



Sustainability Appraisal (SA) of the Eastleigh Local Plan



SA Report Update

July 2014

Revision schedule					
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INTRODUCTION

1 BACKGROUND

- 1.1.1 URS and Eastleigh Borough Council are working together to undertake Sustainability Appraisal (SA) in support of the emerging Eastleigh Borough Local Plan 2011-2029.
- 1.1.2 The Local Plan, once adopted, will present a spatial strategy for the borough up to 2029. It will allocate land various for various uses around the borough and will provide a policy framework that will ultimately provide the basis for a wide range of planning decisions in the future.
- 1.1.3 SA is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, in terms of sustainability issues, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of the Local Plan is a legal requirement.¹

2 SA EXPLAINED

- 2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.²
- 2.1.2 In-line with the Regulations, a report (which we call **the SA Report**) must be published for consultation alongside the draft plan that 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'.³ The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 2.1.3 The Regulations prescribe the information that must be contained within the SA Report. Essentially, **the SA Report must answer the following four questions:**
1. What's the scope of the SA?
 - The scope must be established subsequent to a review of the sustainability context and baseline, and consultation with designated agencies.
 2. What has Plan-making / SA involved up to this point?
 - Preparation of the draft plan must have been informed by at least one earlier plan-making / SA iteration at which point 'reasonable alternatives' are appraised.
 3. What are the SA findings at this stage?
 - i.e. in relation to the draft plan.
 4. What happens next (including monitoring)?

3 THIS SA REPORT UPDATE

- 3.1.1 The Eastleigh Local Plan SA Report was published for consultation alongside the 'Revised Pre-submission' version of the Eastleigh Local Plan in March 2014. **This report** is an 'Update' to the SA Report. The report has been updated to reflect: A) the list of proposed modifications to the March 2014 plan that has been prepared by the Council and will be submitted alongside the March 2014 plan for consideration during the plan's Examination; and B) the latest understanding of the evidence-base / issues that relate to the plan. In particular, in relation to (B), there is a need to take into account issues raised during the March 2014 consultation. Importantly, where sections have been updated since March 2014, this is highlighted clearly.

¹ Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (2012). The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' plan document.

² Directive 2001/42/EC

³ Regulation 12(2)

Structure of this SA Report Update

- 3.1.2 As was the case for the March 2014 SA Report, this SA Report Update answers each of the four questions (listed above) in turn. Table 1.1 explains more about the regulatory basis for answering these questions.

Table 1.1: Questions that must be answered by the SA Report in order to meet Regulatory⁴ requirements

SA REPORT QUESTION		IN LINE WITH SCHEDULE II... THE REPORT MUST INCLUDE...
What's the scope of the SA?	What's the plan seeking to achieve?	<ul style="list-style-type: none"> An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
	What's the sustainability 'context'?	<ul style="list-style-type: none"> The relevant environmental protection objectives, established at international or national level Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
	What's the sustainability 'baseline'?	<ul style="list-style-type: none"> The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan The environmental characteristics of areas likely to be significantly affected Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
	What are the key issues & objectives that should be a focus?	<ul style="list-style-type: none"> Key problems / issues and objectives that should be a focus of (i.e. provide a 'framework' for) appraisal
What has plan-making / SA involved up to this point?		<ul style="list-style-type: none"> Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) The likely significant effects associated with alternatives Outline reasons for selecting the preferred approach in-light of alternatives appraisal / a description of how environmental objectives and considerations are reflected in the draft plan.
What are the appraisal findings at this current stage?		<ul style="list-style-type: none"> The likely significant effects associated with the draft plan The measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the draft plan
What happens next?		<ul style="list-style-type: none"> A description of the monitoring measures envisaged

N.B. The right-hand column of Table 1.1 does not quote directly from Schedule II of the Regulations. Rather, it reflects a degree of interpretation. This interpretation is explained in **Appendix I** of this report.

⁴ Environmental Assessment of Plans and Programmes Regulations 2004

PART 1: WHAT'S THE SCOPE OF THE SA?

4 INTRODUCTION (TO PART 1)

4.1.1 The SA scope is summarised within this Part of the SA Report. Further details regarding the SA scope can be found within the SA Scoping Report (2013).⁵

4.1.2 The SA scope is essentially explained by 1) introducing and outlining the broad scope of the Local Plan; 2) presenting a review of the sustainability context and baseline; and 3) listing the key issues and objectives highlighted through the context/baseline review. As such, this Part of the SA Report is structured as follows –

Chapter 5 answers the question – *What’s the Plan seeking to achieve?*

Chapter 6 answers the question – *What’s the sustainability ‘context’?*

Chapter 7 answers the question *What’s the sustainability ‘baseline’?*

Chapter 8 answers the question – *What are the key issues and objectives that should be a particular focus of SA?*

4.2 Consultation on the scope

4.2.1 The Regulations require that: *“When deciding on the scope and level of detail of the information that must be included in the [SA] Report, the responsible authority shall consult the consultation bodies [who] by reason of their specific environmental responsibilities,[they] are likely to be concerned by the environmental effects of implementing plans”*. As such, the SA Scoping Report was published for consultation in 2008, 2009, 2010, 2011 and 2013. Those consulted included: Environment Agency, Natural England, English Heritage and the former Government Office for the South East. In addition the document was placed on the borough council’s web site and comments were also invited from all those included on the borough council’s local development framework consultation database.

⁵ Available at http://www.eastleigh.gov.uk/pdf/PPI_SA_%20ScopingRpt_Aug2013.pdf

5 WHAT IS THE PLAN SEEKING TO ACHIEVE?

The SA Report must include...

- An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes

5.1.1 The Local Plan, once adopted, will present a spatial strategy for the borough up to 2029. It will determine the distribution of various kinds of development around the borough and will provide a policy framework that will ultimately provide the basis for a wide range of planning decisions in the future.

5.1.2 The principal influence on plan preparation is the National Planning Policy Framework (NPPF), which sets out a suite of national policies that Local Plans must adhere to. The Local Plan is also developed in-light of the plans of neighbouring authorities (adopted and emerging). This is important given the 'Duty to Cooperate' established by the Localism Act 2011. There is a particular need for Eastleigh to cooperate closely with authorities in south Hampshire. Eastleigh Borough Council lies wholly within the south Hampshire sub-region and is an active participant in the Partnership for Urban South Hampshire (PUSH), a voluntary grouping of authorities based on the cities of Southampton and Portsmouth and their hinterlands. Together these authorities have established the PUSH Economic Development Strategy 2010 that includes both economic and residential growth targets, along with the South Hampshire Strategy 2012 which is a spatial strategy for the distribution of development between the PUSH authorities. All the authorities bordering Eastleigh Borough lie wholly or partly within the PUSH area.

5.2 Plan objectives

5.2.1 The objectives of the Eastleigh Borough Local Plan 2011-2029 are as follows:

5.2.2 General:

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

5.2.3 A clean and green borough:

- To maintain countryside gaps clear of urbanising development between the borough's settlements, and between these and Southampton.
- To ensure that the borough's countryside including the countryside gaps, the undeveloped coast and the river valleys, is kept clear of urbanising development, and is managed and maintained to enhance its landscape and biodiversity interest, and to provide recreational benefits, facilities for food production including allotments and community food growing sites, and locations and/or materials for renewable energy.
- To protect and enhance existing biodiversity in the borough, and to ensure the creation of new biodiversity interest through the development and landscape design of green spaces, footpaths, cycleways and bridleways, the retention and creation of hedgerows, river valleys and other natural linear features and the enhanced management of existing green spaces and the wider countryside.
- To support the Council's Climate Change Strategy by:
 - Making sure that new development meets agreed environmental sustainability standards, including measures to limit carbon dioxide emissions and the use of scarce resources such as water and non-renewable building materials;

- Promoting the generation of zero- and low-carbon energy through micro- generation, and through larger-scale schemes that can utilise the borough’s own resources; and
- Enabling adaptation to climate change by avoiding any increase in flood risk and reducing flood risk where possible; also by promoting green infrastructure within the urban areas to help improve air quality and for urban cooling.
- To support the implementation of the Borough Council’s Air Quality Management Area Action Plans and other local initiatives to reduce pollution in connection with water quality, land contamination, noise and light, including measures to reduce air and noise pollution arising from the motorways that pass through the borough.
- To ensure that that all new development is served adequately by public utilities including electronic communications systems.

5.2.4

A prosperous place:

- The borough will be contributing significantly to the prosperity of south Hampshire, with a wide range of well-designed and maintained employment premises and well-paid job opportunities to meet the needs of employers and residents, supported by first-class information technology networks. These will include new and expanded businesses at Eastleigh River Side and elsewhere, and employment in non-industrial sectors including health, education and cultural enterprises, and in the visitor economy such as hotels. There will be support for new and existing businesses that: use and develop local skills in advanced marine, aeronautical and railway engineering; and introduce new technologies, including environmental technologies, low carbon green businesses and businesses that support the development of a low carbon economy; and contribute to south Hampshire’s needs for storage and distribution.
- At Eastleigh River Side, to promote and support development that will regenerate the area and complement Eastleigh town centre whilst also benefitting the economy of the borough and south Hampshire.
- To encourage local enterprise and the development of new businesses and technologies, including those in enterprises other than industry, promoting the creation of well-paid jobs that utilise and develop existing and emerging skills and technologies in the borough.
- In Eastleigh town centre, to work with partners to promote and coordinate retail, office, leisure, cultural and residential developments that strengthen the retail circuit, regenerate the older shopping streets, enhance pedestrian, cycle and public transport links with the town’s catchment area, and provide improvements to the public realm.
- To promote the regeneration of district and local centres, in particular at the Central Precinct and Fryern Arcade at Chandler’s Ford, Hedge End centre, Fair Oak centre and West End centre, ensuring that these provide a range of accessible retail, leisure, cultural and other community facilities and services.
- To manage the need to travel and use of the private car in particular, encouraging the use of public transport and other modes, achieving an attractive, accessible and coordinated network of bus, rail, footpath and cycleway routes, encouraging improved accessibility of the gateway sites of Southampton Airport and Southampton docks by public transport from the east, and encouraging the technology that enables flexible working patterns.
- To work with Southampton Airport Ltd to maintain mutually acceptable plans to develop and expand use of Southampton Airport and enhance its contribution to the local economy without materially worsening its traffic and environmental impacts.
- To ensure that all new development can be accessed safely by a variety of modes of transport.

5.2.5 A healthy community:

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

5.3 What's the plan not seeking to achieve?

- 5.3.1 It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the development management process). The strategic nature of the plan is reflected in the scope of the SA.

6 WHAT'S THE SUSTAINABILITY 'CONTEXT'?

The SA Report must include...

- The relevant sustainability objectives, established at international / national level
- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

6.1 Introduction

6.1.1 An important step when seeking to establish the appropriate scope of an SA involves reviewing sustainability context messages in relation to:

- Broad problems / issues; and
- Objectives, i.e. 'things that are aimed at or sought'.

6.1.2 Messages from the review are presented below under the broad headings of 'community', 'economy and transport' and 'environment'. More information of plan and policy documents reviewed can be found in the Scoping Report.

6.2 Community

National

6.2.1 The Government is committed to promoting decentralisation and democratic engagement and giving new powers to local councils, communities, neighbourhoods and individuals. The Localism Act 2011 devolves planning powers to communities to enable them to shape the place they live in, especially through the introduction of Neighbourhood Plans. The onus is on communities to research, consult on and produce their own plans, whilst local authorities will have a 'duty to support', providing technical advice at various stages of the process. Through Neighbourhood Plans there is potential for communities to plan for more housing and employment growth in their neighbourhood than set out in the Local Plan, provided the Neighbourhood Plan is in general conformity with the strategic policies of the Local Plan.

6.2.2 As part of the Government's commitment to devolution of powers, the Localism Act 2011 set out the framework for the revocation of Regional Spatial Strategies (RSS's). Following consideration of environmental assessments by the Secretary of State and Parliament, the South East Plan (which covered Eastleigh Borough) was formally revoked in March 2013. One significant implication of this was the loss of housing targets set at the South East region level. Local authorities are now required to establish their own housing targets and through a 'duty to co-operate' with other authorities in their strategic housing market area. Eastleigh Borough works with other local authorities through the Partnership for Urban South Hampshire (PUSH) which has produced a South Hampshire Strategy document in 2012.

