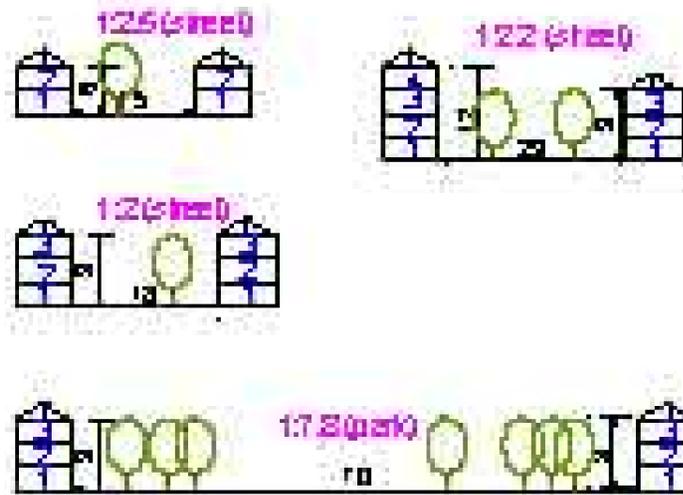
3.2.3 Overlooking from an upstairs window

- 3.2.4 All private outdoor space, (either individual back gardens or shared gardens) must be enclosed within perimeter blocks.



3.2.4 Typical perimeter block development

- 3.2.5 The scale of enclosure must reflect the reasonably dense urban nature of the development. 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. This is likely to result in an enclosure ratio of approximately 1:2 on streets (where 1 is the height of buildings, to eaves level, or mature street trees, and 2 is the width of the street), but less in larger public spaces.



3.2.5 Scale of enclosure

- 3.2.6 Buildings must be predominantly two storeys on the northern boundary of the site where it immediately adjoins the backs of existing two and one storey housing. The backs of these buildings must be no nearer than 22m from the backs of the existing houses. This could be reviewed in the event of any redevelopment of existing properties adjacent to the site. Housing on the southern side of streets in this area of the site should also be predominantly two storey to minimise problems of over shadowing their opposite neighbours.



3.2.6 Minimum distance to an existing house

- 3.2.7 The majority of buildings in the remainder of the site should be 3 storey town houses and 3 storey apartments. Some 4 storey apartments will be acceptable where they can be justified for good urban design reasons.



3.2.7 Concept layout showing height of development

- 3.2.8 Buildings must address the street with a clear public side where the primary accesses are located.



3.2.8 Houses fronting onto street.

- 3.2.9 The privacy of ground floor rear rooms should be protected where communal gardens are proposed.
- 3.2.10 All existing vegetation on the site boundaries should be retained unless otherwise agreed.

3.2.11 The new areas of allotments on site (see section 3.9.0) must be enclosed by a combination of high quality chainlink fencing and mixed native thorn hedge species, to create a 1.8m high, attractive, but secure, green boundary with the residential development.



3.2.11 Conceptual illustration showing the allotments on the western boundary retained by a hedge

3.2.12 The minimum distance between the backs of new buildings should be 20m to maintain privacy. With 3 and 4 storey buildings this minimum distance will need to be increased proportionately.

### 3.3.0 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.



3.3.1 Russell Square, London

- 3.3.2 The external spaces within the site must be designed to minimise clutter. 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.



3.3.2 Co-ordinated street furniture

- 3.3.3 The development should be characterised by generous street tree planting, creating avenues along the main routes and creating vistas. 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. 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 for approval.



3.3.3 Good quality tree planting details  
3.5.11 Ground lighting to tree canopies

- 3.3.4 Attractive and innovative street lighting on main routes and avenues should be provided to a very high quality standard design, customised for the development, or bespoke units produced in collaboration with artists. Lanterns fixed to buildings will be encouraged to help reduce street clutter.



3.3.4 Modern, stylish street lighting

- 3.3.5 Other street furniture must similarly be of high quality and should be co-ordinated with the lighting units. Sign posts and bollards should be kept to a minimum to avoid clutter.
- 3.3.6 There must be a high degree of ground floor overlooking, which is likely to increase public safety, the perception of safety and the liveliness of streets. Integral garages must not dominate residential frontages because that is 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 garages are recessed (see 3.3.14).



3.3.6 Recessed garages and wide housefronts prevent garages from dominating the street

- 3.3.7 Garages in terraced streets can be extra wide (3.5m) to allow for car use and rear access without having to break the building line unnecessarily. This would allow for easy cycle and bin access to the street side of buildings.
- 3.3.8 Off-road car spaces and garages should be designed to minimise their impact on the street. There should be a presumption against more than one front driveway car space per house. Brick front boundary walls and walls between properties are an important design element, reducing the impact of parked cars on the street scene.
- 3.3.9 Play areas and car parking must be overlooked by surrounding buildings.
- 3.3.10 Artists, employed by the developer, should be involved in creating sculpture and/or other environmental artworks. The artist's brief will be agreed with Eastleigh Borough Council before any development work starts on site.



3.3.10 An example of environmental art

3.3.11 All the routes through the site must have the safety, ease of movement and comfort of pedestrians as a priority. All streets should be designed to make speeds above 20mph uncomfortable. Some streets, with less than 35 dwellings, should be designed as 'home zones' (see para. 3.4.8). Home zone streets should be designed to prevent vehicle speeds above 10mph. Traffic calming should be achieved through urban design techniques (chicanes, tight turning arcs, short sight lines, tightly enclosed streets) rather than physical speed restriction measures alone. Signage must be kept to a minimum level consistent with road safety.

3.3.12 There will be a presumption against private back and side boundary fences adjoining public space including communal car parking areas. High quality 1.8m high brick walls will be required where private boundaries are unavoidable. Details of these structures will need to be submitted for approval.

3.3.13 On northern elevations, a natural stone sett or cobble 'defensible space' (minimum depth 1.2m) between the base of the house wall and the public highway will be acceptable as an alternative to a front garden. In all other locations, where intense shade is not an issue, front gardens will be required for all houses (with a minimum length of 2.0m).

3.3.14 House garages need to be set back approximately 5.5m from the highway to allow for one car space in front of the garage (with front garden boundary walls and the main building used to screen the car when viewed along the street).

3.3.15 All front gardens must have 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 approval.



3.3.14 Well designed front garden boundaries, Northlands Road, Southampton (Bryant Homes)

3.3.16 Streets must be further enlivened by the generous use of balconies, sufficiently dimensioned to allow sitting out. These should be sited on all apartments, except on northern elevations. Private town houses overlooking green space should also receive balconies. Balconies must not directly overlook neighbours' private space.



3.3.15 Generous balcony provision, Romsey Road, Eastleigh

3.3.17 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, artistic interactions, streetlights, drainage and bin/bike stores on different layers of the same drawing.

### 3.4.0 Movement and Links

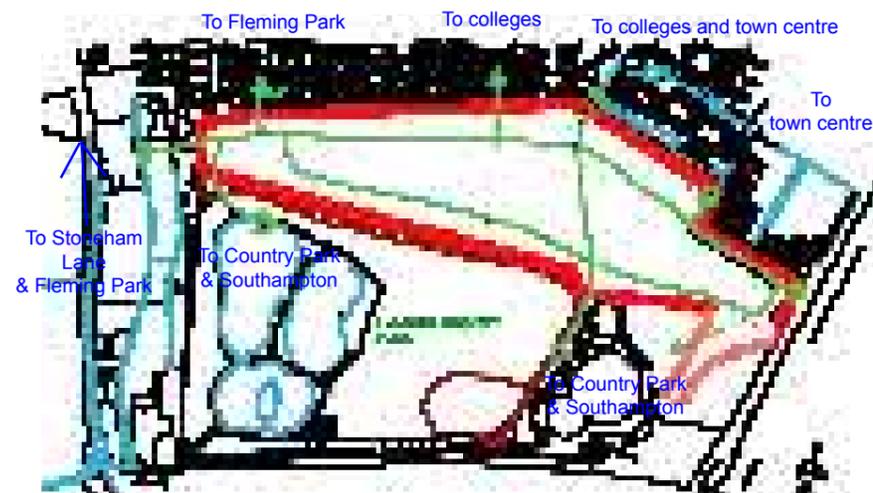
**The development must promote accessibility and local 'permeability' (ease of movement) by making places that connect with each other and are easy to move through, putting people before traffic.**

- 3.4.1 A satisfactory Transportation Assessment will be required and any mitigation measures put in place as determined at planning application stage.
- 3.4.2 Streets and public spaces should be comfortable places for people on foot, meeting each other and for children playing.



3.4.2 Typical 'Homezone' street in Holland

- 3.4.3 The site must be highly permeable, for pedestrians and cyclists, with good links across it in both North/South and East/West directions. Footpaths should be designed with the comfort of wheelchair and pram users in mind.

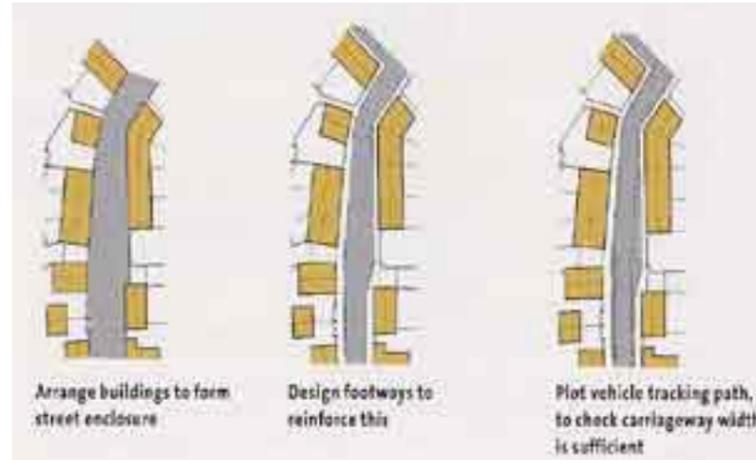


3.4.4, 3.4.11 Potential green pedestrian/cycle links through the site.

- 3.4.4 The average residential car parking standard for the site shall be no more than 1.5 spaces per unit off street, with some additional on-street spaces for visitors (see 3.4.5). There should be a combination of different designs for accommodating car parking. 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. With roughly equal numbers of

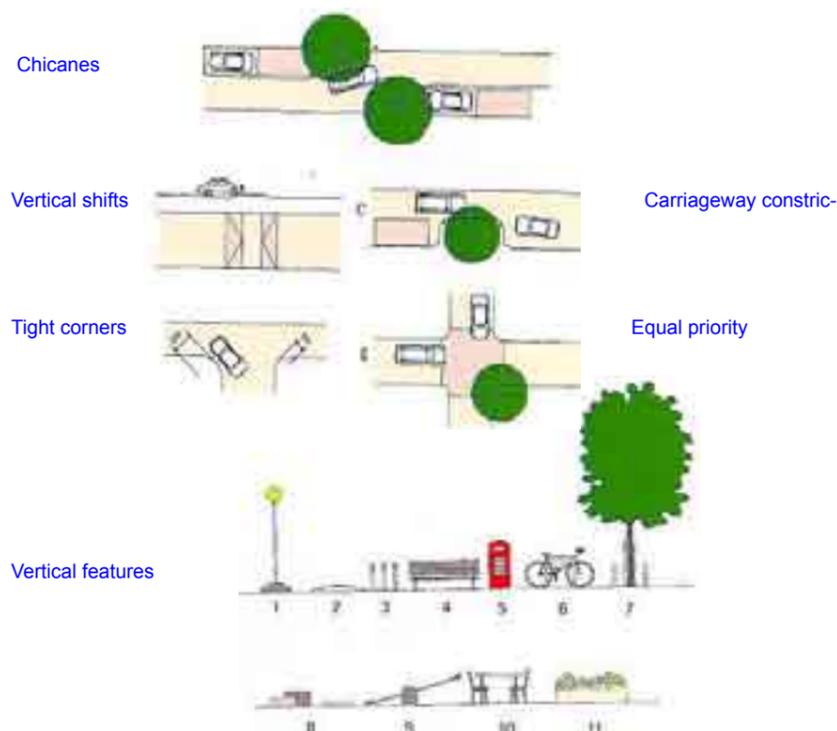
flats and houses across the site (see 3.7.7) the off-street car parking allocation could be 2 car spaces per house (including 1 in an integral garage) and 1 car space per flat (in a communal car park).

- 3.4.5 Visitor car parking should be provided on-street at the rate of 1 car space for every 5 dwellings. (This equates to 86 for the whole site, assuming a total number of dwellings of 432.)



3.4.5 The correct process for good street design

- 3.4.6 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 overgenerous highway standards, avoiding the need for turning as much as possible.