6.2.3 The NPPF defines the social role of the planning system as 'supporting vibrant and healthy communities' (paragraph 7). This is echoed in the 'core planning principles' to 'take account of and support local strategies to improve health, social and cultural wellbeing' (paragraph 17). Chapters 6-8 of the NPPF set out the Government's view of what sustainable development in England means in particular for the planning system on social topics including housing, design and healthy communities.

- 6.2.4 In summary, the NPPF says that local planning authorities should:⁶
- Meet the ‘full, objectively assessed need for market and affordable housing’ in their area, with a five year supply of specific deliverable sites, and with set policies for meeting affordable housing needs on site or externally where robustly justified;
 - Consider whether larger developments using Garden City principles might sometime provide opportunities to achieve sustainable development;
 - Set policies which create safe and accessible environments and developments that are visually attractive with a strong sense of place and do not undermine quality of life or community cohesion;
 - Give great importance to the need to create, expand or alter schools and should take a positive approach to ensure sufficient choice of school places is available to meet the needs of the community;
 - Guard against the unnecessary loss of valued facilities and services and plan positively for the use of shared space, to enhance the sustainability of communities; and
 - Use robust and up to date assessments on recreational and sport needs and protect existing facilities and public rights of way and access routes.
- 6.2.5 The Government has produced specific guidance for gypsy, traveller and travelling showpeople through the ‘Planning Policy for Travellers Sites’ document, which should be read in conjunction with the NPPF. In summary, this policy document says:
- Travellers should be treated in a fair and equal manner that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. Local Plans should include fair, realistic and inclusive policies (paragraph’s 3 and 4).
 - Local authorities should make their own assessment of need for traveller sites with effective engagement of the community and stakeholders and collaboratively with other local authorities, and using a robust evidence base (paragraph 6).
 - Pitch (gypsy and travellers) and plot (travelling showpeople) targets should be set and a five year supply of specific deliverable sites should be identified.
 - Criteria should be set to guide land supply allocations and to provide a basis for decisions in planning applications that come forward where no allocation need is identified.
- 6.2.6 The Marmot Review – Implications for spatial planning report⁷ found: “There is “overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor health and health inequalities”. The review recommended 3 main policy actions to ensure that the built environment promotes health and reduces inequalities for all local populations:
- Prioritise policies that both reduce health inequalities and mitigate climate change including by improving active travel and delivering good quality green space; improving quality of food in local areas; and improving the energy efficiency of housing;
 - Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality; and
 - Support locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation.

⁶ DCLG (2012) National Planning Policy Framework (NPPF): https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf [last accessed January 2014]

⁷ Marmot Review (2011) The Marmot Review: Implications for Spatial Planning: <http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf> [last accessed January 2014]

Sub-regional

- 6.2.7 The PUSH Spatial Strategy 2012 articulates the vision for South Hampshire's future in the period 2011-26 and sets out the strategy to align policies, actions and decisions with that overall vision. The purposes of the strategy include:-
- To help realise the PUSH ambition to create a prosperous economy in a sustainable way, recognising the encouragement within the PUSH Economic Development Strategy to align planning functions, infrastructure and site investment to the overarching strategy; and
 - To provide a spatial framework for PUSH activities and actions including the allocation of resources, and provide a context/support to bids for external funds for projects; recognises that the strategy has been prepared at a time of economic and financial uncertainty, and with a changing policy landscape.
- 6.2.8 In 2008, PUSH agreed a common policy framework for the provision of affordable housing. Its objectives include the following:
- The need to drive long term economic prosperity through sustainable development.
 - The need to meet the needs of everyone, including the homeless and vulnerable groups.

6.3 Economy and transport

National

- 6.3.1 The NPPF defines the economic role of the planning system as 'contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places at the right time to support growth and innovation' and to coordinate development requirements e.g. infrastructure. The 'core planning principles' of the NPPF state planning should 'proactively drive and support sustainable economic development'. Paragraph 19 states 'significant weight should be placed on the need to support economic growth through the planning system'.
- 6.3.2 In summary, chapters one to three of the NPPF say local planning authorities should:
- Set criteria and/or identify strategic sites to meet anticipated needs over the plan period;
 - Identify priority areas for economic regeneration, infrastructure provision and environmental enhancement;
 - Set flexible policies to support existing business, accommodate future needs and respond rapidly to market signals and changing economic circumstances;
 - Recognise, define, protect and promote town centres, allocating a range of suitable uses and encouraging economic activity;
 - Support business in rural areas and promote the development and diversification of agricultural and other land-based rural businesses; and
 - Give encouragement to sustainable transport solutions (and associated development patterns) which support reduction in greenhouse gas emissions and reduce congestion, for example through minimising journeys and journey lengths, or taking up opportunities for sustainable transport modes.

Sub-regional

- 6.3.3 The adopted revised PUSH Economic Development Strategy represents a key document for the partnership, setting out the economic objectives for the partnership and its priority actions. The strategy seeks to improve the economic performance of south Hampshire. Regeneration in urban areas is a focus to meet the needs of local populations as well as contributing to the regeneration of south Hampshire. Objectives include:
- The need to continue to invest to close the economic performance gap with the rest of the south east and ensure prosperity for the residents of PUSH.
 - The need to support the cities to fulfil their potential as engines for economic growth in the sub-region.
 - The need to address the impact of the recession and create jobs to tackle unemployment, as well as seeking to increase productivity.

6.4 Environment

European

- 6.4.1 European level legislation has set a number of objectives, targets and standards to protect and improve the environment in themes including air quality, biodiversity and climate change. European Union Directives 92/43/EEC (the Habitats Directive) and 79/409/EEC (the Birds Directive) have led to the designation of a network of Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites across Europe. These designations are intended to protect sites of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species. Natural England has responsibility for identifying and protecting these European and international sites, and for designating and protecting nationally important Sites of Special Scientific Interest (SSSIs) in England under the Wildlife and Countryside Act 1981 (as amended).

National

- 6.4.2 The environmental role of the planning system is defined in the NPPF as ‘contributing to protecting and enhancing our natural, built and historic environment’ with core planning principles which include taking into ‘account of the different roles and character of different areas’, ‘recognising the intrinsic character and beauty of the countryside’, ‘conserving and enhancing the natural environment’ and ‘land for development should prefer land of lesser environmental value’. Chapters 10-13 of the NPPF set out the detail covering a number of topics within the ‘environment’ theme.

Climate change flooding and coastal change (Chapter 10)

- 6.4.3 In summary, local planning authorities and Local Plan policies should:
- Take account the effects of climate change in the long term including factors such as flood risk, coastal changes water supply and changes to biodiversity and landscape;
 - Have a positive strategy for renewable and low carbon energy, including planning for development in locations and ways which reduce greenhouse gas emissions;
 - Set standards in accordance with national policies and take into account national statements and plans; and
 - Direct development away from areas at highest risk of flooding and where development is necessary, make sure it is safe without increasing flood risk elsewhere, applying the Sequential Test (and if necessary the Exception Test).

Biodiversity, landscape and historic environment (Chapter 11 and 12)

6.4.4 In summary, local planning authorities and Local Plan policies should:

- Plan for biodiversity at landscape scale across local authority boundaries;
- Protect and enhance valued landscapes;
- Minimise impact on biodiversity and provide net gains in biodiversity where possible;
- Promote preservation, restoration and re-creation of priority habitats, ecological networks and priority species;
- Set criteria based policies for international, national and locally designated sites for their role both individually and part a wider ecological network; and
- Set a positive strategy for conservation of, and positive contribution, to the heritage assets, their setting and the wider historic environment appropriate to their significance.

Pollution and material assets (Chapter 11 and 13)

6.4.5 In summary, local planning authorities and Local Plan policies should:

- Minimise pollution and other adverse effects on the local and natural environment;
- Allocated land with least environmental or amenity value, taking into account the benefits of agricultural land, and encouraging the effective use of land by re-using land that has previously been developed;
- Define Minerals Safeguarding Areas and adopt appropriate policies to avoid mineral resources being needlessly sterilised by non-mineral development;
- Set out environmental criteria against which planning applications will be assessed to ensure permitted operations do not have an unacceptable impact on human health; and
- Put in place policies in place to ensure worked land is reclaimed at the earliest opportunity and that high quality restoration and after care takes place.

7 WHAT'S THE SUSTAINABILITY 'BASELINE'?

The SA Report must include...

- The relevant aspects of the current state of the sustainability baseline and the likely evolution thereof without implementation of the plan'
- The characteristics of areas / populations etc. likely to be significantly affected.
- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

7.1 Introduction

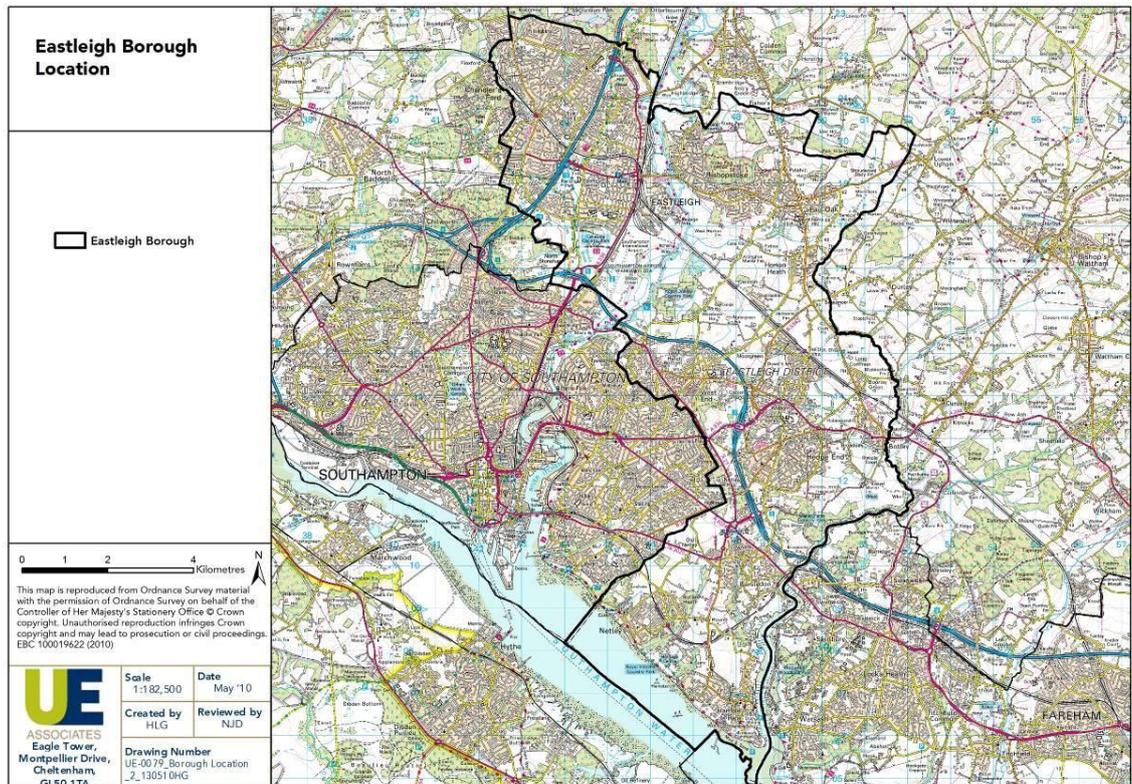
7.1.1 The baseline review is about expanding on the consideration of problems/issues identified through context review so that they are locally specific.

7.1.2 Key messages from the review are presented below under the broad headings of 'community', 'economy and transport' and 'environment'. Full details of the borough's characteristics and related issues are set out in the Scoping Report published in July 2013. [Note: Baseline data within the Scoping Report is updated annually]

Eastleigh Borough (general)

7.1.3 Eastleigh Borough is situated in south Hampshire and covers an area of 79.8 km. The borough borders Southampton to the south west, Test Valley Borough to the north and west, Winchester District to the north, and Fareham Borough to the east. The borough is predominantly urban and suburban, but approximately a quarter is rural.

Figure 7.1: Location of Eastleigh Borough



- 7.1.4 The borough has three main settlements: Eastleigh, Chandler's Ford and Hedge End, and eight smaller settlements: Bishopstoke, Botley, Bursledon, Fair Oak, Hamble-le-Rice, Horton Heath, Netley and West End. The borough has good communication links by road (the M3 and M27), rail (the London- Bournemouth and Brighton-South Wales railway lines) and air (Southampton International Airport).
- 7.1.5 The borough contains a number of important historic and archaeological sites, such as Netley Abbey, Hamble Common, Bursledon Windmill and Botley Mill, and features an aviation, railway and marine heritage of significance. Eastleigh is also rich in biodiversity assets, and a number of statutory and non-statutory nature conservation sites are located within or adjacent to the borough.
- 7.2 Community**
- 7.2.1 In the 2011 Census the **population** of the borough was recorded to be 125,200⁸. It has doubled in the last 50 years, with significant change between the 2001 and 2011 censuses. population is predicted to increase significantly over coming years with the highest rates of increase being amongst the older age groups. In 2012 it was estimated that approximately 11.4% of the population live in the borough's rural areas.⁹
- 7.2.2 **House prices** are quite high relative to neighbouring Southampton, though not as high as in Winchester, Fareham or Test Valley. Affordability of housing is a significant issue in the area. The borough has one of the highest proportions of families with children in the PUSH sub-region, and married couple households are likely to increase in coming years.
- 7.2.3 Indicators of **health and well-being** are favourable in Eastleigh compared to the average for England. Life expectancy is 80.4 for men and 83.8 for women. Eastleigh has higher levels of good health compared to regional and national trends. However there remain some health inequalities within the borough linked to deprivation. Key health issues to be addressed in the borough include obesity and an ageing population.
- 7.2.4 While overall **deprivation** in the borough is low, there are some pockets of deprivation e.g. at Eastleigh South, Eastleigh Central, Bursledon and Old Netley (Pilands Wood), Bishopstoke West and Netley Abbey. In terms of **crime and antisocial behaviour**, Eastleigh is one of the safest parts of Hampshire and the south-east, but there are issues relating to drink/drugs-related anti-social behaviour.
- 7.2.5 In terms of **recreation and amenity**, the borough contains an extensive array of outdoor and indoor recreation facilities serving the borough and the wider sub-region. These include sailing facilities of national significance on the Hamble river, the regionally significant Ageas Bowl cricket venue, country parks, playing fields (including shared use of school playing fields), three country parks and other significant areas of accessible countryside, coast and woodland; and the Fleming Park leisure centre.
- 7.2.6 In terms of **arts and culture**, Eastleigh offers a rich aviation, railway and maritime heritage. The Point in Eastleigh town centre is nationally recognised for its excellence in dance development, and the Concorde Club is a nationally recognised jazz venue. There are theatres at Thornden in the north of the borough and at Wildern School at Hedge End, but the southern part of the borough is otherwise not as well served as the northern part with arts and cultural facilities. The Borough Council actively pursues a Cultural Strategy which includes support for the creative sector and its economic benefits. The Council also encourages the provision of public art in development schemes with related benefits in terms of community involvement, education and the local economy.

⁸ http://www3.hants.gov.uk/2011_census_eastleigh_summary_factsheet.pdf

⁹ Hampshire County Council (March 2012): Demographic Facts and Figures for Eastleigh: http://www3.hants.gov.uk/factsheet_2011_-_eastleigh.pdf

7.3 Economy and transport

- 7.3.1 The borough is a reasonably prosperous area with approximately 57,900 **jobs** and around 4,690 self-employed people in 2012. The proportions of jobs in the construction, retail, wholesale and manufacturing sectors are higher than the national averages, with retail having grown significantly in recent years.
- 7.3.2 There are approximately 1,100,000sq.m. of **floorspace** (all sectors) within the borough which is the fourth largest quantity in south Hampshire behind Southampton, Portsmouth and Test Valley areas. Of this the majority is in the form of factories and warehousing. The Borough Council is committed to the PUSH Employment Development Strategy including the wish to increase GVA, and more land is proposed to be developed for employment use in the emerging Local Plan. There was a reduction in floorspace between 2000 and 2013 with the completion of residential and other developments on former employment sites, which more than offset an increase in office floorspace over the same time period. However this has not been accompanied by an equivalent reduction in jobs. Unemployment is low in the borough and economic activity rates are high (81.9% compared with 79.3% for the South East and 76.7% for the UK). However, local earnings are relatively low, suggesting that the borough's high-earners are working elsewhere.
- 7.3.3 The **main roads** through the borough are the M3, M27, A27, A334, A335 A3024 and A3026. The Highways Agency is responsible for managing and maintaining the motorways and Hampshire County Council is the highway authority for the remainder of the road network. During peak times many of the borough's roads are congested including both motorways and roads connecting to them.
- 7.3.4 The mainline **railway** from London Waterloo to Weymouth runs through the borough with stations at Eastleigh and Southampton Airport Parkway. The Fareham lines runs from Eastleigh and the Southampton – Portsmouth line crosses the south of the borough with stations at Bursledon, Hamble and Netley.
- 7.3.5 **Southampton Airport** lies within the borough and is linked to the road network at junction 5 of the M27 and to the rail network at Southampton Airport Parkway station. Rail connections to the airport from the east are poor, however.
- 7.3.6 There are **bus routes** within the borough and linking it to neighbouring areas. There are widespread **pedestrian and cycle links**, but these lack connectivity in places. Car ownership and the proportion of residents journeying to work by car are slightly higher than the national and regional averages.

7.4 Environment

- 7.4.1 In terms of **air quality** the borough suffers poor air quality in places primarily because of traffic congestion, and because of the large industrial areas and related HGV traffic within the borough. Four air quality management areas have been defined at Eastleigh (the A335 Leigh Road – Southampton Road), Chandler's Ford (junctions 12 – 14 of the M3), Hamble Lane in Bursledon and in the centre of Botley. Poor air quality arising from queuing traffic also affects biodiversity, for example where roads cross the rivers Itchen and Hamble.
- 7.4.2 In terms of **biodiversity** the borough contains a wide variety of habitats and species, including a number of European significance primarily around the coast and rivers Itchen and Hamble (the Solent and Southampton Water SPA and Ramsar site, the Solent Maritime SAC and the River Itchen SAC). Approximately 7% of the borough's land area is subject to statutory nature conservation designations with a further 10% identified as non-statutory 'sites of importance for nature conservation' (SINCs). The borough also includes six local nature reserves and 'biodiversity opportunity areas'. The Borough Council has prepared a Biodiversity Action Plan for the borough.

- 7.4.3 In terms of **climate change** the borough shares the risks that have been identified for south-east England. Within the borough, there are slightly lower per capita CO2 emissions than in south east England and national averages. The greatest source of CO2 emissions in the borough is transport.
- 7.4.4 In terms of **flooding**, the main risks within the borough are from the rivers and the sea; also from surface water and groundwater flooding. However, the areas at risk from flooding events are relatively small.
- 7.4.5 The borough's **historic assets** include 8 conservation areas, 214 listed buildings and 12 scheduled monuments. There is one registered park and garden (at the Royal Victoria Country Park in Netley), and several parks and gardens of local interest defined by Hampshire County Council.
- 7.4.6 The borough's **landscape** falls into two Natural England character areas, the South Hampshire Lowlands and the South Coast Plain. Further more detailed assessment at the county and local level breaks these classifications down into further sub-areas each with defining characteristics. None of the landscape is subject to statutory landscape designations but it adjoins two national parks (New Forest and South Downs), contributing to their setting, and parts of it are attractive, contributing to the character of the borough and its settlements. Much of it now has the character of urban fringe, with intrusion of urbanising elements, particularly around the borders with Southampton, but also in the narrowing gaps between some settlements.
- 7.4.7 In terms of **noise, light pollution and tranquillity**, much of the borough is affected by noise from traffic, rail and aeroplanes. Because of its proximity to Southampton and its own developed areas and transport links there are very few areas in the borough that are free of 'night glow'. Overall Eastleigh Borough has been ranked as one of the least tranquil areas in Hampshire outside the cities.
- 7.4.8 **Material assets** include energy production, waste and minerals, soil, water and previously developed land. The Council's Climate Change Strategy encourages **renewable energy** production, in particular the use of photovoltaic technology. It also encourages energy-saving by a variety of means including Combined Heat & Power technology
- 7.4.9 In respect of **waste** collection, the Council achieves a good recycling rates and has four household waste recycling centres of which two are being re-sited with upgrades to the service they provide. The borough is underlain by **mineral resources**, in particular sand and gravel. In terms of **soil**, the southern parts of the borough around Hedge End and in the Hamble peninsula include the highest grades of agricultural land (Agricultural Land Classifications 1, 2 and 3).
- 7.4.10 The borough lies within the catchment of two river systems, the Itchen and the Hamble. **Water supply** for the sub-region is drawn mainly from groundwater sources outside the borough, in particular the Hampshire Downs chalk aquifer which is also the source of the River Itchen. There are no groundwater source protection areas in the borough. The borough's water is supplied by Southern Water who abstract from the River Itchen and import water from groundwater supplies outside the borough. There is some evidence that the River Itchen is over-abstracted within the borough. Biological water quality within the borough has fluctuated over the years and declined between 2002 and 2007. Improvements are required to meet the target of all watercourses to reach 'good' status by 2015 as required by the Water Framework Directive.
- 7.4.11 In terms of **waste water** the PUSH Integrated Water Management Strategy suggests that there may be some tension between proposed growth in south Hampshire and the potential impact of existing and future wastewater discharges on the river and coastal waters in the area. There is some evidence to suggest that the Chickenhall Waste Water Treatment Works in Eastleigh may be nearing the limit of its consented discharge.

8 WHAT ARE THE KEY ISSUES AND OBJECTIVES THAT SHOULD BE A FOCUS?

The SA Report must include...

- Key problems / issues and objectives that should be a focus of / provide a framework for appraisal

8.1.1 Drawing on the review of the sustainability context and baseline, presented below is a list of key issues and then a concise list of key sustainability objectives for Eastleigh. These objectives (and the associated criteria) provide a methodological 'framework' for SA, i.e. provide benchmarks for the appraisal of significant effects on the baseline.

8.2 Key issues

Community

- The population of Eastleigh is expected to increase significantly to 2029. This will increase pressures on housing, services and infrastructure
- Eastleigh Borough, in common with many other parts of the UK, is experiencing an ageing population. This will have implications for health service provision and accessibility to other services, facilities and amenities.
- Affordability of housing is a major issue in the borough, as reflected by the housing affordability ratio between average house prices and average salaries.
- Between 2001 and 2011 there was an increase in households on the Local Authority Housing Register. The outstanding annual affordable housing need in the borough is 675.
- The 2005-6 PUSH housing market assessment indicates that there is a need for a greater variety of housing to be delivered in the borough, including larger family housing.
- Health inequalities exist between the most and least deprived areas of the borough.
- Whilst the borough in general has good levels of health, reducing levels of physical activity and obesity are increasing health issues.
- There are significant opportunities for improvements to green infrastructure networks in the borough. For example there is considerable scope for an improvement in the borough's cycle networks, and an enhancement of the connectivity of walking routes. The Council has signed up to the PUSH Green Infrastructure strategy.
- Whilst overall deprivation in the borough is relatively low, there are pockets of relative deprivation, including in parts of Bursledon, Eastleigh and Bishopstoke.
- Eastleigh Borough is one of the safest parts of Hampshire and the south east, with overall crime rate less than that experienced nationally. However there are issues relating to anti-social behaviour, and alcohol and drug related crime.
- The south of the borough is not well-served with arts and cultural facilities.