3.4.6 Various design techniques to keep vehicle speeds down

- 3.4.7 Vehicular speed should be kept low by design with short sight lines, pinch points formed by buildings, raised crossings, chicane routes, perpendicular junctions and the avoidance of long straight runs with forward visibility (no more than 30m, 12m in home zones).

- 3.4.8 Home zone streets should have a surface material contrasting with the conventional carriageway surfacing. They should also be shared surface streets, designed to give pedestrians and cyclists priority. Vehicles should be kept at near walking pace (below 10mph) and vehicle routes will be defined by the building form and landscape design elements (street furniture, artwork, street trees) and parked cars. On-street car parking is an important component of home zone streets, which should be indicated by contrasting surfacing.

- 3.4.9 On-street car parking will remain within the adopted highway and may not be sold-on by the developer.



3.4.7 Contrasting paving materials

- 3.4.10 Long lines 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. There needs to be a clear distinction between adoptable parking areas and off-street assigned parking.



3.4.8 On-street car parking broken up with substantial tree planting

3.4.11 The layout must include: pedestrian and cycle routes connecting the centre of Lakeside Country Park with the Cheriton Road access (north/south route); accesses from Monks Brook and the western end of Monks Way with this north/south route and beyond to South Street and Wide Lane (east/west route). These should be tree-lined routes running through a series of public spaces. Active frontages and landmark buildings should line these routes.

3.4.12 The vehicular accesses to the site will be from Cheriton Road, Arnold Road and South Street. The primary vehicular link to the main road network will be via South Street and Wide Lane.

3.4.13 Additional emergency access should be provided from the two existing accesses from Monks Way. These should not be open to ordinary vehicular traffic but should be made suitable for permanent pedestrian and cycle access.

3.4.14 Appropriately designed and secure cycle storage provision accommodating an average of two cycles per dwelling should be provided wherever possible. Communal cycle storage will be acceptable for flatted developments.

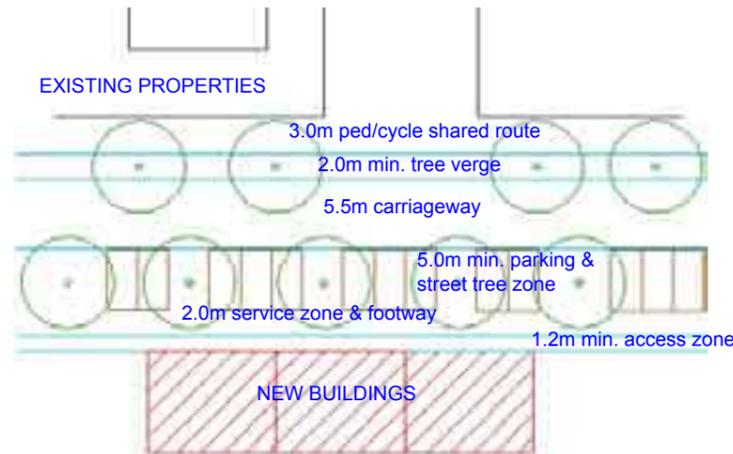


3.4.14 Communal cycle storage

3.4.15 South Street will need to be brought up to an adoptable highway standard. (See 3.1.9) This should have:

- a minimum 3.0m wide pedestrian/cycle shared route on the northern side abutting the flank end walls of existing properties
- a minimum 2.0m wide verge on the northern side of the carriageway. This should be free from underground services (except where they need to cross to serve properties or streets to the north of South street) and should accommodate generous street tree planting.
- a 5.5m wide road carriageway (allowing for the reversing of parked cars in bays perpendicular with the direction of the carriageway)

- a 5.0m wide zone accommodating car parking bays and street tree planting
- a minimum 2m wide service zone and pavement
- a minimum 1.2m wide zone between the service zone and the new building line



3.4.15 New South Street layout

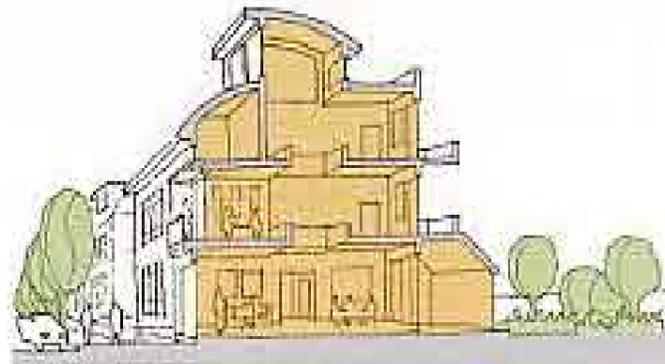
3.4.16 The existing public right of way from Monks Way to the middle of Lakeside's northern boundary, must be retained or rerouted through public areas of the development.

3.4.17 The developer will be expected to explore the possibility of increasing the level of bus services on the routes adjacent to the site (Stoneham Lane, Chestnut Avenue and Southampton Road). An access from the site to new bus stops on Stoneham Lane will be required. (See Access Plan p.6)

### 3.5.0 Legibility

**The development must create places that have a clear image and are easy to understand. Legibility should be promoted by creating recognisable routes, intersections and landmarks to help people find their way around.**

3.5.1 The development must create a clear distinction between the public street side of buildings and the private side. The main access to dwellings should be on the street side.



Public ----- Private

3.5.1 A clear distinction between public and private

3.5.2 The hierarchy of routes through the site must be made obvious, even to visitors. This can be achieved by design, (such as the use of landmark buildings and features) and choice of materials. Although a certain minimum level of permeability is essential, if blocks become too permeable, with too many choices, this creates confusion and dilutes the vitality of the main routes.



3.5.2 Southampton's clock tower - a visual reference and part of the city's image

3.5.3 Procession through the site must involve entranceways and vistas focussing on landmark buildings or features.

3.5.4 Landmark buildings may use contrasting materials to the prevailing domestic building materials used in the development and should stand out with more innovative designs.

3.5.5 Rich detail, particularly at ground level and on the skyline, will be encouraged to enhance legibility.

3.5.6 A rationale, setting out a detailed palette of materials and their application, must be agreed with the planning authority, before a detailed planning permission is granted. (See 3.11.13)

3.5.7 Home zone streets must contrast in design and materials from traditional tarmac highways, and dedicated car parking spaces should be clearly defined (see 3.4.8)

3.5.8 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.



3.5.8 A good example of a corner building

3.5.9 Works of art and lighting schemes should be designed to enhance legibility and help create identity.

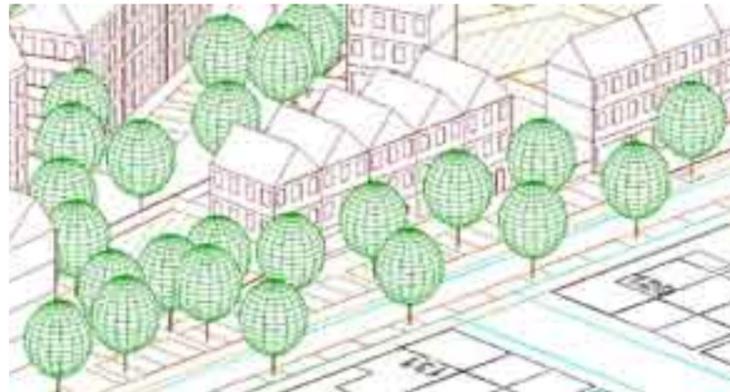
3.5.10 Some landmark features and buildings could be highlighted by light washing at night.

3.5.11 An innovative lighting scheme will be encouraged. This could include ground lighting tree canopies, wall mounted lighting and colour washing, helping to create night time distinctiveness and a hierarchy of routes. (See 3.3.4)

### 3.6.0 Adaptability

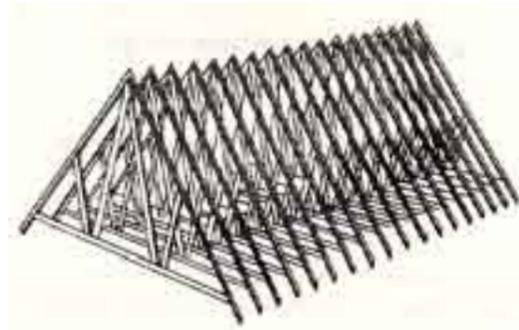
**The development should promote adaptability by its ability to respond to change in social, technological and economic conditions.**

- 3.6.1 The development must be equipped with the necessary ducting and cabling to facilitate business standard information and communications technology installation and use in all domestic and commercial property throughout the area from the outset.
- 3.6.2 Some of the residential units must be live/work units. It is expected that these will be located on the South Street frontage, allowing easy access to Wide Lane/Southampton Road and the established residential population. These will be controlled by planning condition to prevent units from being sub-let.



3.6.2 Live/work units (conceptual illustration)

- 3.6.3 Roof voids should be constructed so as not to preclude the feasibility of loft conversions by avoiding trussed designs.



3.6.3 Trussed rafters make roofspace difficult for future conversion

- 3.6.4 Apartment internal spaces should be designed to allow for easy future adaptation to different floor plan requirements.
- 3.6.5 The developer should fully investigate the feasibility of providing one central satellite receiver for the use of all new residents. Unless this is proved infeasible, there will be a presumption against allowing satellite dishes for individual households.

- 3.6.6 Underground utility services should be restricted to a 2m route under main footways (or under the shared surface in 'Homezones'). These service routes should be at least 1.2m from the building line.

### 3.7.0 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**

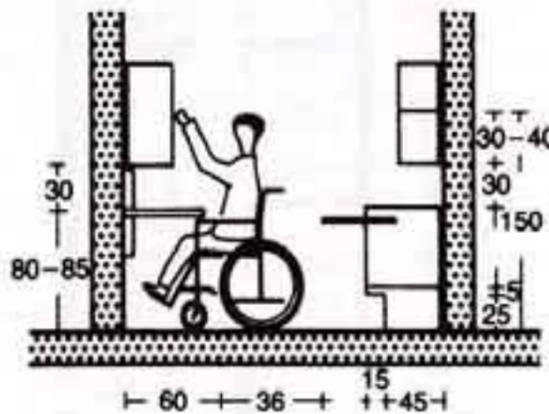
- 3.7.1 The development will be largely residential, with a small number of live/work units and commercial office workshops. Some communal facilities will also be required, including a combined heat and power plant as well as some new public open space areas and where feasible allotments.
- 3.7.2 In its Local Plan Review the Council's target is for 40% of the dwellings to be affordable. Since that target was set, Local Authority Social Housing Grant has been abolished and there is some uncertainty over level of government grant aid likely to be available. This may reduce the level of affordable housing which can be achieved to less than the target. The precise level will be established through negotiation with land owners and in the context of available subsidy. The majority of affordable housing units should be two bedroom houses and apartments with significant numbers of one and three bedroom apartments and houses respectively. Some limited numbers of four and five bedroom houses should also be included in the mix as well as some supported housing units.
- 3.7.3 The affordable housing should not be 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 rather than concentrated in larger contiguous numbers of units. These areas of affordable housing should be separated by a minimum of 8 no. privately marketed housing units.



3.7.4 Good quality affordable housing (Comsheet, London by Haworth Tompkins)

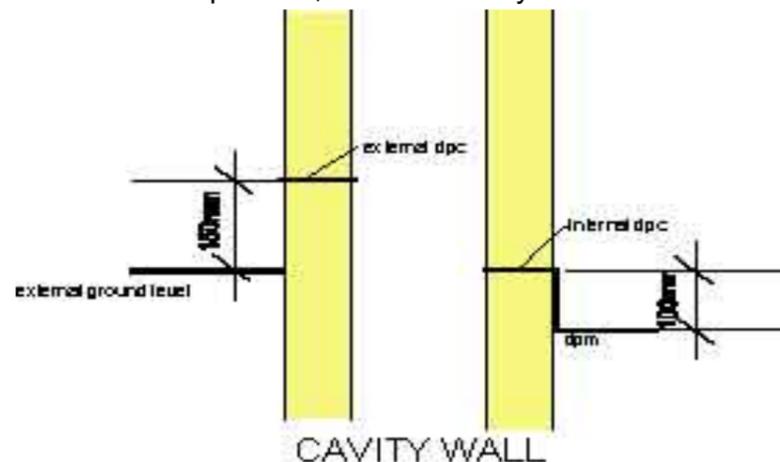
- 3.7.4 All affordable housing must meet Housing Corporation Schemework Design Standards and all residential buildings should achieve 'Secured by Design' certification wherever possible, as should the development as a whole.