Employment and transport:

- PUSH seek an increase in GVA in south Hampshire, with a particular emphasis on new employment land allocations and high tech and knowledge-based employment.
- There is potential for Eastleigh to support the growth of new environmental technologies and social enterprise¹⁰ in line with sub-regional and national aims for economic growth.
- Skills levels in the borough have some scope for improvement.
- There are pressures on employment sites from alternative uses.

¹⁰ Social enterprises are businesses driven by a social or environmental purpose

- A high proportion of businesses in the borough are small businesses, and there is a continuing need for appropriate business space, including new start-up units.
- There are congestion issues on the M3 and the M27. With increasing traffic flows, congestion is forecast to worsen on the strategic road network within Eastleigh.
- There are congestion issues on local roads between Eastleigh and Chandlers Ford, Eastleigh town centre, at the A27/A3024 Windhover roundabout and on the main route to and from the Hamble peninsula.
- Traffic congestion has adverse effects on the borough's towns and villages including air and noise pollution and an increase in CO2 emissions, air quality impacts on biodiversity, decreased road safety, diminished quality of life, and impacts on economic activity.
- There is a need to reduce car dependency, and measures to achieve this might also benefit those without access to a car.
- There is a need to promote increased public transport patronage, e.g. through supporting and improving existing public transport networks in the borough.
- There is potential to improve the connectivity of pedestrian networks in the borough. Cycle networks also have the scope to be extended.

Environment:

- Air quality is sufficiently poor in parts for Air Quality Management Areas (AQMAs) to be designated. The principal cause of poor air quality is traffic.
- Biodiversity is affected by:
 - Recreational pressures on sites subject to European, international and national designations, in particular those centred on the river valleys and the coast;
 - Pressures on water resources including abstraction from the River Itchen, and disposal of waste water, both of which can contribute to diminishing water quality;
 - Other forms of pollution including poor air quality (which can affect levels of nitrogen and acidity in soil and water), contaminated land, and surface water run-off from urban areas and from intensively farmed land; and
 - Direct loss and/or fragmentation of habitats. This can arise from development and related infrastructure, but also from other causes such as those relating to climate change, e.g. sea level rise / coastal 'squeeze'.
- Climate change is being accelerated by man-made greenhouse gas emissions. These need to be reduced, but ways also need to be found to adapt to the effects of climate change. In this borough:
 - Continued growth of traffic has the potential to worsen greenhouse gas emissions (although these have started to reduce in recent years);
 - Drought arising from hotter summers has the potential to affect water supplies;
 - Storminess has the potential to worsen fluvial (river) flooding;
 - Sea-level rise associated with climate change has the potential worsen coastal and tidal flooding in the longer term; and
 - A substantial proportion of the existing housing stock is in need of improved insulation and other measures to help reduce consumption of gas and electricity.

- The main sources of flood risk in the borough are the rivers Itchen and Hamble and the Monks Brook, although the areas involved are not large. There is also risk of inundation from the sea, with some risk of tidal flooding on the coast of Southampton Water and in the Hamble estuary. However, as there are relatively few properties at risk from this source, future levels of investment in coastal defence for the borough are likely to be limited. There is also some potential for conflict between coastal defence measures and other priorities such as nature conservation and recreation.
- Elements of this borough's historic environment, including archaeological remains and historic landscapes, may be at risk from neglect, and from development pressures. A degree of commercial exploitation of these resources, e.g. by encouraging visitor and tourism activity, has the potential to benefit the local economy, and to generate the funds needed to maintain these resources.
- The landscape creates and maintains the character of the borough and its settlements, but in parts, particularly around the urban areas, it is under pressure from non-rural uses and poor management including degradation of land in anticipation of development. There are significant opportunities to improve linkages between areas of urban open space and the open countryside.
- Significant areas of land in the borough are of high agricultural quality, classified as 'best and most versatile' (Agricultural Land Classification Grades 1, 2 and 3a).
- The PUSH South Hampshire Integrated Water Management Strategy suggests that there is tension between growth in south Hampshire and the potential impact of existing and future wastewater discharges on the internationally designated river and coastal waters in the area. On this basis, there may be little or no "environmental capacity" left in the receiving waters for the consented loads of pollutants to be increased.
- Increased occurrence of drought as a result of climate change is likely to reduce water availability in the wider Hampshire area through reducing groundwater levels. Groundwater is the main source of water in the wider Hampshire area.
- Water quality has been fluctuating in Eastleigh since 1990, with little overall improvement. Significant improvements in the borough are therefore required to meet the target of all watercourses to reach 'good' biological and chemical water quality status by 2015, as required by the Water Framework Directive.

8.3 The SA framework

Table 8.1: The SA Framework

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
Community	
1. Provide sufficient housing to meet identified local needs, including affordability and special needs	<ul style="list-style-type: none"> • Contribute to meeting the objectively assessed housing need/the housing requirement identified in the Local Plan, including an appropriate mix of housing? • Meet need within the local area as well as the wider housing market? • Help to deliver affordable housing to meet Eastleigh’s identified housing needs?
2. Safeguard and improve community health, safety and well being	<ul style="list-style-type: none"> • Improve opportunities for people to participate in cultural, leisure and recreation activities? • Promote healthy lifestyles, safety and well-being? • Provide good access to existing services, open space, facilities and community infrastructure? • Reduce crime, deprivation and promote social inclusion in the borough?
Economic	
3. Develop a dynamic and diverse economy.	<ul style="list-style-type: none"> • Deliver new diverse and knowledge- based employment opportunities? • Support or encourage new business sectors and contribute to GVA in South Hampshire? • Encourage and support business start-ups and assist the development of SMEs? • Provide good access to a range of employment areas? • Enhance the vitality and viability of Eastleigh town centre and other district and local centres? • Help to develop and maintain a skilled workforce to support long-term competitiveness? • Ensure a wide cross section of the community benefits from economic prosperity?
4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.	<ul style="list-style-type: none"> • Improve the capacity of the transport network? • Provide opportunities to encourage sustainable travel choice? • Improve road safety?
Environment	
5. Protect and conserve natural resources.	<ul style="list-style-type: none"> • Have potential impact on natural resources? • Lead to the loss of the best and most versatile agricultural land? • Lead to the more efficient use of land, for example by utilising brownfield sites?

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
6. Reduce air, soil, water, light and noise pollution.	<ul style="list-style-type: none"> • Reduce air quality? • Impact on soil pollution? • Help to remediate land affected by contamination? • Have an impact on water pollution? • Have an impact on light pollution? • Have an impact on noise pollution?
7. Plan for the anticipated levels of climate change	<ul style="list-style-type: none"> • Have an impact on green infrastructure (including extent and quality of open space and linear routes for recreation)? • Increase or reduce the number of new properties at risk of flooding? • Manage development in areas affected by coastal change?
8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.	<ul style="list-style-type: none"> • Promote a reduction in carbon emissions?
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.	<ul style="list-style-type: none"> • Provide, or be accessible to, facilities for the separation and recycling of waste?
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.	<ul style="list-style-type: none"> • Have an impact on biodiversity and geodiversity? • Provide new creation, restoration and/or enhancement opportunities for habitats and species? • Prejudice future biodiversity restoration?
11. Enhance the Borough's multifunctional green infrastructure networks.	<ul style="list-style-type: none"> • Help to reduce deficiencies in open space provision? • Deliver good access to existing and/or create new Green Infrastructure?
12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	<ul style="list-style-type: none"> • Have an impact on landscape? • Achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality?
13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.	<ul style="list-style-type: none"> • Impact on the historic environment and features and areas of archaeological importance? • Conserve and enhance heritage assets? • Increase access to heritage assets?

PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?

9 INTRODUCTION (TO PART 2)

The SA Report must include...

- An outline of the reasons for selecting the alternatives dealt with
- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting the preferred approach in-light of alternatives appraisal (and hence, by proxy, a description of how environmental objectives and considerations are reflected in the draft plan)

9.1.1 This ‘Part’ of the report explains in how SA has informed and helped to shape development of the preferred **spatial strategy** for the borough. It is here that information is presented on **reasonable alternatives**.

10 DEVELOPMENT OF THE SPATIAL STRATEGY

10.1 Introduction

10.1.1 The aim of this chapter is to:

- 1) Introduce the alternative spatial strategies that have been a focus of appraisal and explain (in the form of ‘outline reasons’) why these represent the ‘reasonable alternatives’
- 2) Present summary appraisal findings.
- 3) Explain (in the form of ‘outline reasons’) the Council’s reasons for selecting the preferred approach in-light of appraisal findings.

10.1.2 Providing this information is important from an SEA Regulations compliance perspective.¹¹

10.2 Outline reasons for selecting the alternatives considered

10.2.1 The starting-point for the identification of alternative spatial strategies was -

- 1) A ‘top-down’ understanding of the required housing and employment requirements for the borough; and
- 2) A ‘bottom-up’ understanding of the pros / cons of the various development sites options.

10.2.2 Once (1) and (2) had been established, it was possible to identify a range of alternative spatial strategies.

‘Top-down’ understanding of [housing requirements](#)

N.B. This section has been updated since March 2014, i.e. it has been updated for submission. The updates reflect the need to take account of new evidence in relation to objectively assessed needs.

10.2.3 The preferred growth quantum in **October 2011**, at the time of the original draft plan consultation, was **9,400 dwellings** over the plan period. This figure reflected an assumed distribution of the reduced sub-regional housing target from 2006-2026 between those local authorities in the Partnership for Urban South Hampshire (PUSH) area which did not have adopted core strategies as at 31st March 2011. This level of housing provision was taken forward into the original pre-submission version in August 2012.

¹¹ In-line with the SEA Directive / Regulations the SA Report must present an appraisal of the draft plan and ‘reasonable alternatives’ as well as ‘outline reasons for selecting the alternatives dealt with’.

- 10.2.4 In **October 2012**, shortly after the consultation closed on the Pre-submission Local Plan, PUSH published the South Hampshire Strategy. This Strategy apportions a PUSH wide housing (and employment) target of 55,600 to individual local authorities. The Strategy established that Eastleigh Borough was required to provide for 8,050 dwellings in the period 2011-26, equivalent to **9,660 dwellings** for the Eastleigh Borough Local Plan period 2011-29.
- 10.2.5 In May 2013, consultants GL Hearn were appointed to undertake a Strategic Housing Market Assessment (SHMA) of the South Hampshire sub-region to identify the full objectively assessed housing needs within the sub-region. Early emerging findings were made available to the Borough Council in time for the preparation of the Revised Draft Eastleigh Borough Local Plan in **October 2013**. At that time the Council concluded that there were no clear and overriding reasons to increase the baseline housing provision beyond that set out in the South Hampshire Strategy (9,660 dwellings) – see **Appendix II**. However a 5% contingency was added to allow for any unforeseen issues with housing delivery making for an overall housing provision of **10,140 dwellings**.
- 10.2.6 In **January 2014** a final version of the SHMA was published. This indicated that there may be a need to increase the overall level of housing growth in the South Hampshire sub-region over and above that provided for in the South Hampshire Strategy, albeit that this would appear to be generated by the additional housing targets arising in the Portsmouth Housing Market Area, rather than the Southampton Housing Market Area (within which Eastleigh lies). For information only, the SHMA presented a number of detailed outputs of its modelling at a district level. Applying the preferred scenario of the SHMA itself to these findings suggests a need for **11,100 dwellings** in Eastleigh Borough over the plan period.¹²
- 10.2.7 **More recently**, in June 2014 Jeremy Gardner Consulting (JGC) were commissioned to consider the implications of the recently published 2012-based sub-national population projections for the borough's housing requirements, and for housing requirements across the wider Southampton housing market area. This work concluded by suggesting a need for **9,882 dwellings** in Eastleigh Borough over the plan period
- 10.2.8 Further analysis of the borough's housing need has been undertaken in the light of the findings of the JGC study, and the publication of the National Planning Policy Guidance (NPPG). This analysis, which included consideration of affordable housing need and relationship to economic growth, found that there was **no compelling justification to go beyond 10,140 dwellings**. This level of housing would meet full objectively assessed needs within the borough.¹³ The analysis also re-appraised the housing need for the Southampton Housing Market Area (HMA) in the light of the JGC Study and NPPG. It concluded that the current level of housing proposed for the Southampton HMA area was sufficient to meet Southampton HMA's full objectively assessed housing needs through to 2026.
- 10.2.9 However, it was also acknowledged that understanding of need may change in the future. An update to the South Hampshire Strategy is already underway, and once established the Strategy may identify a need to address an undersupply of housing in the Portsmouth HMA within the Southampton HMA. The implications of the Solent LEP work will also need to be taken into account. In the event that the South Hampshire Strategy increases the housing apportionment for the borough over and above that set out in the Local Plan, there would be a need for an early review.

¹² The 11,100 figure reflects 2008 CLG projections that take into account longer term household formation rates (since 1971), and thus an indication of suppressed household formation in recent years.

¹³ The figure of 10,140 may also include a small 'contingency' according to the latest monitoring data (covering 1st April 2013 – 31st March 2014). This data suggests that circa 150 more dwellings are likely to be accommodated on non-specific ('windfall') sites in urban areas than was previously anticipated, and that some of the sites currently progressing through to planning approval are accommodating additional dwellings.

'Top-down' understanding of employment requirements

N.B. This section has been updated since March 2014, i.e. it has been updated for submission. The updates reflect the need to take account of new evidence in relation to objectively assessed needs.

- 10.2.10 The borough's 'Employment Land Review Part 3: Employment Land Strategy' Report was published for consultation in **October 2013** alongside the Revised Draft Eastleigh Borough Local Plan.¹⁴ On the basis of an objective assessment of employment floorspace requirements, it presented four different scenarios, and identified the following as the preferred approach: **92,500m²** net additional B class floorspace for the period 2011-2029. This is a 'high growth' approach, and was identified taking careful account of the South Hampshire Strategy (2012) and the potential for over / under-supply of particular employment land types within the sub-region (see the discussion within the 'Conclusions from testing the NLP scenarios' section on page 12 of the Report).
- 10.2.11 In **spring 2014**, the Borough Council commissioned an update to the objective assessment of employment floorspace requirements from the consultants Nathaniel Litchfield & Partners. This updated assessment identifies a wide range of potential requirements (see Background Paper EC1b1 for details). However, through detailed consideration of the updated scenarios, also taking account of work undertaken in late 2013 by Oxford Economics on behalf of the Solent LEP, it was determined that a requirement of between 80,000m² and 95,000m² net additional floorspace would still be reasonable for the period 2011-2029 (see the updated Employment Land Review Part 3 (July 2014), Background Paper EC1c, for details). Therefore the preferred approach of providing an additional **92,500m²** of B class floorspace is considered robust even in light of changes to the economy and economic outlook since 2011.
- 10.2.12 The 92,500m² figure does not account for the anticipated redevelopment (for non-employment uses) of two significant employment sites within Eastleigh and Chandlers Ford (approx. 40,700m²). Factoring-in the need to address the impact of these anticipated losses, the total employment floorspace requirement rises to approximately: **133,000m²** net additional B class floorspace for the period 2011-2029. This floorspace requirement can be converted to a *land* requirement using a typical floorspace-to-site area ratio, as advised by Nathaniel Litchfield and Partners (NLP). Using a ratio of 0.4 (which assumes that new office development is provided at a relatively low density), it is estimated that **53.3ha** of land would be required to meet the employment floorspace requirement for the plan period.
- 10.2.13 It is appropriate to plan on the basis of this figure, i.e. there is no reasonable need to subject alternative 'district-wide employment strategy' options to sustainability appraisal. Different scenarios for employment floorspace would not fundamentally alter the land use requirements for new development within the borough (housing and employment combined). For example, the smallest scenario for the borough's net additional employment floorspace requirements (58,800m² for the period 2011-2029) would only decrease the overall development requirement by 15.5ha of land, which would be less than 10% of the additional greenfield housing requirement (5,960 dwellings at 35 dwellings per hectare). The latest work (2014) has identified very high growth scenarios – the updated 'labour demand' scenarios - that *would* involve a strategically significant amount of additional land; however, these scenarios are not considered to be credible given the limitations associated with economic projections and the disagreement of these scenarios with the outcomes from other updated scenarios.

N.B. Evidence-base studies were also drawn-on to identify preferred land requirements for open space and retail development. The scale of these requirements is insignificant in the context of the amount of land required for housing and B class employment floorspace, and hence these requirements need not 'drive' consideration of spatial strategy options.

¹⁴ See <http://www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx>

'Bottom-up' understanding of development site options

N.B. This section has been updated since March 2014, i.e. it has been updated for submission to reflect issues raised through the consultation. It was clear from representations received that there was a need for additional text to explain how consideration of individual site options fed into the identification of the reasonable spatial strategy alternatives. Primarily, Boxes 10.1 and 10.2 have been added.

- 10.2.14 Greenfield development site options were assessed through a process of Strategic Land Availability Assessment (SLAA).¹⁵ As explained in **Appendix III**, the SLAA methodology was developed to reflect the agreed SA framework (i.e. the list of 13 SA objectives introduced in Chapter 9) as closely as possible. So, for example, in-light of the SA objective to 'Safeguard and improve community health, safety and well-being' each site option, as part of the SLAA, was assessed in terms of proximity to a range of community facilities (bus stop, railway station, health centre, primary and secondary school, supermarket and open space).
- 10.2.15 'Bottom-up' understanding has also been generated as a result of other evidence-gathering, consultation and appraisal work, including SA work undertaken in the build-up to the 2012 'Pre-submission' consultation.
- 10.2.16 *Conclusions* on site options reached on the basis site options appraisal and other evidence-gathering, consultation and appraisal work are as follows:
- There is a need to focus on large sites (i.e. residential developments of 300 dwellings or more). Scattered development on small sites throughout the borough would be unlikely to deliver the infrastructure improvements that would be needed to mitigate the cumulative impact of these developments and benefit existing communities.
 - A single new settlement in the centre of the borough focused on Allington Lane is not a reasonable option, primarily for access reasons.
 - As originally conceived (as a former 'major development area') this relied on a new road across the Itchen valley joining a link road through the industrial area and the airport east of Eastleigh (the proposed Chickenhall Lane link road) which would have provided a route to junction 5 of the M27 motorway. A new settlement at this location could potentially include up to 90,000m² of employment floorspace; taking account of precedents being set elsewhere (e.g. at Welborne). However, there were concerns about the environmental impact of the new road across the valley, and the Chickenhall Lane link road proposal has proved to be extremely expensive and unlikely to be economically viable during this plan period. Transport assessment of this option with alternative links to the south-east demonstrated that it would cause severe congestion on local roads, particularly at Hedge End and junction 7 of the M27. The potential for a new junction 6 on the M27 was investigated but was not supported.
 - An appraisal of the Allington Lane new settlement option (1,400 dwellings within the plan period, with potential for 5,000 longer term) was presented within the SA Report published for consultation alongside the 2012 Pre-submission Plan document. For completeness, given that this remains a contentious issue, the 2012 appraisal of the Allington Land new settlement option is reproduced in this SA Report as **Appendix IV**.
 - The following strategic-scale greenfield development site options are broadly supported at this stage and hence need not be a variable within the spatial strategy alternatives, i.e. they are a 'constant' (see further discussion in **Box 10.1**):
 - Site south of Chestnut Avenue, Eastleigh (formerly 1,300 dwellings, now 1,100);
 - Golf course site at Boorley Green (1,400 dwellings & 4000m² employment);
 - Land north-east of Winchester Street, Botley (300 dwellings & 6000m² employment);
 - Site north of Pylands Lane south of Hedge End (250 dwellings).

¹⁵ See <http://www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence/slaa.aspx>

- Aligned with a strong degree of certainty regarding the suitability of these four locations for strategic growth, and also given an understanding of locations for strategic scale growth in neighbouring authorities, it is also the case that three new roads are a constant across the spatial strategy alternatives. One of these – Botley Bypass – is contentious, and hence the justification for the Council’s position is explained in detail in **Box 10.2**. The other two – Sunday’s Hill Bypass and the ‘St John’s Road link’, both south of Hedge End – are more clear cut and need not be dwelt-on further here.
- Other small sites for housing and/or employment - at Allbrook, Bishopstoke, Bursledon, Chandler’s Ford, Fair Oak, Hedge End, Netley and West End – are similarly taken to be ‘a given’ at this stage in the plan making process and hence need not be varied within the spatial strategy alternatives.
- The site options that remain to some extent ‘on the table’ at this stage in the plan-making process and hence ‘reasonably’ should be taken forward as variables within the spatial strategy alternatives are:
 - Land west of Bursledon (1,880 dwellings and 25,000m² of employment floorspace)
 - Land north of Hedge End (1,880 dwellings and 25,000m² of employment floorspace)
 - Land west and south of Horton Heath (1,350 - 1,880 dwellings and 25,000m² of employment floorspace)
 - West of Woodhouse Lane, Hedge End (800 dwellings)
 - Land south of Bishopstoke (650 dwellings),
 - West of Horton Heath (700 - 750 dwellings and 25,000m² of employment floorspace),
 - North of Fair Oak (330 dwellings)
 - South of Maddoxford Lane, Boorley Green (200 dwellings)

10.2.17 To reiterate, the spatial strategy alternatives introduced below vary in terms of the approach to development at the eight site options introduced in the final bullet point above, i.e. those that remain to some extent ‘on the table’ at this current stage.

Box 10.1: Reasons for including some site options as a constant across the spatial strategy alternatives

As discussed above, a number of strategic site options are broadly supported at this late stage in the plan-making process, and as such are a constant across the spatial strategy alternatives (see the orange sites in Figures 10.1 – 10.6, below). These site options are favoured on the basis of site options appraisal work, as well as other evidence-gathering, consultation and appraisal work undertaken over the years. The following discussion considers each site in turn:

Site south of Chestnut Avenue, Eastleigh (formerly 1,300 dwellings, now 1,100)

This has been a preferred site option since first 2011 Draft Local Plan consultation. The spatial strategy alternatives appraisal findings published in the 2013 SA Report and then repeated in the 2014 SA Report and this SA Report Update make over 100 references to this site option. Issues include its current use as playing fields, erosion of the gap between Southampton and Eastleigh, the presence of the historic former North Stoneham Park and a site of importance for nature conservation. Benefits of development reflect accessibility to local services, facilities and employment opportunities, and the potential to contribute to the regeneration of Eastleigh town centre. No major concerns have been raised through consultation that have caused the Council to reconsider its position. There are issues associated with this site that require mitigation, and this is reflected in policy; however, there is no alternative to developing this site if the objective of growing Eastleigh is to be achieved. There are no other sites where the town can expand.

Golf course site at Boorley Green (1,400 dwellings and 4000m² of employment)

This has been a preferred site option since the first 2011 Draft Local Plan consultation. The spatial strategy alternatives appraisal findings published in the 2013 SA Report and then repeated in the 2014 SA Report and this SA Report Update make over 100 references to this site option. Issues raised by objectors include the residential character of Boorley Green, potentially visible from the South Downs National Park, flood risk and nearby areas of local nature conservation value. Benefits of development reflect the preferred strategy to focus growth at or within easy reach of Hedge End, the borough's second largest settlement, and the fact that there is the potential to create a functioning new community, served by a good range of local facilities, that is also well related to an existing settlement. Also, development here, in combination with other locations, will contribute towards improvements to the local transport network including parts of the Botley bypass proposal which will help to resolve existing transport issues. Significant concerns have been raised through consultation, but on balance the Council's position is that development here is necessary – i.e. there is no reasonable alternative - if the Local Plan objectives are to be achieved. Alternative locations in the East of the Borough are extremely limited.