- 3.7.5 A minimum of 1% of dwellings across the whole scheme must be designed for full wheelchair access, both internally and externally. These should not be concentrated within the affordable housing component. (Recent borough-wide figures show that nearly 5% of households contain at least 1 person with a physically limiting condition, with a further 1% with at least 1 wheelchair user.)



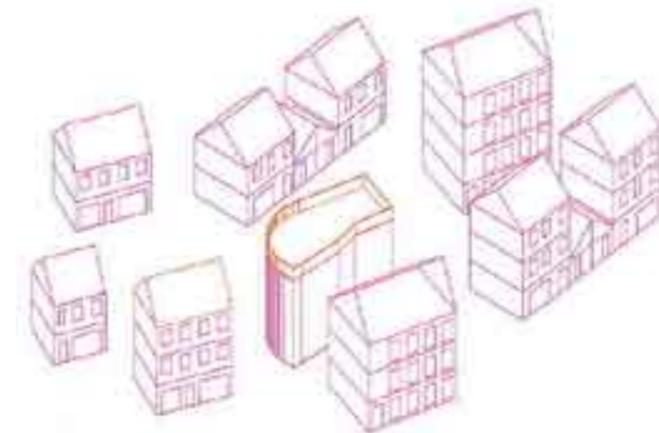
3.7.5 Kitchen dimensions designed for the wheelchair user

- 3.7.6 All housing must accommodate a minimum 1.2m x 1.2m wheelchair access zone on the thresholds of property entrances. There should not be a step higher than 25mm nor a slope steeper than 1:20 between the highway footway, or shared surface, and the building finished floor level. To achieve this, (without the need for creating visually intrusive exterior ramps) floors and floor damp proof coursing should be at exterior ground level, rather than at the more traditional wall damp proof course level (usually 150mm above ground level), which although traditional practice, is unnecessary.



3.7.6 Suggested dpc arrangement for residential buildings

- 3.7.7 Tenure, housing type and mix must be as the *Housing Mix - Supplementary Guidance*, and the affordable mix should be discussed with the Housing Needs Manager or a member of the Housing Enabling Team. There should be roughly equal numbers of flats and houses on the whole development.



3.7.7 Conceptual illustration showing a diversity of housing types and sizes

- 3.7.8 Some diversity of building styles, and a contrast in materials used, is to be encouraged. While excessive symmetry in buildings and building layout and bland repetition of building designs must be avoided, at the same time, complete randomness in design and material mixes is also unacceptable and confusing. A balance must be struck between coherence and continuity on the one hand and some idiosyncrasy and change on the other. This should be demonstrated in a design statement.
- 3.7.9 A choice of dwellings with private gardens and also dwellings with communal or no gardens should be made available.
- 3.7.10 Some live-work units must be provided. These should be highly adaptable, 'loose fit' buildings to allow for flexibility of use. These should also be well noise insulated (See 6.2).
- 3.7.11 Fully equipped play areas for children and toddlers must be provided for. The current play facility for older children should be replaced on site (See Appendix C).



3.7.11 Attractive and robust play equipment

### 3.8.0 Environmental Sustainability

**Sustainability is about achieving a balance between economic, social and environmental factors. This section concentrates on key environmental sustainability issues.**

3.8.1 The development's layout, detailed design and specifications will be assessed by The Building Research Establishment's licensed assessors against their 'Ecohomes' criteria. The development must achieve an 'excellent' rating before receiving detailed planning permission (See Appendix B).

#### Standard Assessment Procedure (SAP)

The Government's SAP involves the independent assessment of a building for its performance in terms of thermal insulation and energy usage. National ratings average only 54 and new buildings only have to achieve a rating of 84 to comply with current building regulations.

3.8.2 All residential buildings on the site should be at the top of the efficiency spectrum and must achieve a 100 SAP rating



3.8.2 One of 52 sustainable homes built by AvenQuest Homes at Avenham, Preston, with a 100 SAP rating

3.8.3 Terraced medium rise buildings are the most energy efficient building form. Flank end walls to be minimised.

3.8.4 Buildings should be designed for long life and low user cost and should demonstrate low energy design both in use and in construction.

3.8.5 The layout of the site, and the orientation and design of buildings, should demonstrate how passive solar heat gain can be utilised. Buildings should include fenestration



3.8.5 Site layout orientated to benefit from a southerly aspect and maximum direct sunlight

(such as conservatories) designed to capitalise on passive solar heat gain. Monopitch roofs which maximise solar energy capture will be encouraged, providing good urban design standards are maintained.

3.8.6 A minimum of 2% of dwellings should have some direct solar electricity (from photovoltaic cells) or solar water heating.



3.8.6 New homes on Portswood Road, Southampton (Hyde Housing Association) with direct solar power from photovoltaic cells and passive solar heating via fenestration.

3.8.7 The Council requires that the development should accommodate a District Sustainable Energy Scheme powered by a Combined Heat and Power unit and will explore the scope for partnership with other users, for example local schools and colleges. The plant should be located in the southern part of the site, away from existing housing.

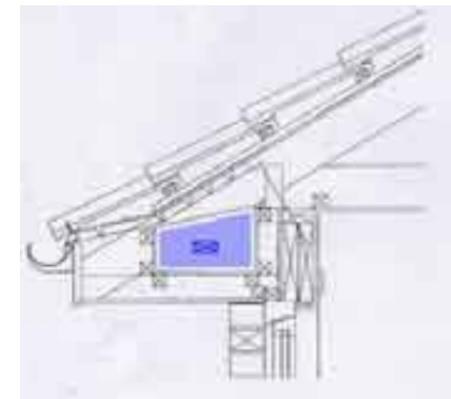


3.8.8 Silver birch, an example of native species which benefits wildlife

3.8.8 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.

3.8.9 Access for bats into the roof voids of all the flatted accommodation should be provided, for example by making slits between soffit and wall or installing bat tiles or bricks.

3.8.10 Opportunities for swifts to nest in 50% of the most suitable housing types should be provided by making small access holes into boxed soffits, especially at gable ends which face east or north.



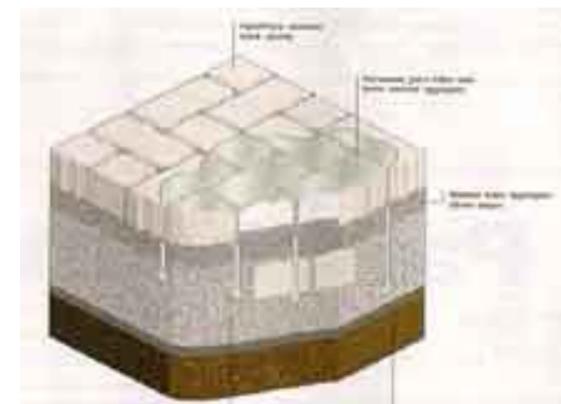
3.8.10 Access into soffit for swift

3.8.9 Residential units will be expected to achieve not more than 35m<sup>3</sup> of water consumption per bed space p.a.. This can be achieved by a number of measures; e.g. water recycling techniques and/or rainwater harvesting, low flush W.C.s, taps with flow regulators, low flow rate showers.



3.8.9 Domestic waterbutt collecting rainwater for the garden

3.8.10 The design should, where possible, drain through porous surfaces such as landscape areas or free-draining car parking, adopting the principles of 'sustainable urban drainage' as recommended by the Environment Agency, eliminating or reducing the quantity of water directed into surface water sewers, particularly during periods of peak flow.



3.8.10 One example of a porous car parking surface

3.8.11 Communal materials recycling bank should be located in a position to be agreed and to be suitably accessible for large waste collection vehicles (see 3.10.5).

3.8.12 Allotments must be provided on site (See 3.9.0).

3.8.13 All communal outside lighting off the highway, such as in rear car parking areas and in public open spaces, should be provided by solar energy units powered directly or from banks of solar energy panels (and possibly small wind turbines). These could be sited on the roofs of communal buildings. All external lighting should be designed to reduce night time light pollution to a minimum.



3.8.13 Sustainable social housing next to allotments, West Bromwich. Taking advantage of a sunny aspect with extra glazing. (Architect: Cole Thompson Associates)

### 3.9.0 Allotments

***The retention of a significant number of allotment plots on the site will help meet part of the open space requirement for this development as well as retaining an important local resource for the neighbourhood. Certain minimum standards are set out below with the help of “The Right to Adequate Basic Facilities on Allotment Sites” by the National Society of Allotment & Leisure Gardeners Ltd..***

- 3.9.1 Allotment gardens, approximately 0.66 ha in area and providing 39 No.5 rod plots, must be provided on site. At the western end the equivalent of 24 No.5 rod plots can be situated adjacent to the existing garage area. At the eastern end 15 No.5 rod plots can be located directly south of the gas pipeline easement. These allotments will be offered, in the first instance, to elderly local residents who are displaced allotment holders from either the South St. or Monks Way allotments. In the course of time, however, vacant lots will become available to new residents of this development.
- 3.9.2 A further 61 No.5 rod plots (or equivalent) will be accommodated on Eastleigh Borough Council land covering an approximate area of 0.89ha in the corner of the Lakeside Country Park. The design of the allotments on both sides of the development boundary will need to work as a single entity.
- 3.9.3 The subsoil below the allotment plots must be well draining.
- 3.9.4 All the plots should be supplied with a minimum depth of 600mm of good quality topsoil, to allow for double digging. This can be either imported topsoil from existing allotment plots on the site or from improved agricultural soil on site (or a combination of the above).
- 3.9.5 A permanent water supply, with taps for at least every fourth plot, must be provided.
- 3.9.6 A 3m wide access road, reaching all plots, should be constructed with good hardcore foundations and a scalping surface construction.
- 3.9.7 At least one toilet block must be provided in a reasonably central location. This must be fully accessible for a disabled person, well designed and secure.
- 3.9.8 One 5 rod plot should be raised and subdivided to allow for wheelchair access to all soil areas. This should be located adjacent to car parking.

- 3.9.9 A communal compost bin should be provided for each discrete area of allotments.
- 3.9.10A communal store building should be provided in a central and accessible location.
- 3.9.11 A club shop building should be provided adjacent to the communal store and toilet buildings
- 3.9.12All buildings should be of simple design and robust construction, to be approved by the planning authority.
- 3.9.13 Each plot must be provided with a purpose-designed shed. This structure must be of robust construction and to a design approved by the planning authority. Semi-detached and flexible structures, straddling two plot boundaries would allow for double plot holders to use both sheds as one unit.
- 3.9.14 Chainlink fencing, 1.8m high, with an angled top should be provided along the entire perimeter of the allotment areas. This fencing should be accompanied by a double row of mixed thorn hedge (hawthorn and blackthorn) to be grown and maintained to a height of 1.8m. This hedge should be grown in a 600mm deep, rotovated subsoil trench, 1000m wide.
- 3.9.15 Separate pedestrian gates should supplement vehicular double gates.
- 3.9.16 Sufficient space for an average of 1 car space for every 3 plots should be provided within the allotment areas. Areas of car parking and the communal building areas should be defined with native hedge planting (eg hazel).
- 3.9.17 The western allotment site should accommodate approximately 5 new car parking spaces. The eastern allotment site should accommodate 12 new parking

### 3.10.0 Environmental Health

- 3.10.1 A scoping report will need to establish precisely what environmental studies are required. The likely requirement will be for a noise study, an air quality study and a contaminated land study.
- 3.10.2 The Council will require acoustic design standards for houses, etc. to comply with the policy 32.ES and the associated table in the Eastleigh Borough Local Plan Review (2001-2011) Second Deposit (May 2003).

Good design principles are expected to be followed in order to reduce noise exposure to prospective occupiers as far as reasonably practicable. In this respect, it is expected that the planning and design guidance contained in BS8233:1999 will be followed.

Any schemes of remediation identified as a result of these studies will need to be agreed and implemented.

Particular attention should be given to noise attenuation and transfer within flats and terraced blocks in order to minimise it. When designing a scheme of noise protection measures, a precautionary approach must be taken with respect to the proposals for the Chickenhall Lane Link Road

- 3.10.3 Management and control of noise, vibration and dust from the development. The developer will have to submit an adequate scheme to be agreed with this authority which will protect existing residential properties from noise, vibration and dust arising on the development area. The scheme shall identify the persons responsible for co-ordinating and implementing these controls for the developer, specify how the developer will keep the public apprised of activities on site, how complaints will be dealt with from the public or interested parties and records kept of meetings, complaints, responses and actions. The scheme shall be fully implemented as agreed and shall apply to all developments, contractors and sub-contractors, etc.
- 3.10.4 Before development commences management arrangements will have been agreed with the Council's Head of Environmental Health to ensure that complaints or problems arising during construction works can be readily and effectively responded to and dealt with.
- 3.10.5 Appropriate measures should be included for the collection and storage of waste and recyclable materials. The convenient storage and screening from public view of 2 no. wheeled bins per private dwelling must be provided. This should be designed as part of the building or front boundary detail unless convenient rear access can be demonstrated. Communal bin storage must also be well considered and designed to integrate well with the rest of the development. Apartments should be provided with covered storage to accommodate both refuse and recycling bins. Six dwellings will require storage space

measuring 2m by 4m.