Land north-east of Winchester Street, Botley (300 dwellings and 6000m² of employment)

This has been a preferred site option since the first 2011 Draft Local Plan consultation. The spatial strategy alternatives appraisal findings published in the 2013 SA Report and then repeated in the 2014 SA Report and this SA Report Update make over 50 references to this site option. Issues include flood risk and nature conservation constraints associated with the adjacent River Hamble, proximity to the Botley Conservation Area, and the role of this land as a link between Botley and the open countryside to the north. Benefits of development reflect proximity to the village of Botley, where there is an opportunity to sustain and enhance local services and facilities. The site is also favourably positioned within the landscape, and also has the potential to provide a route for the Botley by-pass, additional allotments and a cemetery. No major concerns have been raised through consultation that have caused the Council to reconsider its position. Development here is necessary – i.e. there is no reasonable alternative - if the Local Plan objectives are to be achieved. Alternative locations in the East of the Borough are extremely limited.

Site north of Pylands Lane south of Hedge End, but in Bursledon parish (250 dwellings)

This has been a preferred site option since the first 2011 Draft Local Plan consultation, although it was initially much smaller. The spatial strategy alternatives appraisal findings published in the 2013 SA Report and then repeated in the 2014 SA Report and this SA Report Update make almost 50 references to this site option. Issues include the onsite locally designated woodland, and the site's position somewhat detached from the main built-up area of Hedge End. However, a new relief road will pass through the site and offer the potential for improved accessibility to some facilities, including the primary school and playing fields. No major concerns have been raised through consultation that have caused the Council to reconsider its position. Development here is necessary – i.e. there is no reasonable alternative - if the Local Plan objectives are to be achieved. Alternative locations in the East of the Borough are extremely limited.

Box 10.2: Reasons for including the Botley Bypass as a constant across the spatial strategy alternatives

As discussed above, the Council's position on the Botley Bypass is that it should be a constant across the spatial strategy alternatives. The road is favoured on the basis of existing issues that are set to be worsened as a result of anticipated growth. It is also the case that the *broad* route of new road is firmly established. The following discussion explains the reasons behind the Council's position:

The possibility of a bypass, to address existing traffic congestion related issues in Botley was first proposed some 25 years ago and is a long-standing commitment in the Local Transport Plan. The Borough Council considers that the issue is now pressing given anticipated strategic scale growth at Botley, Boorley Green and north Whiteley in Winchester district.

Issues associated with traffic congestion in Botley are well understood. In addition to air pollution – with an Air Quality Management Area having been designated - traffic also affects the viability of the village centre and its considerable heritage qualities, reducing its attractiveness as a place to visit and affecting quality of life. Means of addressing poor air quality in the village (e.g. around use of public transport) are set out in the Council's Botley Air Quality Management Area Action Plan; however, it is now recognised that the most effective measure to resolve issues would be to divert traffic away from the village centre.

Having said that there is a strong case for a bypass, it is important to note that Transport Assessment (TA) work undertaken to date does not fully endorse the scheme. The TA shows that a bypass would lead to a reduction in queues, but Hampshire County Council as the Highways Authority conclude that reductions aren't significant, and, in fact, the existing traffic queues do not justify the bypass. However, TA work has yet to take full account of traffic generated by the Whiteley development¹⁶, and it may be that once this additional traffic is taken into account then the conclusion of TA work will change. Regardless, EBC are of the view that given the sensitivities at Botley, there is a need to reduce traffic through the town centre.

The scheme is, however, not without its drawbacks. In particular, given that the new road will have to cross the upper reaches of the River Hamble, Natural England has expressed concerns about impacts to the internationally important Solent Special Area of Conservation (e.g. as a result of water pollution). There is also a fear that the road would lead to loss of ancient woodland and potentially sever Priority Biodiversity Links, which are areas identified as being of local importance by the Eastleigh Biodiversity Action Plan.

In their representation on the Revised Pre-submission Plan (Feb, 2014) Natural England 1) question whether consideration has been given to alternative routes and suggest that this work should be undertaken now in order to develop early certainty; and 2) state that "*Careful consideration should be given regarding how the impacts can be mitigated such that impacts are minimised, and residual impacts fully compensated*".

With regards to (1), the Council's view is that there is no 'reasonable' alternative broad route option. A route to the south of the village would cause significantly more harm to nature conservation and heritage assets, as it would directly impact the part of the River Hamble designated as part of the Solent SAC, and also impact the Botley Conservation Area. This conclusion is reached on the basis of past work stretching back over twenty years. The Borough Council has records of discussions around minor changes to the route (e.g. to avoid individual trees) over more recent years, but it is thought that formal consideration hasn't been given to an entirely different route since the County Council's "Botley Traffic Relief Study" of 1992. Furthermore, the plan is clear that the intention of the policy is to seek to secure elements of the bypass related to development proposals in Eastleigh, whilst reserving the whole route for future implementation, indicating that "*Details of this route shall be agreed with the highway authority, the Borough Council and Winchester City Council.*" In other words, the policy maintains flexibility.

With regards to (2), the Council is now confident that suitably stringent mitigation measures are in place through policy. In-light of Habitats Regulations Assessment (HRA) recommendations, the supporting text to the Botley bypass policy (BO3) now states that: "... a Construction Environmental Management Plan is likely to be required [and the] environmental impact assessment should include specific consideration of water quality impacts on the Solent Maritime SAC (which includes the River Hamble estuary)..." The text also states that: "a site level HRA will be required to demonstrate how this site will be delivered without adverse effect on any European site, with particular reference to the Solent Maritime SAC and the River Itchen SAC and impacts on water quality and otters." Given these mitigatory measures, the HRA Screening Report for the plan¹⁷ is able to conclude that the plan "*contains adequate provisions to avoid or mitigate effects on the Solent Complex sites. No likely significant effects would therefore result.*"

¹⁶ Local Plan TA has had to rely on broad assumptions about growth at Whiteley, as detailed traffic data has not been made available.

¹⁷ See http://www.eastleigh.gov.uk/pdf/PPI-HRA_140704.pdf

Developing alternative spatial strategies

N.B. This section, which introduces the spatial strategy alternatives, is largely unchanged from March 2014. The alternatives themselves are entirely unchanged (and, indeed, are unchanged from October 2013, with the exception that they are now presented with indicative figures for employment floorspace¹⁸); however, the description of how the alternatives were arrived at is altered to reflect the latest understanding of: urban site capacity; the combined capacity of the 'broadly supported' sites; and the employment land 'pipeline'.

- 10.2.18 In light of the 'top down' understanding of the required growth quantum (housing and employment) and 'bottom-up' understanding regarding the merits of the various development site options, the Council was able to identify six alternative spatial strategy options.
- 10.2.19 Each option would involve delivering 5,690 dwellings on greenfield land. This figure is arrived at by subtracting the total capacity for housing in urban areas (4,670 dwellings) from the total housing requirement (10,140 dwellings) and then adding a contingency (220 dwellings).
- 10.2.20 Each option would also deliver 87,000m² of employment floorspace. This figure is obtained by deducting the floorspace of development 'in the pipeline' from the 133,700m² requirement.
- 10.2.21 In terms of the spatial approach, the following are constant across the alternatives:
- 3,870 new dwellings would be delivered at the greenfield sites 'broadly supported' on the basis of site options appraisal and other past evidence gathering, consultation and appraisal (see discussion in para 10.2.15 and Box 1, above);
 - 24,400m² of employment floor space would be delivered at the sites 'broadly supported on the basis of past evidence gathering and consultation'; and
 - 52,300m² of employment floor space would be delivered at small employment sites.
- 10.2.22 As such, the alternatives can be seen to vary in terms of approach to delivering:
- 1,880 (i.e. 5,690 – 3,870 + a small contingency) dwellings on greenfield land; and
 - At least of 10,300m² (i.e. 87,000 – 24,400 – 52,300) of employment floorspace.
- 10.2.23 The alternatives are as follows:
- a) A **major urban extension at land west of Bursledon** (1,880 dwellings and 25,000m² of employment floorspace)
 - b) A **major urban extension at land west and south of Horton Heath** (1,880 dwellings and 25,000m² of employment floorspace)
 - c) A **major urban extension at land north of Hedge End** (1,880 dwellings and 25,000m² of employment floorspace)
 - d) **Smaller urban extensions** at land south of Bishopstoke (650 dwellings), north of Fair Oak (330 dwellings), west of Horton Heath (700 dwellings and 25,000m² of employment floorspace), and south of Maddoxford Lane, Boorley Green (200 dwellings)
 - e) **Smaller urban extensions** at land north of Fair Oak (330 dwellings), west of Horton Heath (750 dwellings and 25,000m² of employment floorspace) and west of Woodhouse Lane, Hedge End (800 dwellings)
 - f) A **major urban extension** at land west of Horton Heath (1,350 dwellings and 25,000m² of employment floorspace) and **smaller urban extensions** at land south of Maddoxford Lane (200 dwellings) and north of Fair Oak (330 dwellings).

¹⁸ It is worthwhile defining the options in terms of an approach to employment land, despite employment land being less significant (relative to housing land) as a 'driver' of the spatial strategy (i.e. under any option various approaches might be taken to employment land with little bearing on strategic sustainability considerations).

10.3 Alternatives appraisal findings

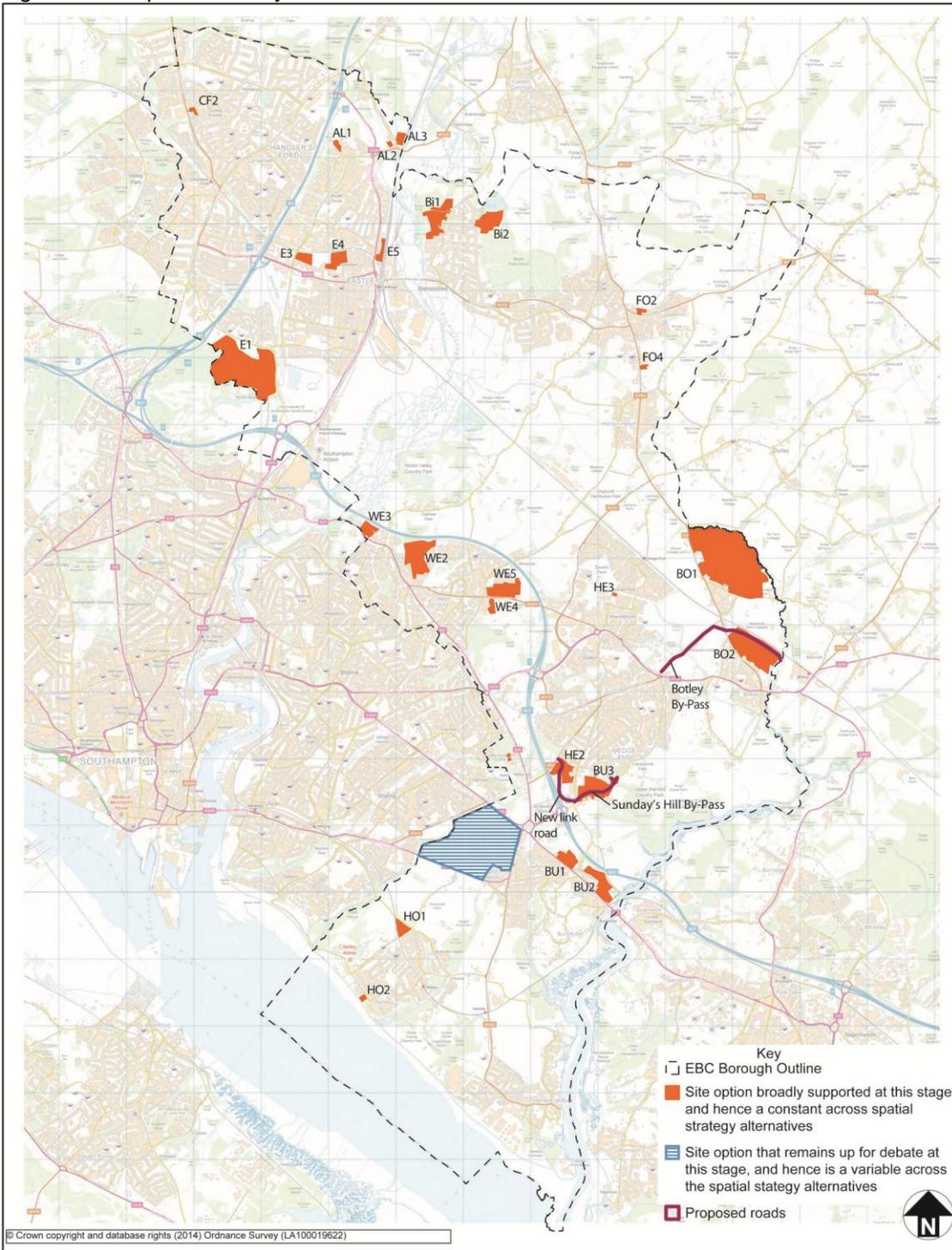
10.3.1 This section presents summary findings for each option (A – F). Detailed appraisal findings in relation to the alternatives are presented in **Appendix V**.