- 3.10.6 During the construction phase a new temporary access will need to be created direct from Southampton Road/Wide Lane with all construction vehicles using only that access.

### 3.11.0 Public Open Space and Landscape

3.11.1 Significant areas of public open space must be provided as part of the development. This should link visually and physically with the adjacent Lakeside Country Park and should consist of uninterrupted areas of at least 0.5 ha to make them viable and manageable.



3.11.1 New areas of open space linking with the Country Park

3.11.2 The local plan requirement for public open space is calculated using the following formula: 28 sq m per dwelling bedroom.



3.11.3 Poorly designed area of soft landscape

3.11.3 Small left over spaces outside private curtilages given to soft landscape will not be acceptable.

3.11.4 All public spaces must be well defined, be overlooked and must have a very clear function.

3.11.5 Detailed plans must identify all land:

- a. to be adopted highway
- b. to be adopted as Public Open Space
- c. to be sold to private owners

3.11.6 A large public open space, which could constitute a contiguous extension of the adjacent country park, should extend from near the centre of the southern-boundary with the country park north to the

access off Cheriton Road. It would be suitable as an informal kickabout area. It would accommodate the proposed north south pedestrian and cycle route from the country park to Cheriton Road. This space should have a minimum size of 1.3ha and should accommodate the older children's play area (see 3.7.11).

3.11.7 A second significant green area of public open space is likely to be required in the western part of the site. This should be more than 0.5 ha in size and should accommodate the young children's play area (see Appendix C) within sight of the Lakeside railway terminus. This area may also, in part, form an 'urban green' surrounded by housing.

3.11.8 The two main areas of open space should be linked by a linear strip of open space defined by the Lakeside Country Park boundary to the south and the gas pipeline easement zone to the north.

3.11.9 All Public Open Space should receive a high standard of maintenance to a specification provided by the local authority - the cost of which is to be borne by the developer.



3.11.8 Well maintained landscape, Central Park, Southampton

3.11.10 Structure planting, throughout the site, must follow a well thought out landscape design philosophy to be approved by the Planning Authority as part of the detailed planning application.



3.11.9 A good example of a street tree avenue at Cranbury Road, Eastleigh

3.11.11 Street tree planting must help define spaces and routes.

3.11.12 In all car parking areas a minimum tree-planting ratio of 1 tree per 5 car spaces will be expected (See 3.4.8).

3.11.13 High quality hard surfacing and street furniture will be required in both the new local park, play areas and in



3.11.13 A simple palette of good quality materials

3.11.14 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.

3.11.15 A management plan for the maintenance and long term management of all the soft and hard landscape within the public realm must be provided.

3.11.16 Special provision will need to be made to restrict new tree root growth on the north side of South Street (to safeguard existing adjacent properties). A comprehensive root barrier system will need to be approved by the Borough Arboriculturalist and implemented by the developer prior to the planting of trees in this location.

### 3.12.0 Security

3.12.1 The design should demonstrate crime reduction compliance (see Appendix A). This should include good passive surveillance and clear separation of public and private domains (see 3.2.3, 3.3.9).

## **4.0 DEVELOPERS' CONTRIBUTIONS**

### **4.1 Highway Contributions**

Contributions will be required and works will be agreed through negotiation with the Highway Agency and the Highway Authority. These will include works to the South Street/Wide Lane junction and other works to Wide Lane (e.g. turning lane) to accommodate the additional traffic flows.

### **4.2 Chickenhall Lane Link Road**

The Council and Hilliers will be required to make available land required for the proposed Chickenhall Lane Link Road.

### **4.3 Allotments**

Contributions will be required for the provision of replacement allotments in the Eastleigh area.

### **4.4 Education**

Contributions will be required for the provision of new school accommodation by the HCC Education Authority.

### **4.5 Foul Sewer Infrastructure**

Contributions will be required for the provision of improved foul sewer infrastructure by Southern Water.

### **4.6 Play Provision**

Contributions will be required for the provision of new, fully equipped play areas ([see 3.11 and Appendix C](#)).

### **4.7 Economic & Social Contributions**

Contributions will be required for the provision of improved social and recreational facilities in the vicinity.

### **4.8 Open Space**

Contributions will be required for the provision of off-site open space improvements in the event of an under provision of new open space on site. The formula for calculating the open space requirement is 28sq m per bedroom.

### **4.9 Public Art**

Contributions will be required for the provision of on-site public art .

## **5.0 COUNCIL FUNDED PROJECTS**

The Council intends that this development will be the centrepiece of an extensive scheme of regeneration in southern Eastleigh. This will include:

- Extension of Lakeside Country Park and improvements to existing facilities in the park.
- Major improvements to cycle/pedestrian green routes, particularly between the town centre, Lakeside and beyond to Parkway train station and Southampton.
- Environmental improvements and traffic calming in the residential area between the site and Chestnut Avenue.
- Partnership project with Southampton University to provide a "Centre of Sporting Excellence" and new public access for up to 20 sports pitches and a new pavilion.

## **6.0 THE MASTERPLAN**

The Masterplan provides a two dimensional layout for the development which is an interpretation of the principles of Development. The detailed layout of any development, will interpret this masterplan and the text of the development brief to the satisfaction of the Planning Authority ([see Appendix F](#)).

- The Masterplan was created by simplifying a previous, more detailed design layout. This detailed plan showed individual houses and apartments, as well as the correct amount of car parking, street space and street trees etc. This detailed layout provides assurance that a development with approximately 430 dwellings is appropriate to this site.
- Any deviations from the Masterplan will require convincing arguments for change and will need to be agreed with the Planning Authority. It is likely that developers will seek to negotiate changes to accommodate some aspects of their detailed design of the development

## APPENDIX A: CRIME REDUCTION

Section 17 of the Crime and Disorder Act 1998 effectively requires all local authorities to do all that they reasonably can to prevent crime and disorder in their areas.

In February 1994 the DoE published Circular 5/94, 'Planning Out Crime'. This circular gives advice to local authorities about planning considerations relating to crime prevention and states that crime prevention is capable of being a material consideration in determining planning applications. It also states that local plans should establish principles for the design, layout and landscaping of new residential and commercial development. Consideration should be given by developers to incorporating measures to reduce crime through designing an appropriate layout and including desirable security measures.

36BE All development must be designed to reduce the potential for criminal activity and antisocial behaviour by:

- maximising natural surveillance of public spaces and car parks from nearby buildings and highways;

- assuring that all access points are overlooked;

- providing adequate lighting at meeting places, footpaths and car parks;

- ensuring footpaths and cycleways are of an appropriate width, well lit and do not contain blind or unnecessary bends or hidden recesses; and

- making good use of materials, planting, walls or fences to delineate public and private areas. Planting should not provide hiding places or obstruct lighting.

All new housing and mixed use developments should take into account the principles of Secured By Design to create defensible space and ensure natural surveillance. Defensible space includes:

- Private - under the total control of the occupant and not visually or physically accessible to the public, eg. a rear garden

- Semi-Private - under the control of the occupant but visually or physically accessible to the public, eg. the front garden of a house

In particular the following criteria should be complied with:

- private and semi-private areas should be clearly defined by secure boundaries eg. hedges/walls;

- dwellings should be sited so as to give an adequate view of neighbouring houses and surrounding public areas whilst maintaining reasonable privacy;

- wherever possible rear gardens should not abut public footpaths or open spaces;

- rubbish bin storage points should be within the private residential curtilage;

- flat roofs on porches, extensions and garages should be avoided where they can be used to gain access to upper floors;

- car parking should be well lit with good natural surveillance

- children's play areas should be fenced and gated and within sight of adjoining residential properties;

All new commercial development should be designed in accordance with the principles of "Secured by Design Commercial". In particular, the following criteria should be complied with:

- public and private areas should be clearly defined by securing aesthetically pleasing boundaries or by the use of materials or landscaping;

- public access points should be past reception desks or security officers or confined to public areas;

- the number of entry and exit points for buildings should be limited;

- vehicle parks should be well lit, clearly marked out with good natural surveillance and sited close to the main premises with good pedestrian links between;

- buildings should be designed without deep recesses to hide intruders and features such as stepped walls or external pipework that could be used to gain illegal access should be avoided;

- if shutters are to be provided they should be designed with an open grill to secure good views inside the premises;

## APPENDIX B: BRE HOMES CHECKLIST



EcoHomes is the homes version of BREEAM. It provides an authoritative rating for new, converted or renovated homes, and covers both houses and apartments.



EcoHomes balances environmental performance with the need for a high quality of life and a safe and healthy internal environment. The issues assessed are grouped into seven categories: energy; water; pollution; materials; transport; ecology and land use; health and well-being. Many of the issues are optional, ensuring EcoHomes is flexible enough to be tailored to a particular development or market.

For a PDF information sheet about EcoHomes click [here](#). In addition, two guides are available from the [BRE Bookshop](#):

- *EcoHomes: the environmental rating for homes* (£25): describes the issues covered within EcoHomes and the background to the method.
- *The Green Guide to Housing Specification* (£35): provides guidance to designers and specifiers on the environmental impacts of the main fabric elements commonly used in housing.

EcoHomes covers houses as well as apartment buildings and can be applied to both new and renovated homes.

**Other types of accommodation**, such as sheltered homes or student flats, can be assessed using a bespoke version of BREEAM.

### Getting an assessment

EcoHomes assessments are carried out by independent assessors who are trained and licensed by BRE. The assessment is based on a series of sheets to be completed by the developer/designer. These can be downloaded as PDF files:

[EcoHomes 2003 Guidance](#)

[EcoHomes 2003 Developer Sheets](#)

To find out about an assessment, either contact the [BREEAM Office](#) or one of the [licensed assessor organisations](#)

### Cost of an assessment

The cost of assessment will depend upon the level of advice and assistance required from the assessor, and the complexity of the scheme. For example, each different house type on a development requires a degree of separate assessment.

For the first few EcoHomes sites a developer builds, BRE advises the maximum involvement of an assessor from the earliest design stage. The assessor's advice helps ensure that simple, cost-effective measures are adopted at the outset, and that the highest possible rating can therefore be achieved for minimum capital cost.

### Leading best practice

EcoHomes is revised annually to ensure that it remains representative of current best practice and takes account of technical and legislative changes.

### Pre-assessment checklist

To help you approximate the likely rating to be achieved under EcoHomes, and to see the level of information required by an assessor, a pre-assessment checklist is available. Click [here](#) to download as a PDF file.

NOTE: Use with caution. BREEAM assessors require documentary evidence to support the awarding of credits in the scheme. For this reason, non-assessors are likely to overestimate their buildings' performance due to a lack of knowledge about the measurement conventions and the simplification of the weighting sys-

## Rating Prediction Checklist

*This pre-assessment prediction checklist allows a quick evaluation of the likely rating to be achieved under a formal EcoHomes assessment.*

NOTE: This checklist is a simplified version of the full method and for this reason the final EcoHomes rating may vary from that obtained by using it. Advice should be sought from a Registered Assessor at an early stage in a project to ensure that the predicted rating will be obtained. BRE can provide a list of currently Registered Assessors.

**BRE** © Copyright BRE 2003. The EcoHomes name and logo are registered trade marks of Building Research Establishment Ltd. Permission is given for this checklist to be copied without infringement of copyright for use only on projects where an EcoHomes assessment is carried out. Whilst every care is taken in preparing this checklist, BRE cannot accept responsibility for any inaccuracies or for consequential loss incurred as a result of such inaccuracies arising through the use of the checklist.

Issue		Pre-weighted points	Dwelling Pre-weighted points achieved	Location
<b>Energy</b>				
<b>Ene1</b>	<b>CO<sub>2</sub> emission</b> Credits are awarded to achieve CO <sub>2</sub> emissions as follows: <ul style="list-style-type: none"> <li>• Less than or equal to 60 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 50 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 45 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 35 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 30 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 27 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 25 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 20 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 10 kg/m<sup>2</sup>/yr</li> <li>• Less than or equal to 0 kg/m<sup>2</sup>/yr</li> </ul>	2 4 6 8 10 12 14 16 18 20		
<b>Ene2</b>	<b>Building envelope performance</b> Improving the performance of the building envelope compared with the relevant building regulations:  If the development is built according to part L of the 1995 Building Regulations: <ul style="list-style-type: none"> <li>• 10% improvement over 1995 part L</li> <li>• 15% improvement over 1995 part L</li> <li>• 20% improvement over 1995 part L</li> <li>• 25% improvement over 1995 part L</li> <li>• 30% improvement over 1995 part L</li> </ul> OR If the development is built according to part L of the 2002 Building Regulations: <ul style="list-style-type: none"> <li>• 3 % improvement over 2002 part L</li> <li>• 6 % improvement over 2002 part L</li> <li>• 9 % improvement over 2002 part L</li> <li>• 12% improvement over 2002 part L</li> <li>• 15% improvement over 2002 part L</li> </ul>	2 4 6 8 10  2 4 6 8 10		max 10
<b>Ene3</b>	<b>Drying space</b> Provision of drying space	2		max 2

<b>Ene4</b>	<b>Eco Labelled white goods</b> Provision of eco labelled white goods with the following energy ratings: <ul style="list-style-type: none"> <li>All fridges, freezers, fridge-freezers with an A rating</li> <li>All washing machines, and dishwashers where supplied, with an A rating and washer dryers and dryers with a rating of C or higher</li> </ul> OR <ul style="list-style-type: none"> <li>No white goods provided but info on Eco labelling</li> </ul>	2 2  2	<input type="checkbox"/>   max 4	
<b>Ene5</b>	<b>External Lighting</b> Provision of external lighting systems which are low energy: <ul style="list-style-type: none"> <li>All out building lighting and feature external lighting to accommodate CFLs or fluorescent strips only</li> <li>For security/intruder lighting <ul style="list-style-type: none"> <li>All security/ safety lighting to accommodate CFLs or fluorescent strips only and be fitted with dawn to dusk sensors or timers and</li> <li>all intruder lighting to be 150 watts maximum and be fitted with PIR and day light sensor</li> </ul> </li> </ul>	2  2	<input type="checkbox"/>   max 4	
<b>Total Number of Energy Credits Achieved</b>			<input type="checkbox"/> max 40	
<b>Transport</b>				
<b>Tra1</b>	<b>Public Transport</b> Developing a site with good access to public transport <ul style="list-style-type: none"> <li>80% of the development within 500m of a well served public transport node</li> <li>80% of the development within 1000m of a well served public transport node</li> </ul>	4  2	<input type="checkbox"/>  max 4	
<b>Tra2</b>	<b>Cycle storage</b> Provision of cycle storage for: <ul style="list-style-type: none"> <li>50% of dwellings</li> <li>95 % of dwellings</li> </ul>	2 2	<input type="checkbox"/> max 4	

<b>Tra3</b>	<b>Local Amenities</b> Proximity to local amenities: <ul style="list-style-type: none"> <li>Within 500m of a food shop and post box;</li> <li>Within 1000m of 5 of the following: post office, bank, chemist, school, medical centre, leisure centre, community centre, public house, children's play area</li> <li>Safe pedestrian routes to the local amenities</li> </ul>	2 2  2	<input type="checkbox"/>   max 6	
<b>Tra4</b>	<b>Home office</b> Provision of space, and services, for a home office	2	<input type="checkbox"/> max 2	
<b>Total Number of Transport Credits Achieved</b>			<input type="checkbox"/> max 16	
<b>Pollution</b>				
<b>Pol1</b>	<b>HCFC emissions</b> Ensuring that no ozone depleting substances are used in the construction of the building, specifically: <ul style="list-style-type: none"> <li>Roof (inc. loft hatch), Wall – internal and external (inc. doors and window lintels) and Floor (inc. foundations)</li> <li>Hot water cylinder</li> </ul>	4  4	<input type="checkbox"/>  max 8	
<b>Pol2</b>	<b>NOx emissions</b> The specification of boilers with low NO <sub>x</sub> emitting burners: <ul style="list-style-type: none"> <li>Less than or equal to 150 NO<sub>x</sub> mg/kWh</li> <li>Less than or equal to 100 NO<sub>x</sub> mg/kWh</li> <li>Less than or equal to 70 NO<sub>x</sub> mg/kWh</li> </ul>	4 8 12	<input type="checkbox"/>  max 12	
<b>Pol3</b>	<b>Reduction of surface runoff</b> Reducing peak surface runoff rates to either natural or municipal systems by 50% for: <ul style="list-style-type: none"> <li>Hard surface runoff</li> <li>Roof runoff</li> </ul>	4 4	<input type="checkbox"/> max 8	

Total Number of Pollution Credits Achieved		<input type="text"/>		max 28
<b>Materials</b>				
<b>Mat1</b>	<b>Timber: Basic building elements</b>			
	30% FSC (or recycled/ reused) OR 50% PEFC certified AND remaining timber temperate	2	<input type="text"/>	max 6
	60% FSC (or recycled/ reused) OR 80% PEFC certified AND remaining timber temperate	4	<input type="text"/>	
	75% FSC (or recycled/ reused) OR 95% PEFC certified AND remaining timber temperate	6	<input type="text"/>	
<b>Mat2</b>	<b>Timber: Finishing elements</b>			
	30% FSC (or recycled/ reused) OR 50% PEFC certified AND remaining timber temperate	1	<input type="text"/>	max 3
	60% FSC (or recycled/ reused) OR 80% PEFC certified AND remaining timber temperate	2	<input type="text"/>	
	75% FSC (or recycled/ reused) OR 95% PEFC certified AND remaining timber temperate	3	<input type="text"/>	
<b>Mat3</b>	<b>Recyclable Materials</b>			
	Storage of recyclable waste:		<input type="text"/>	max 6
	• Provision of internal and external storage:	6	<input type="text"/>	
	• Provision of internal storage only	2	<input type="text"/>	
	• Provision of external storage only	2	<input type="text"/>	
<b>Mat4</b>	<b>Environmental Impact of Materials</b>			
	The following elements obtaining an A rating from the Green Guide for Housing:		<input type="text"/>	max 16
	• Roof	3	<input type="text"/>	
	• External walls	3	<input type="text"/>	
	• Internal walls	3	<input type="text"/>	
	• Floors	3	<input type="text"/>	
	• Windows	2	<input type="text"/>	
	• Hard landscaping	1	<input type="text"/>	
	• Fencing	1	<input type="text"/>	
Total Number of Materials Credits Achieved		<input type="text"/>		max 31

<b>Water</b>				
<b>Wat1</b>	<b>Internal water use</b>			
	• Less than 50 m <sup>3</sup> per bedspace per year	3	<input type="text"/>	max 15
	• Less than 45 m <sup>3</sup> per bedspace per year	6		
	• Less than 40 m <sup>3</sup> per bedspace per year	9		
	• Less than 35 m <sup>3</sup> per bedspace per year	12		
	• Less than 30 m <sup>3</sup> per bedspace per year	15		
<b>Wat2</b>	<b>External water use</b>			
	Rain water collection system for watering gardens and landscaped areas	3	<input type="text"/>	max 3
Total Number of Water Credits Achieved		<input type="text"/>		max 18
<b>Land Use and Ecology</b>				
<b>Eco1</b>	<b>Ecological value of site</b>			
	• Building on land which is of low ecological value	3	<input type="text"/>	max 3
<b>Eco2</b>	<b>Ecological enhancement</b>			
	• Enhancing the ecological value of the site through consultation with an accredited expert	3	<input type="text"/>	max 3
<b>Eco3</b>	<b>Protection of ecological features</b>			
	• Ensuring the protection of any existing ecological features on the site	3	<input type="text"/>	max 3
<b>Eco4</b>	<b>Change of ecological value of site</b>			
	• A change of between -9 and -3 species	3	<input type="text"/>	max 12
	• A change of between -3 and +3 species	6		
	• A change between +3 and +9 species	9		
	• A change of greater than +9 species	12		

<b>Eco5</b>	<b>Building footprint</b> Making effective use of the building foot-print; • 60% achieving the requirement • 80% achieving the requirement	3 6	<input type="checkbox"/> max 6
Total Number of Land Use and Ecology Credits Achieved			<input type="checkbox"/> max 27
<b>Health and Well Being</b>			
<b>Hea1</b>	<b>Daylighting</b> Provision of adequate daylighting, according to BS 8206:pt2 in: • In the kitchen • In living rooms, dining rooms and studies • View of sky in all above rooms	4 4 4	<input type="checkbox"/> max 12
<b>Hea2</b>	<b>Sound Insulation</b> Pre-completion testing to comply or improve on performance standards in Approved Document E (2003 Edition). • 2 tests* meeting part E requirements • 3 tests* meeting part E requirements • 3 tests* airborne 3dB higher and impact 3dB lower than part E requirements • 3 tests* airborne 5dB higher and impact 5dB lower than part E requirements * for every ten dwellings in a group or subgroup.	4 8 12 16	<input type="checkbox"/> max 16
<b>Hea3</b>	<b>Private space</b> Provision of private or semi private space	4	<input type="checkbox"/> max 4
Total Number of Health and Well Being Credits Achieved			<input type="checkbox"/> max 32
<b>Total</b>			<input type="checkbox"/> max 192

**Using the checklist**

Complete the checklist by going through the points and marking those which have been achieved. The final EcoHomes score is awarded on the basis of the percentage of points achieved as described below – there are a total of 192 points available.

To compare the answer with the scores within the table below, use the following formula:

$$(\text{Number of points achieved}/192) \times 100$$

	Rating	Score
	Pass	36
	Good	48
	Very Good	60
	Excellent	70

Note that this sheet only provides a rough estimate of how a development will score and must not be compared to the credits that an assessor will give the development. It will however give you a first indication of your final score.

For further information about EcoHomes including a contact list of licensed assessors please contact:

The BREEAM Office  
BRE  
Garston  
Watford  
WD25 9XX

Tel: 01923 664462  
Fax: 01923 664103  
e-mail: [ecohomes@bre.co.uk](mailto:ecohomes@bre.co.uk)  
web site: [www.bre.co.uk/ecohomes](http://www.bre.co.uk/ecohomes)

## **APPENDIX C: YOUNG CHILDREN'S PLAY AREA SPECIFICATION**

- 1) To be suitable for children up to 8 years of age.
- 2) To include 2 seats with back rests for parents/guardians (NB to match street furniture used elsewhere on site)
- 3) To include 2 'letterbox' type litter bins (NB to match street furniture used elsewhere on site)
- 4) No huts / dens / enclosed areas
- 5) Equipment should include : Multiplay unit; One bay - 2 cradle swings; One bay - 2 flat swings; spring/rocking items; rotating equipment (roundabout); slide etc.. Equipment should be brightly coloured and designed for children to build on their developing body skills, interaction and imagination.
- 6) All equipment shall have coloured wet pour rubber crumb (EPDM) impact absorbing surfacing to complement the equipment and depth as determined by the critical fall height of the equipment.
- 7) The whole play area will be fenced with steel railing type dog proof fencing.
- 8) There should be 2 'easygate' self closing gates painted red.
- 9) An area of grass within the play area for informal play - ie running around etc..
- 10) Turf shall be laid between the impact absorbing surface zones.
- 11) Hard surfaced footpaths should lead to and from the play area from recognised footpaths.
- 12) Careful consideration shall be given to compliance with the DDA ( Disability Discrimination Act )

ALL EQUIPMENT, SAFETY SURFACING AND WORKS SHALL BE MANUFACTURED, INSTALLED AND CONFORM TO THE RELEVANT BRITISH STANDARDS, SUCH AS BSEN 1176 AND 1177

The play area shall meet or exceed the LEAP standard for play as given in the NPFA Six Acre Standard. It shall also be near enough to residential properties to give informal supervision but not close as to cause a nuisance. Prior to hand over to the Council an independent inspection shall be carried out by an inspector on the Register of play inspectors, RoSPA, or the NPFA. Manufacturers and contractors warranties/guarantees/test certificates will be required on all items of equipment, fencing, street furniture, Impact absorbing surfacing and labour. Prior to construction method statements and risk assessments will be required. The site to be protected during construction at all times using 'Herras' type fencing.

# Development Impact on the Strategic Gap and the Local Landscape

## Impact on the Southampton/Eastleigh Strategic Gap

### Introduction

1. This document has been prepared by the Planning Policy and Design Unit on behalf of Eastleigh Borough Council as information in support of an outline planning application for housing, on land partly owned by the Council between Monks Way and Lakeside Country Park, Eastleigh. The document examines the impact of the proposed development on the Southampton/Eastleigh Strategic Gap and the local landscape and identifies appropriate mitigation measures to deal with possible negative impacts and integrate the development with its surroundings.