N.B. The appraisal findings are largely un-changed from October 2013. Minor changes were made prior to the March 2014 consultation to reflect the implications of the assigning indicative approaches to employment land to each option. **Most recently**, i.e. since March 2014, minor changes have been made to the appraisal of Options D and F (only) to reflect a representation received that highlighted the need to account more fully for the 'in combination' effects of an approach that would involve developing both 'Golf course site at Boorley Green' and 'Maddoxford Lane, Boorley Green'.

Option A – Major urban extension west of Bursledon

10.3.2 As shown in Figure 10.1, this option would involve delivering 5,690 dwellings on greenfield land. There would be a **major urban extension** west of Bursledon (1,880 dwellings and 25,000m² of employment floorspace – see the **blue** shaded area on the map). The rest of the development would be focused at the sites ‘broadly supported on the basis of past evidence gathering and consultation’ – see the **orange** areas on the map – and at small housing and employment sites (which are not shown on the map).

Figure 10.1: Option A – Major urban extension west of Bursledon



10.3.3 Detailed appraisal findings are set out in Appendix V. Table 10.1 presents main conclusions.

Table 10.1: Option A – Main conclusions

Community

- Capacity to accommodate additional community facilities.
- Poor relationship to Bursledon – severed from the settlement by Hamble Lane.
- Loss of the gap between Bursledon and Southampton, resulting in loss of identity for Bursledon. Would effectively be an outer suburb of the city.

Economy

- Could provide for new employment development in an area of the borough that has few sites for employment use aside from marine-related uses. Employment would be accessible to residents of eastern areas of Southampton and Bursledon.
- Easy access to Southampton via local road links.
- Short extensions to existing bus routes would provide convenient access to the city.
- Likely significant increases in traffic flows at Heath House Lane, Kings Copse Avenue and Woodhouse Lane.
- Increases in traffic flows at: Hamble Lane; Bursledon Road, A27 and Windhover roundabout; Portsmouth Road and Jurd Way; St John's Road; Winchester Road; Bubb Lane and Moorgreen Road; Allington Lane; Grange Road and Charles Watts Way.
- Potential to contribute to/provide local road and other transport infrastructure improvements: planned improvements to the Windhover roundabout and M27 junction 8; other planned improvements to local roads and junctions; possible bypass to the northern end of Hamble Lane; improving local footpaths and cycleways.
- Could help to provide park & ride site for Southampton, although it is not clear that this is needed.

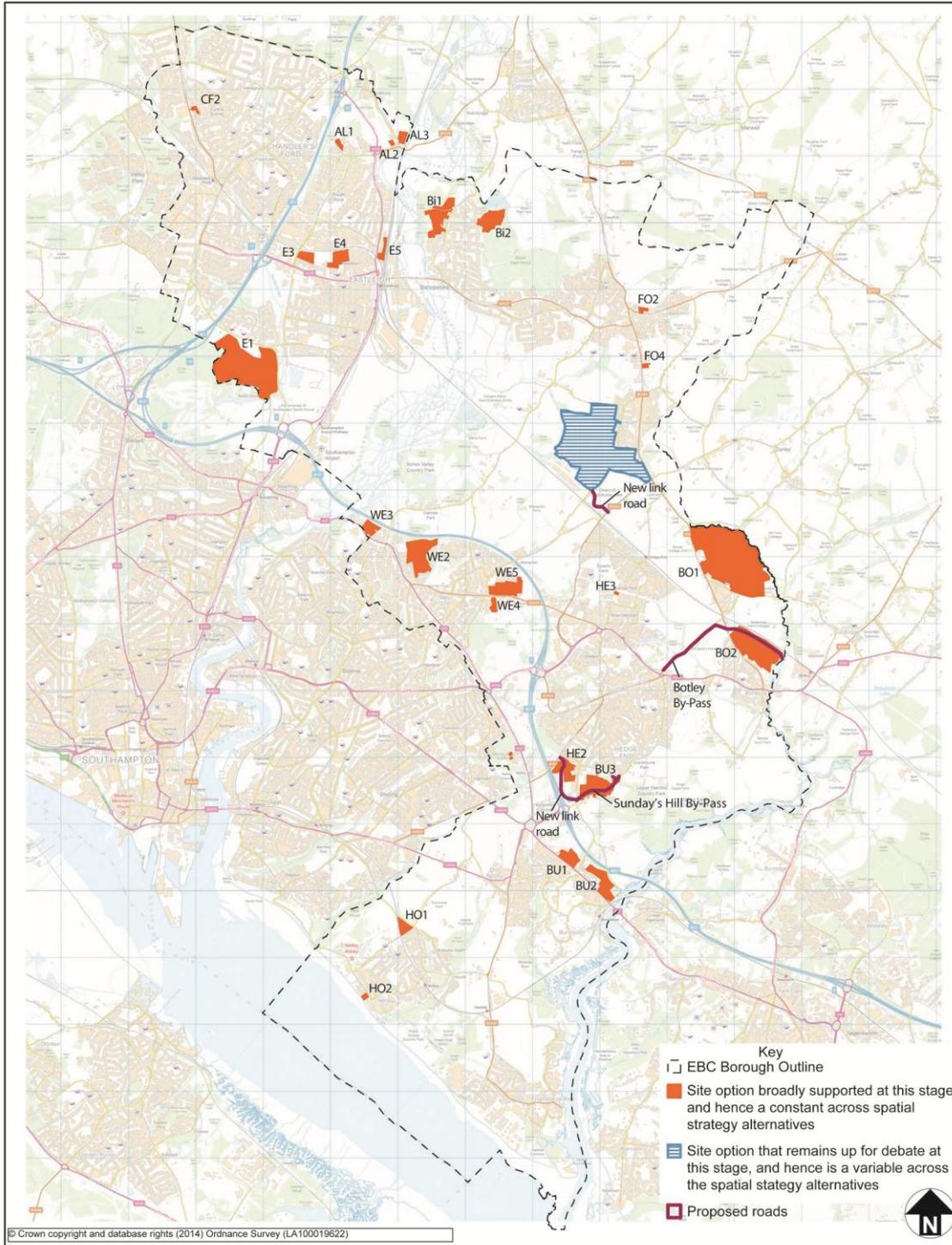
Environment

- Capacity to provide public open space and recreation facilities.
- Substantial landscape impact – site is visible from local roads and in long views from the Solent. However, the built-up area of the city is already prominent from a distance.
- Site is not thought to have any significant drainage, biodiversity or heritage constraints.
- Some potential for land contamination constraint near Hamble Lane that would need to be remediated.
- Significant proportion of site identified In HCC Minerals & Waste Plan as a mineral safeguarding area for its potential sharp sand and gravel resource. This may need to be extracted before development could take place.

Option B – Major urban extension west of Horton Heath

10.3.4 As shown in Figure 10.2, this option would involve delivering 5,690 dwellings on greenfield land. There would be a **major urban extension** west of Horton Heath (1,880 dwellings and 25,000m² of employment floorspace – see the blue shaded area on the map). The reset of the development would be focused at the sites ‘broadly supported on the basis of past evidence gathering and consultation’ – see the orange areas on the map – and at small housing and employment sites (which are not shown on the map).

Figure 10.2: Option B – Major urban extension west of Horton Heath



10.3.5 Detailed appraisal findings are set out in Appendix V. Table 10.2 presents main conclusions.

Table 10.2: Option B – Main conclusions

Community

- Capacity to accommodate additional community facilities including a primary school currently lacking in Horton Heath
- Relationship to the existing settlement of Horton Heath is limited – few opportunities for direct road/footpath links. New community facilities would be on the periphery rather than centrally located.

Economy

- Capacity to accommodate significant new employment linked to the existing Chalcroft Business Park, including new allocations and intensification of use within the distribution park. Potential to enable expansion of existing business at Chalcroft Farm and to provide a wider range of local employment opportunities for the residents of Fair Oak and Horton Heath.
- Dependent on the provision of a new link road between Burnetts Lane and Bubb Lane that would provide improved access for the Chalcroft Business Park, resolving a local issue of the use of Burnetts Lane by HGVs. Without this link Burnetts Lane, Fir Tree Lane and Blind Lane would be inadequate to cope with the additional traffic.
- Likely significant traffic impact on other local roads including: Moorgreen Road; Bubb Lane and Tollbar Way; Botley Road/ Winchester Road; Heath House Lane, Kings Copse Avenue and Woodhouse Lane.
- Likely impacts on other roads including: Allington Lane; Fair Oak Road/ Alan Drayton Way and Fair Oak village centre; Grange Road/ Charles Watts Way; St John’s Road; Winchester Street and Botley; Potential issues of capacity of road links to the M27, particularly for HGVs.
- Potential to contribute to/provide local road and other transport infrastructure improvements: Botley bypass; new road link between Burnett’s Lane and Bubb Lane; improvements to M27 junction 7; improvements to local roads and junctions; improving local footpaths and cycleways.
- Site not particularly well related to existing public transport routes. However, development here provides the opportunity for a greater degree of self-containment within Horton Heath, taking advantage of the existing employment area at Chalcroft Business Park, and also offers opportunities to improve local footpath and cycleway routes, including links to Hedge End station.