### Background

2. The South Central Eastleigh site now proposed for housing was shown outside the urban edge, in countryside within the Southampton/Eastleigh Strategic Gap in the adopted Local Plan.
3. 'Strategic Gaps' have been identified at a County level by Hampshire County Council to protect land which has particular importance in keeping urban settlements separate. The County Council is responsible for identifying the general location and purpose of Strategic gaps and the detailed boundaries are defined in Local Plans. The background is set out in paragraphs 92-99 of the Hampshire County Structure Plan 1996-2011 (Review), as set out in appendix A.
4. A detailed appraisal of the Southampton /Eastleigh Strategic Gap was carried out by Chris Blandford Associates in 1990, and this formed the basis of the proposal as identified in the adopted Local Plan, in which the boundary followed the urban edge to the south of Eastleigh as shown in Fig 1. The boundaries of the urban edge and the Strategic Gap were drawn to follow recognisable physical features on the ground as far as possible, and the edge of the gap therefore coincided with the edge of existing housing development.
5. As the area of land now proposed for housing was not required for this purpose at the time, it would have been inappropriate to have drawn the edge of the Strategic Gap to exclude the site now proposed for development.
6. If the site had been shown outside the Strategic Gap and within the urban edge at that time the land would have been identified as a potential housing site by the development industry, and have been vulnerable to premature development pressures.
7. In the context of the adopted Local Plan Map there was therefore no justification for drawing the edge of the strategic gap adjoining the southern edge of Eastleigh on any other alignment than the one shown.

8. The County Council's advice on the designation and purpose of strategic gaps suggests that the gap should be defined '*after provision has been made for the development requirements established in other policies in the (local) Plan; and including no more land than is required to effect the physical and /or visual separation of the settlements adjoining the gap....*'
  9. Clearly the development (housing) requirements of the Deposit Local Plan have changed, and the South Central site has now been identified as being needed to fulfil the Borough's needs.
  10. With regard to the need to include no more land than is required to achieve separation of the settlements it seems appropriate to consider the impact of the proposed change on;
    - The perception of leaving one settlement before entering the other
    - The undeveloped character of the gap
    - Any intervisibility between settlements
    - The setting of the settlement (in this case Eastleigh)
  11. The urban edges of Southampton and Eastleigh, are physically separated by the (partially elevated) M27 corridor. Travelling north or south on Southampton Rd /Wide Lane between the two settlements there is a clear and substantial break of 1.9 Km, on the western side of the road, dominated by open sports fields and shelter belts.
  12. On the eastern side of the road, views are dominated by the large Ford factory buildings to the south, and the airport complex to the north, which visually squeezes the gap at the northern end of the airport buildings.
  13. Intervisibility across the gap is limited to glimpses of the Ford factory from viewpoints north of the M27, (Fig1, view1) and glimpses of houses on the urban edge of Eastleigh from elevated sections of the M27 during the winter months through tree belts (Fig1, view2).
  14. The strategic gap presently provides a weak setting for the southern edge of Eastleigh, with rear gardens backing onto allotments and unused grassland. Views of the existing urban edge may be had from the vantage points identified in Fig1.
- ### Impact of Housing Proposals on the Strategic Gap
15. The proposed housing development will effectively bring the visible urban edge forward to the line shown in Fig 1. From the Wide Lane/ Southampton corridor oblique views of the urban edge will become better defined and the buildings will be marginally closer to the observer than at present. The impact on the perception of leaving one settlement before entering another will however be minimal given the distance between the settlements and the angle of view involved.
  16. With regard to the impact of proposals on the undeveloped character of the remaining Strategic Gap, the development may be more visible at close quarters from public space within the amended gap (from the park). The opportunity exists however, to ensure that the contrast between the urban edge and the countryside is more clearly defined than at present, improving the appearance and definition of the existing urban fringe.

17. The effect of the proposed development on intervisibility between the settlements is likely to be minimal- the only viewpoints which could be of any relevance would be from elevated sections of the M27. As already indicated, the urban edge of Eastleigh may be just glimpsed through deciduous tree belts during Winter months. The proposed development is likely to make no discernable difference to this situation, providing that the majority of new buildings do not break the skyline from this vantage point.
18. As viewed from the existing urban edge, looking south, the impact of the proposals will clearly be significant on a local level, but the development proposals offer an opportunity to redefine the urban edge and the setting of the new housing, using an urban design approach which responds to the Lakeside Country Park, forming new links with the town. The revised urban edge will use new allotments and the edge of the park as a logical and defensible limit to the urban edge and the Strategic Gap.

### **Other Proposals**

19. Part owners of the proposed housing development site have the benefit of extant outline planning permission for a retail plant nursery including a building of approx 3000 M2 in the location shown in Fig 2. If constructed, in the location shown the nursery and its buildings might actually be more intrusive in the gap as viewed from the Wide Lane/Southampton Rd corridor than the proposed housing.
20. The Council also gave outline permission for a new link road to connect Wide Lane with Chickenhall Lane and provide access to a proposed new business park at the northern end of the airport in 1992, see fig 2. The principle of these proposals is also supported in the Adopted and Deposit Local Plans, although their implementation is postponed pending the outcome of a judicial review. If and when the proposed Chickenhall Link Rd is built it will clearly have a significant urbanising impact on the gap, the main carriageway proposed being at least 6 M above the existing road to enable a flyover to be constructed over the adjoining railway track.

### **Conclusion**

21. On a non-strategic level the housing development will clearly have a local impact on the adjoining undeveloped land. As far as the wider implications are concerned it appears that the development proposals for housing at the South Central Site will have a minimal impact on the perceived separation of settlements, and could improve the urban fringe relationship of the undeveloped Gap with the adjoining edge of development, securing a long term logical and defensible new urban edge for the southern Eastleigh.
22. The proposed housing development is likely to have a less significant impact on the Strategic Gap than the approved proposals for a retail plant nursery and the proposed Chickenhall Link Road.

## **The Impact of Development on the Landscape**

### **Existing Character and Land Use**

23. The 'Landscape Assessment of Eastleigh Borough' carried out by Chris Blandford Associates for the Borough Council and published in 1997 described the generic 'landscape types' into which the borough can be divided, within the context of a County wide survey which had been carried out by the County Council in 1993.

24. The assessment also identified landscape character areas which may include different landscape types but have a coherent identity and 'sense of place'.
25. The proposed development site lies within the Hampshire landscape type A, 'River Valley', local type; A1 'Gravel Terrace', forming part of the Itchen Valley. Extracts from the study are included as appendix B.
26. The site lies within the Landscape Character Area 5, which was identified in the study as 'Itchen Valley Sports Pitches,'. The study also identified the key management issues related to this character area which are included in appendix B.
27. The adopted and deposit versions of the local plan identify the area as being in need of landscape improvements (under policies 14 CO and 19 CO respectively-see appendix C) which could include work to improve views of the urban edge from Wide Lane, work within the Lakeside Country Park, and improved management of the existing wooded land to the west of the park.
28. With regard to the capacity to absorb change (across the whole area), the report concluded that the area had an urban fringe rather than a rural character, had no distinctive or special landscape features, was of high amenity value and that its capacity to absorb change was low to moderate.

### **Site Description**

29. At present the proposed housing site is flat, open and undeveloped, bounded by the rear gardens of houses and bungalows on Monks Way and Tichborne Rd on the northern and north eastern edges, and by a deciduous (thorn) hedge containing some trees including Ash, Birch, Field Maple and Oak on the southern boundary. The hedge is between 3 and 6 M in height, between the proposed site and the lakeside Country Park. The eastern end of the site is contained by wooded belts enclosing small wet fields in the Monks Brook flood plain.

### **Visibility**

30. The proposed development site is visible from Wide Lane, as already described and vantage points within the Lakeside Country park. (Fig 3 views 1-5). Future development of the proposed Chickenhall Link Road may also permit views from an elevated carriageway above the present level of Wide Lane.

### **Visual Impact of Proposals**

31. At present, views across the site from the park to the rear boundaries of existing properties are limited only by the vegetation within the Lakeside Country Park, the hedgerow separating the Park from the development site and by the topography within parts of the Park. The development site is flat at a level of approx 13M AOD. Lakeside Country Park sits in a former gravel pit, at the western end of the park 3-4 M below the level of the development site.

At the eastern end of the park the levels have been made up in a series of mounds to a maximum height of 15M AOD.

The development proposals involve the construction of buildings of 3 and 4 storeys on the southern edge of the site set back about between 23-30M from the edge of the park.

### **Mitigation of Visual Impact**

32. Sections AA to DD (Fig4) show the relationship of the proposed built development to public vantage points, taking into account the local topography.

Clearly the new edge of development will be visible from the park and the masterplan of the proposed development has been designed to integrate with the existing residential area to the north and the country park to the south as far as possible, mitigating negative impacts on the landscape;

- A strip of land 20m wide above the gas main easement is planned, to be laid out as allotment gardens separating the new housing from the Country Park
- The line of houses or apartments set behind the allotments will be designed using materials which are chosen to complement the landscape setting
- The new urban edge of the housing visible from the Park and the Wide Lane corridor will comprise dwellings are designed to front outwards, facing public vantage points
- The roof line will be varied to reduce its impact on the adjoining land, and the continuous building line will be broken with tree planting to soften its impact on views from the park
- The existing shelter belt on the edge of the park will be reinforced in places to provide a softer local setting for the development, although opportunities are limited by the need to avoid excessive shading of the allotments
- Appropriate off-site planting may be introduced within the Park to reduce the visual impact of the development
- The public open space provided with the development will be located and designed to reduce the impact of the development on the park at the western end of the site, and link the park with the new housing and the town, creating a new green corridor connection

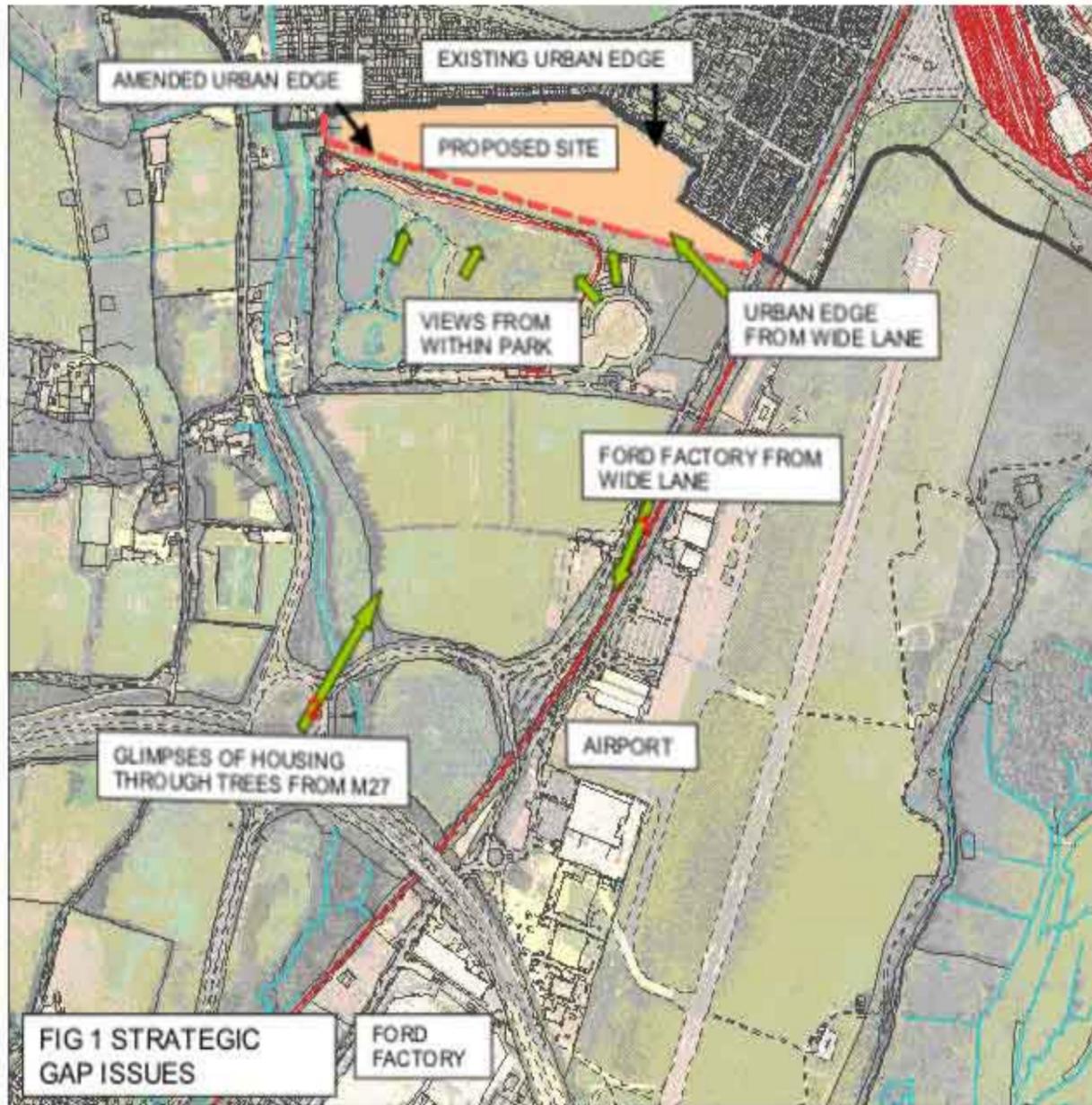
### **Improvements to the Country Park, Landscape Management**

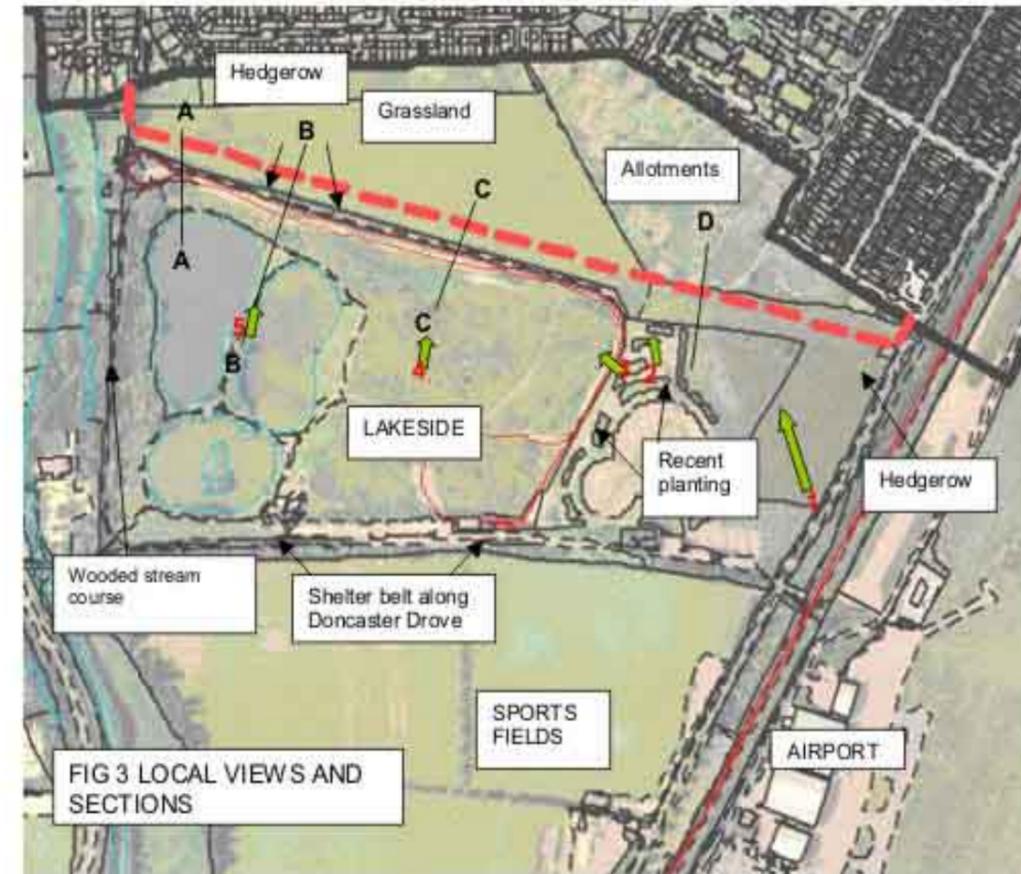
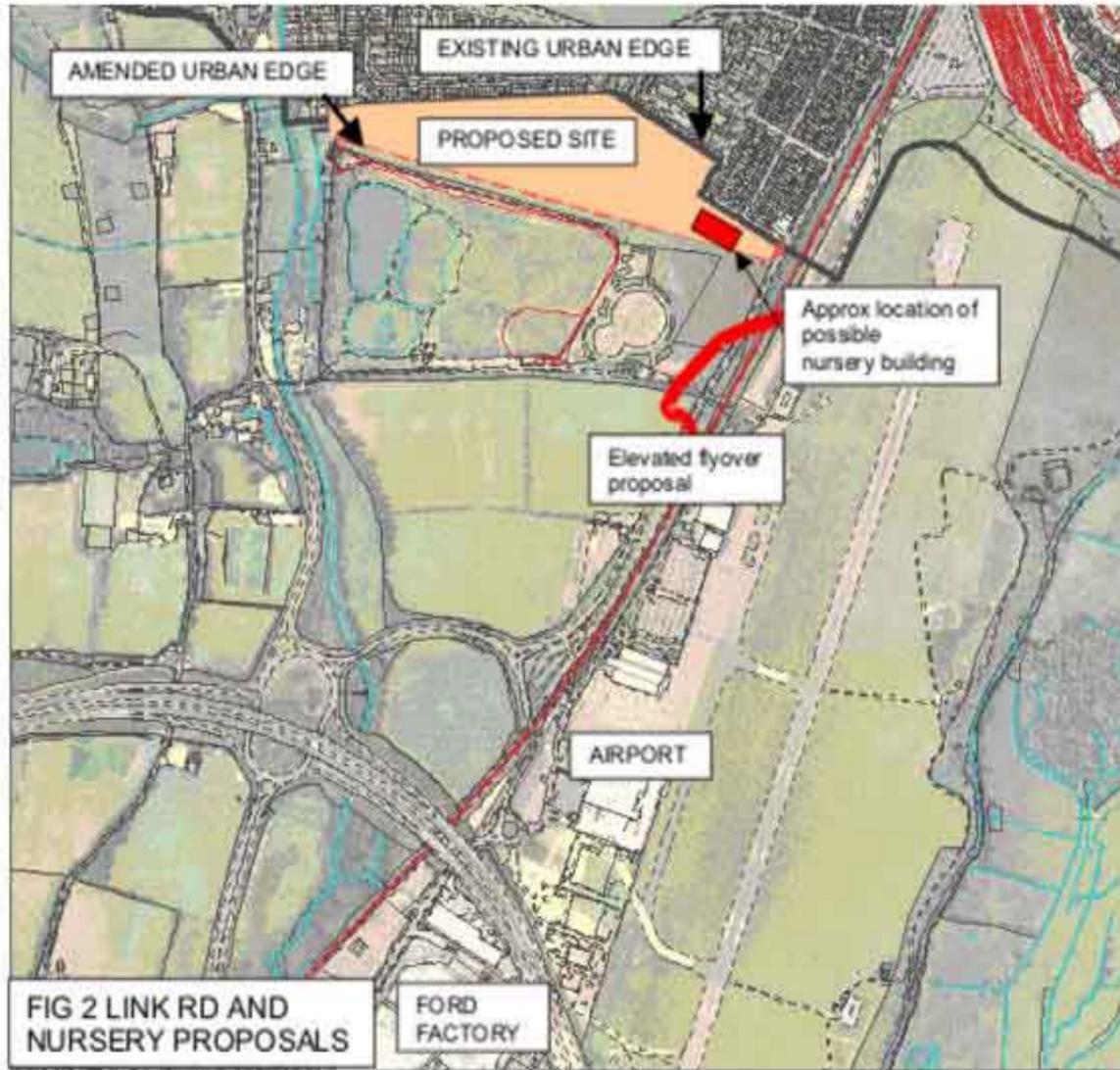
33. It is proposed that Lakeside Country Park will be extended to the east and west, bringing neglected land into active management, and that further improvements be made to existing parts of the Park, in line with policies in the adopted and deposit Local Plans. Details of the work are still to be provided but it is intended that the work is funded from the proposed housing development as part of the Council's Community Investment Programme.

### **Conclusion**

34. At a local level, the new housing will undoubtedly be clearly seen from within the park, although it is considered that the potential adverse visual impact of the housing development on the landscape from the south and east can be mitigated through siting, careful design of the buildings, planting within the site, and new areas of open space together with

some off-site planting within the Park. The quality of existing views of the urban edge from the Park would be improved. In accordance with Local Plan policies, the development also offers an opportunity to facilitate extensive landscape improvements to the Park and land outside the Council's present control at the eastern and western edges of the Park, which is at present, unmanaged and neglected. Overall, the proposed development and associated works could bring significant improvements to the landscape of the site and its immediate







## Strategic and Local Gaps

### Strategic Gaps

92. Strategic Gaps<sup>(18)</sup> are designated to protect those areas of land which, although not necessarily of the highest visual attractiveness, have particular importance as open and undeveloped land. This land is an important element in the structure of the settlement pattern at a strategic level, providing a clear visual and physical break in the built environment. They keep individual settlements separate and distinct. They may also have other important benefits for local communities as areas with recreation, amenity, and/or nature conservation value. Strict control of development is necessary if their importance is to be maintained.
- G1 To prevent neighbouring urban areas from merging into one another, strategic gaps, comprising land which has a predominantly open and/or rural appearance, will be maintained between:
- Fareham/Stubbington and Fareham Western Wards/Whiteley (the Meon Gap);
  - Fleet and Aldershot/Yateley;
  - The Blackwater Valley towns (Aldershot to Yateley) and the County Boundary (the Blackwater Gap);
  - Southampton and Eastleigh.
- The precise boundaries of these gaps will be defined in local plans with the objectives of preventing coalescence and protecting the separate identity and amenity of the urban areas they separate. Only land necessary to achieve these long-term objectives will be included.
- Permission will only be granted for development even in accordance with other policies in the Plan where:
- (i) it cannot more suitably be located elsewhere; or
  - (ii) it would not compromise, individually or cumulatively with other existing or proposed development, the integrity of the gap.
93. Within the densely urbanised parts of the southern and north-eastern parts of Hampshire there are substantial areas of open or undeveloped land which are of fundamental importance for shaping the settlement pattern. They perform a role in providing extensive breaks in these large and complex built-up areas. In the south, they help to break up the otherwise continuous built-up area with its population of over one million people. In the north-east, the towns are part of an urban area of around 300,000 people, interspersed with open and undeveloped land, which extends on both sides of the county boundary. The Blackwater River runs through a ribbon of open and undeveloped land with narrow strips of land running between the towns either side to the open countryside beyond. These areas are of strategic importance to the separate identity of the settlements and are therefore designated Strategic Gaps.
94. These gaps all have a long-term importance. Their continuing value as open and predominantly undeveloped countryside depends on retaining their current size and enhancing their character. They are areas which should be protected from built development. Because of their long-term importance, once fixed in local plans, their boundaries should be altered only in exceptional circumstances.

- G2 To maintain the principal breaks of open and undeveloped land between built-up areas, strategic gaps will be maintained between the following:

Southampton and Totton  
 Southampton – Hedge End/Bursledon/Netley  
 North Baddesley/Valley Park  
 Stubbington/Lee on the Solent and Fareham/Gosport  
 Waterlooville and Havant  
 Havant and Rowlands Castle  
 Emsworth and Havant  
 Totton/Eling and Marchwood  
 Marchwood and Hythe  
 Hythe and Fawley

The precise boundaries of the strategic gaps will be defined in local plans:

- (i) after provision has been made for the development requirements established in other policies in the Plan; and
- (ii) including no more land than is required to effect the physical and/or visual separation of the settlements adjoining the gap.

Within defined strategic gaps, permission would not normally be granted for development which would diminish the gap physically or visually.

95. In southern Hampshire stretches of open and undeveloped land run through the urban areas helping to break up the otherwise continuous built-up area and, in some areas, providing an important open link to the few remaining stretches of undeveloped coast. These are also designated Strategic Gaps.
96. The only circumstance under which development may be allowed in the Strategic Gaps identified in Policies G1 and G2, is if it can be justified in the light of other policies of this Plan (for example, Policy T1), or if it does not permanently visually or physically diminish the area defined in the local plan as the Strategic Gap. Different locations within individual Strategic Gaps may be more suitable than others for development if it is deemed necessary. New buildings should be small scale and unobtrusive and local authorities will take account of their cumulative impact and the intensification of existing uses. Recreation and leisure development will be allowed only if any buildings associated with the use are small scale, unobtrusive and ancillary to an outdoor recreation or leisure use. Redevelopment of existing buildings within Strategic Gaps may be allowed.
97. The precise boundaries of Strategic Gaps will be defined in local plans having regard to the development requirements set out in other policies in this plan.

### Local gaps

98. There are many open or undeveloped areas which have importance at a local level, both within the major built-up areas and elsewhere. Local gaps will be identified in local plans where there are areas of locally important open and undeveloped land which separate individual settlements, the identity of which would be lost by their coalescence.

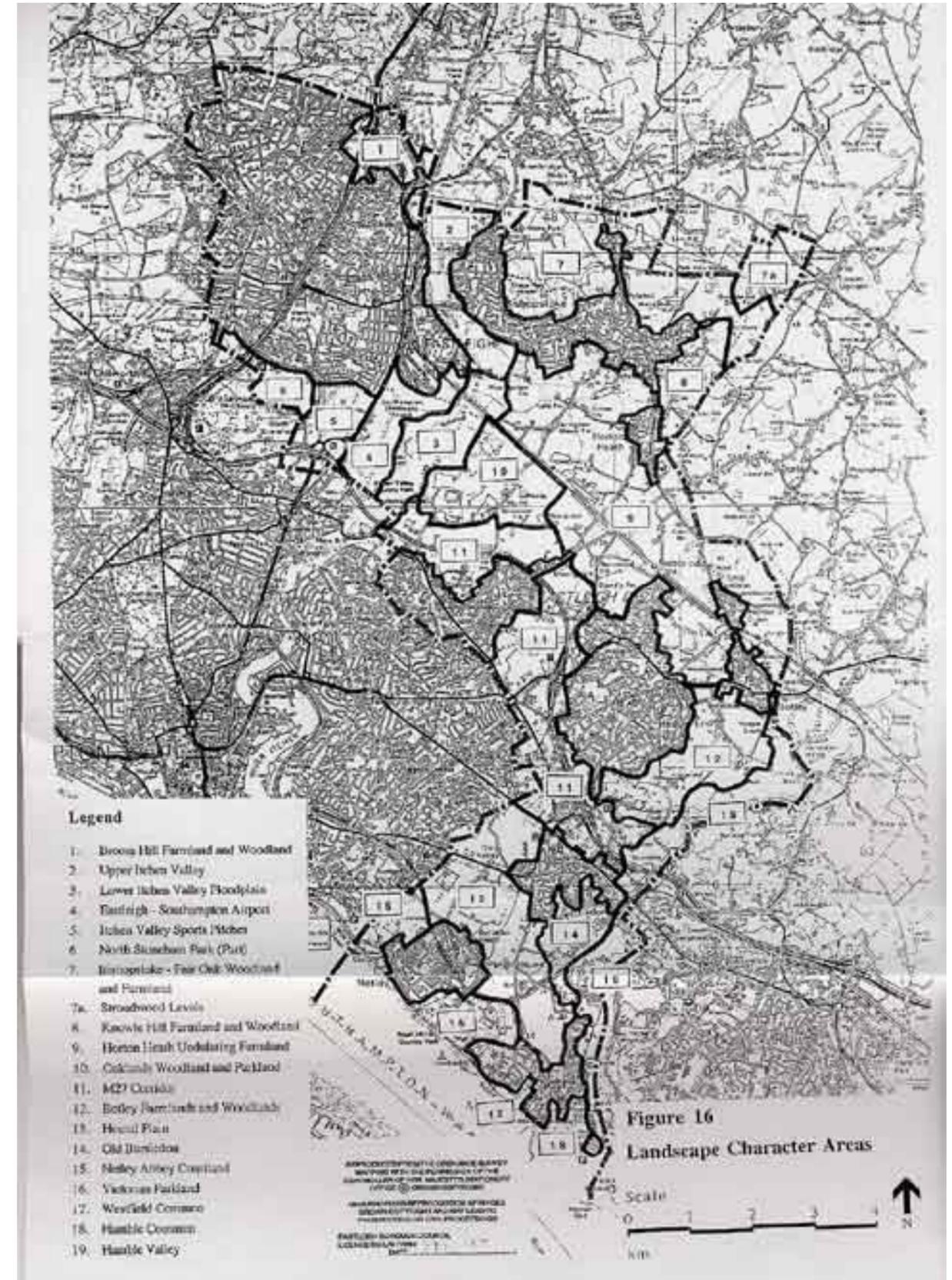
G3 To preserve the separate identities of smaller settlements at risk of coalescence with other settlements, local plans may identify and seek to preserve local gaps between them.

The boundaries of local gaps will be identified in local plans having regard to:

- (i) the inclusion of no more land than is required to prevent coalescence and retain the separate identities of settlements;
- (ii) the development requirements as set out in other policies of this Plan.

Within local gaps, permission will not normally be granted for development which would diminish the gap physically or visually.

99. The precise boundaries of local gaps will be defined in local plans having regard to the development requirements set out in other policies in this Plan, and will include land which makes an important visual contribution to the setting of a settlement and its identity.



## 5.6 The Existing Urban Edge

The landscape issues of the present urban edge and its effect on the adjacent countryside are:

- the raw appearance of recent residential development that does not take advantage of landform or existing vegetation;
- a similar raw appearance of commercial and retail buildings, allied to prominent signs and lighting;
- a neglected appearance in some areas arising from abandoned smallholdings and typical urban fringe 'horticulture' with horse grazing, ramshackle fences and out-buildings, neglected hedges and patchy grazing patterns.

The strong tree and hedge framework which characterises the best rural areas of the borough is a model for improving landscape structure at the urban edge through new planting which fits the adjacent countryside.

## 5.7 New Development

In very general terms the capacity of the borough's remaining open land to absorb new development can be increased by accepted good design practice such as:

- appropriate walling and roofing materials and colours;
- non-intrusive lighting;
- strong internal landscape structure using native species;
- making the best use of existing landform for screening and enclosure.

However, because the borough's landscape is so varied and because many parts of it have a distinct sense of place which would be affected by new development, it is most appropriate to consider the environmental capacity of the borough as open land, in the context of the landscape character areas in the following chapter.

## 6.5.5 Management Issues

There are no general management issues arising from the site's continued use as an airport. The woodland strip forming the eastern boundary is a significant landscape feature which needs to be conserved by active management. The building complex spread out along the western edge should make a positive contribution through good design and massing.

## 6.5.6 Environmental Capacity

The airport is wholly occupied with its function as a commercial airport and the question of environmental capacity does not arise.

## 6.6 Area 5: Itchen Valley Sports Pitches

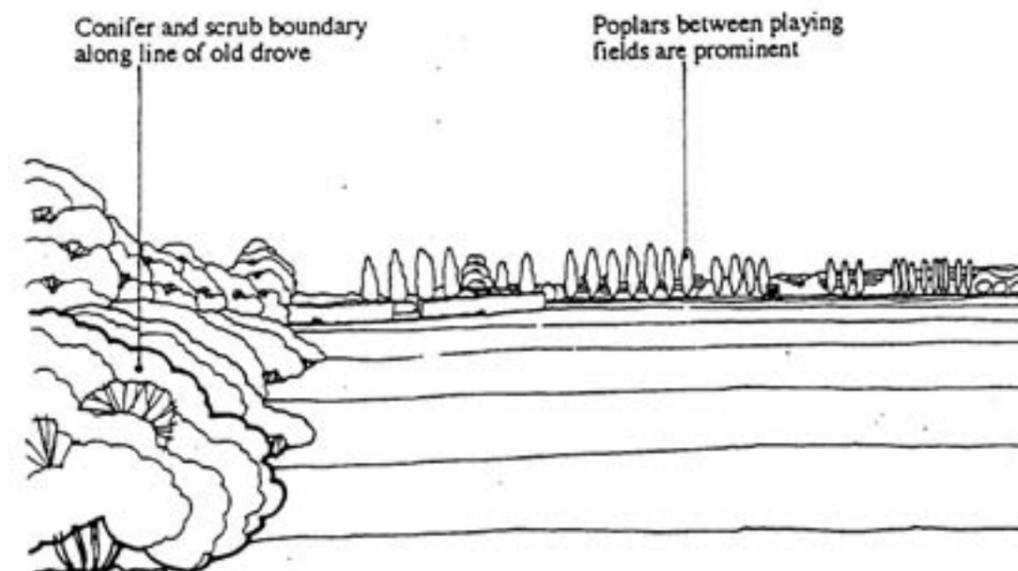


Figure 19

#### 6.6.1 *Key Characteristics*

- Open recreation areas
- Enclosure provided by treebelts
- Influence of urban edges and M27
- Visual clutter of safety and security fences

#### 6.6.2 *Description*

This is an area of sports pitches and a small, recently-developed country park. It is a flat landscape lying on a gravel terrace and is divided up by prominent tree belts of poplars, pines and native species. In general, a contrast of openness and enclosure predominates, although views out are largely prevented by tree belts and hedges.

In the north, the Lakeside Country Park is a contrasting landscape of lakes and planting bands, breaking up the wide views from the southern edge of Eastleigh. In the south, the influence of the M27 is conspicuous over a wide area and the fencing alongside the motorway is particularly intrusive.

#### 6.6.3 *Landscape Types*

This area is the same as the Gravel Terrace (A1) landscape type.

#### 6.6.4 *Designations and Constraints*

The area is part of a strategic gap and is one where landscape improvements are proposed.

#### 6.6.5 *Management Issues*

The principal management issues are:

- the need to enhance the tree belts which divide up the southern part;
- the continued development of the country park; and
- the importance of the edges of the area, especially the boundary with Eastleigh and the A335 corridor, in containing urban influence.

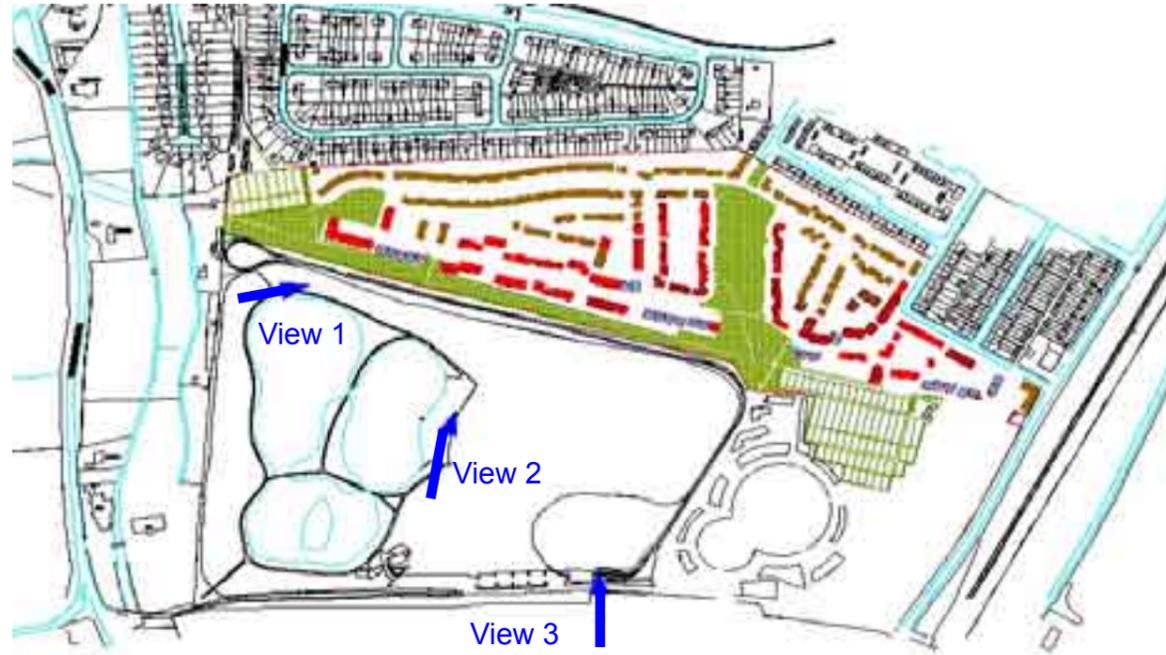
Native species are suitable long-term replacements for short lived trees like poplars, and such planting could well be extended to reinforce the site boundaries.

#### 6.6.6 *Environmental Capacity*

The sports pitches are urban fringe rather than rural in character, and there are often prominent views of the major roads. The shelter belts which divided it up have some screening function, but the landform is flat. The area has no distinctive or special landscape features, and it is of high amenity value but low to moderate wildlife value. Its capacity to absorb change is low to moderate.

**Appendix E**  
**Digital Photo Montages from Lakeside Country Park**

The three photo montages show how the development's massing and new tree planting could look from different vantage points inside the Country Park.



View 2



View 1



View 3