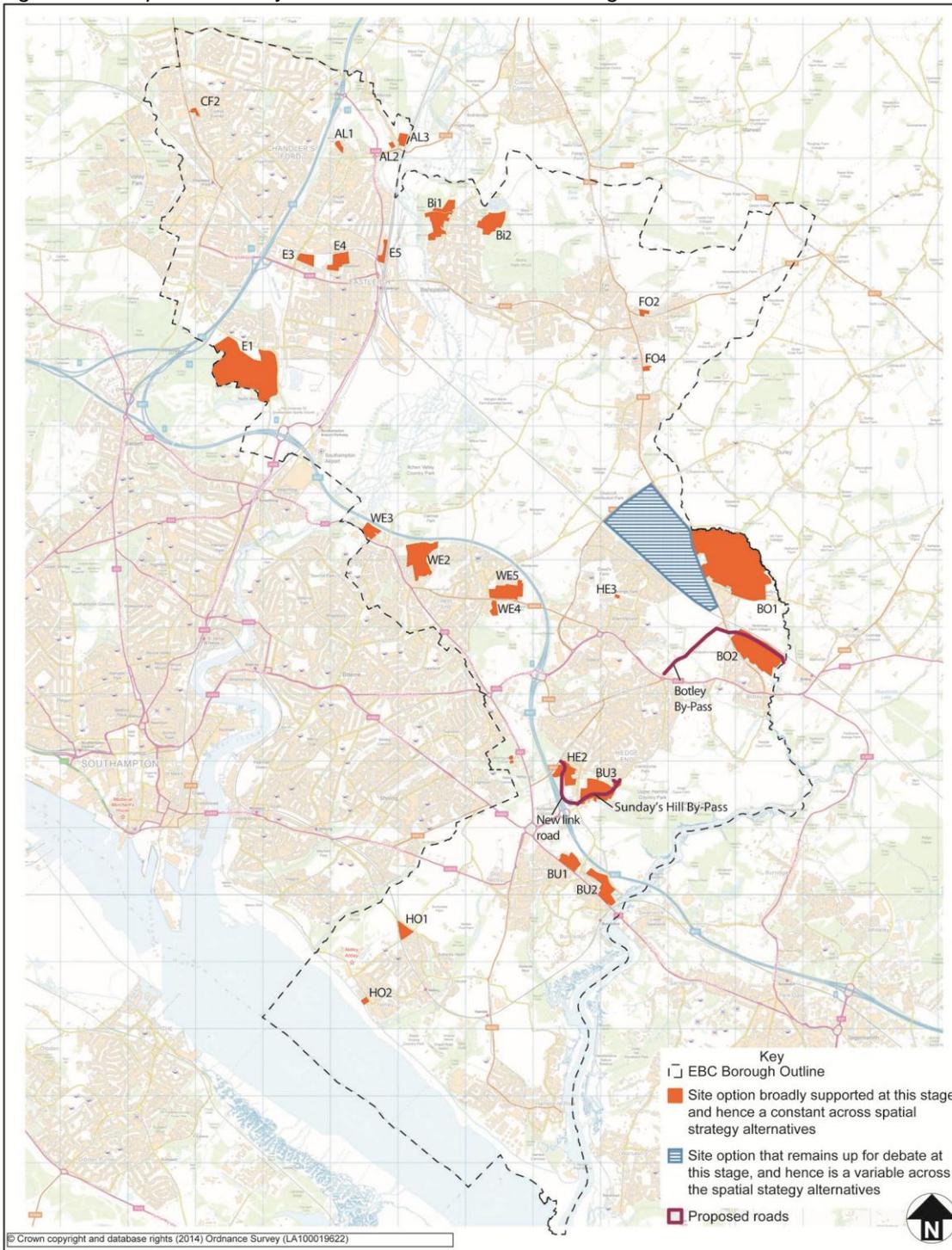
Environment

- Local and some wider landscape impacts from Burnett’s Lane and from Botley Road if development includes eastern-most part of the site.
- Part of the site extends into the gap between Horton Heath and the northern part of Hedge End at Grange Park.
- Part of the site is in use for a recently constructed solar farm.
- Potential impacts on local sites of nature conservation importance and indirectly (through impacts on the aquatic environment) to have some impact on European sites in the Itchen valley; however, in terms of mitigation, potential also to create and enhance biodiversity assets through landscape scheme including sustainable drainage which would limit these impacts.
- Potential to enhance heritage assets at Chalcroft Farm.

Option C - Major urban extension north of Hedge End

10.3.6 As shown in Figure 10.3, this option would involve delivering 5,690 dwellings on greenfield land. There would be a **major urban extension** north of Hedge End (1,880 dwellings and 25,000m² of employment floorspace – see the blue shaded area on the map). The rest of the development would be focused at the sites ‘broadly supported on the basis of past evidence gathering and consultation’ – see the orange areas on the map – and at small housing and employment sites (which are not shown on the map).

Figure 10.3: Option C – Major urban extension north of Hedge End



10.3.7 Detailed appraisal findings are set out in Appendix V. Table 10.3 presents main conclusions.

Table 10.3: Option C – Main conclusions

Community

- Capacity to provide significant community facilities including new schools.
- Remote from the centre of Hedge End, and would do little to support it or the community facilities there – it would require the development of another, possibly competing, local centre.
- Development at Hedge End has already extended well north of the centre up to the railway line, and the Borough Council has a long-standing commitment to retaining the railway as the northern boundary to the town. Development would be separated from Hedge End by the railway line and would effectively be a new settlement that would have to develop its own identity.

Economy

- A significant amount of new employment development would adjoin the largest employment and residential areas of the borough, which could help to reduce the need to travel.
- Maximises the opportunities to provide start-up or move-on accommodation in parts of the borough that have historically been popular for employment-related development (Eastleigh and Hedge End).
- Area is accessible off existing main roads but development would be likely to cause significant increases in traffic flows at: Winchester Road, Winchester Street and Botley; Heath House Lane, King’s Copse Avenue and Woodhouse Lane; Moorgreen Road and Bubb Lane.
- Some increases in traffic flows on: Grange Road and Charles Watts Way; St John’s Road; Allington Lane; Botley Road through Horton Heath (potentially also Fir Tree Lane); Fair Oak village centre.
- Potential to contribute to local road and other transport infrastructure improvements: Botley bypass; improvements to M27 junctions 7 and 8 and other local roads; improving local footpaths and cycleways.
- Development here could take advantage of Hedge End station and provide station improvements, more parking and local transport interchange facilities.

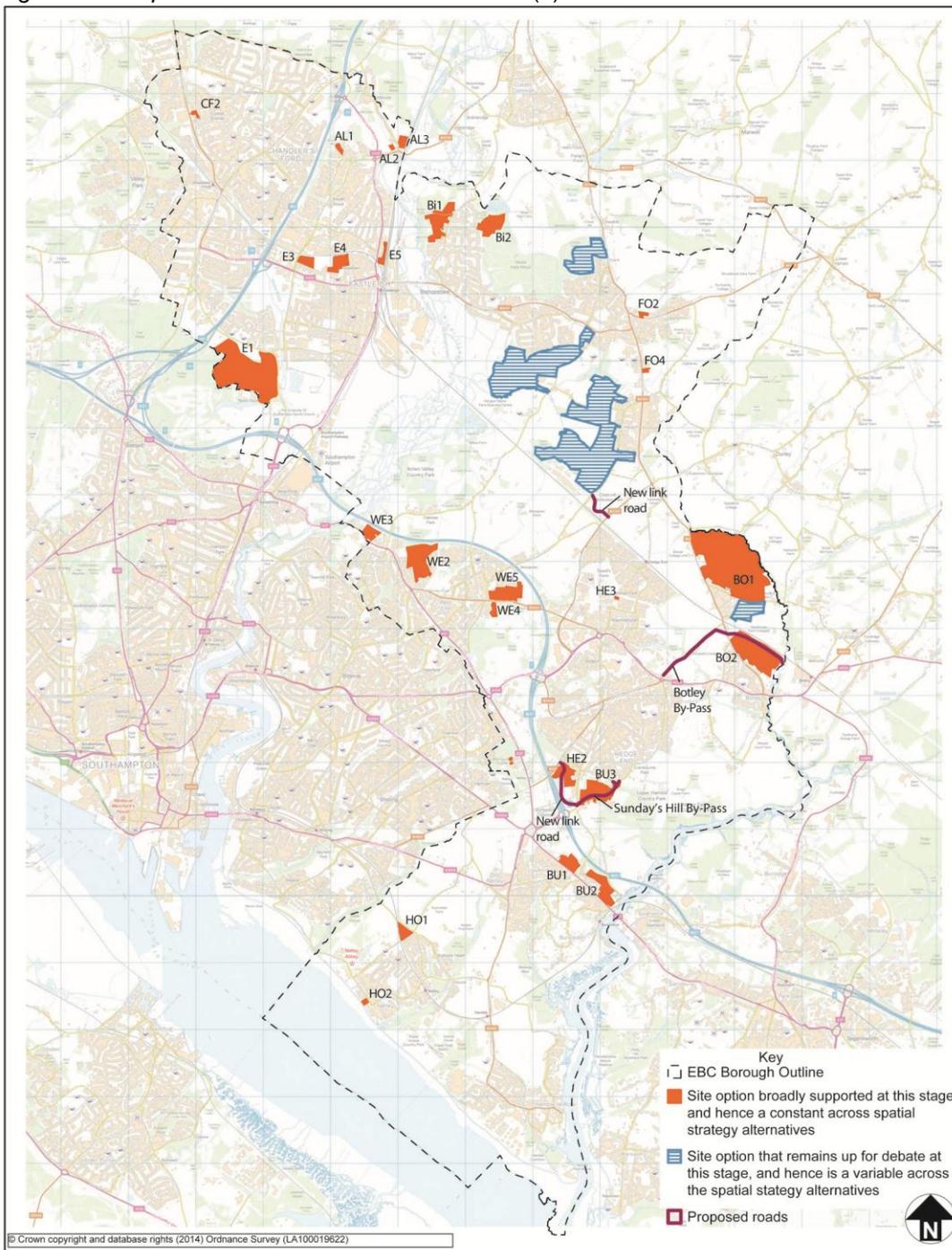
Environment

- Local landscape impact only – site is not prominent in wider views and existing development south of the railway impacts upon the area.
- Loss of part of the gap between Hedge End and Horton Heath where the railway line provides a well-defined edge to the settlement.
- Coalescence with committed development at Boorley Green.
- Site is not thought to have any significant drainage, biodiversity or heritage constraints.

Option D – Smaller urban extensions (1)

10.3.8 As shown in Figure 10.4, this option would involve delivering 5,690 dwellings on greenfield land. There would be **smaller urban extensions** south of Bishopstoke (650 dwellings), north of Fair Oak (330 dwellings), west of Horton Heath (700 dwellings and 25,000m² of employment floorspace) and south of Maddoxford Lane, Boorley Green (200 dwellings). These are shaded blue on the map. The rest of the development would be focused at the sites ‘broadly supported on the basis of past evidence gathering and consultation’ – see the orange areas on the map – and at small housing and employment sites (which are not shown on the map).

Figure 10.4: Option D – Smaller urban extensions (1)



10.3.9 Detailed appraisal findings are set out in Appendix V. Table 10.4 presents main conclusions.

Table 10.4: Option D – Main conclusions

Community

- Existing schools at Bishopstoke and Fair Oak are approaching or exceeding capacity. There is potentially insufficient primary school capacity at Boorley Green/ Botley. However, the developments have the potential to provide some additional facilities where they are currently needed by existing communities, e.g. new primary schools to serve Bishopstoke, Fair Oak and Horton Heath. Development south of Maddoxford Lane could put further pressure on existing facilities, but would have a range of new facilities located nearby as part of development north and east of Boorley Green. Also, the proposed school at Boorley Green might need to be expanded to accommodate the development south of Maddoxford Lane.
- Development south of Bishopstoke would not be well-related to the existing community / local facilities.

Economy

- Capacity to include employment development at Horton Heath (including intensification of employment uses at the Chalcroft Business Park) and potentially south of Bishopstoke. This could potentially increase the range of local employment opportunities for residents of Bishopstoke, Fair Oak and Horton Heath.
- Possible in-combination and cumulative traffic impacts on local roads in the village of Boorley Green in particular as a result of development north and east of Boorley Green and south of Maddoxford Lane.
- Likely significant increases in traffic flows on: Fir Tree Lane and Blind Lane (although as these routes are of limited capacity it is likely that traffic would divert to other local roads); Heath House Lane, King's Copse Avenue and Woodhouse Lane.
- Some increases in traffic flows on: Fair Oak Road/ Alan Drayton Way; Sandy Lane; Fair Oak village centre; Allington Lane; Winchester Road and Botley Road through Horton Heath; Burnett's Lane, Moorgreen Road, Bubb Lane and Tollbar Way; Grange Road and Charles Watts Way; St John's Road; Winchester Street and through Botley; Maddoxford Lane and other local roads. N.B. The model shows significant congestion further to the west along Bishopstoke Road which is considered likely to limit increases in traffic flows there as traffic diverts to other routes.
- Potential to contribute to/provide local road and other transport infrastructure improvements: Bishopstoke/ Fair Oak: could provide improvements to junctions on Bishopstoke Road and Fair Oak Road, including at Allington Lane, Church Road, Chickenhall Lane and the Twyford Road/Station Hill roundabout in Eastleigh town centre. However, proposals will not resolve adequately the current congestion on Bishopstoke Road and Fair Oak Road and peak hour congestion is still likely. Horton Heath: provides a new road link between Burnett's Lane and Bubb Lane south of Horton Heath which resolves existing issues of HGV access to the Chalcroft Business Park. Also provides improvements to local cycleways and footpaths. However, there are potential issues of capacity of road links to the M27, particularly for HGVs. Developments could also contribute to improving local footpaths and cycleways.
- Sites not particularly well related to existing public transport routes and provides limited opportunities to improve services. However, the provision of new employment floorspace and the siting of new residential development close to existing employment areas (e.g. Chalcroft Business Park) provides opportunities for greater degrees of self-containment.

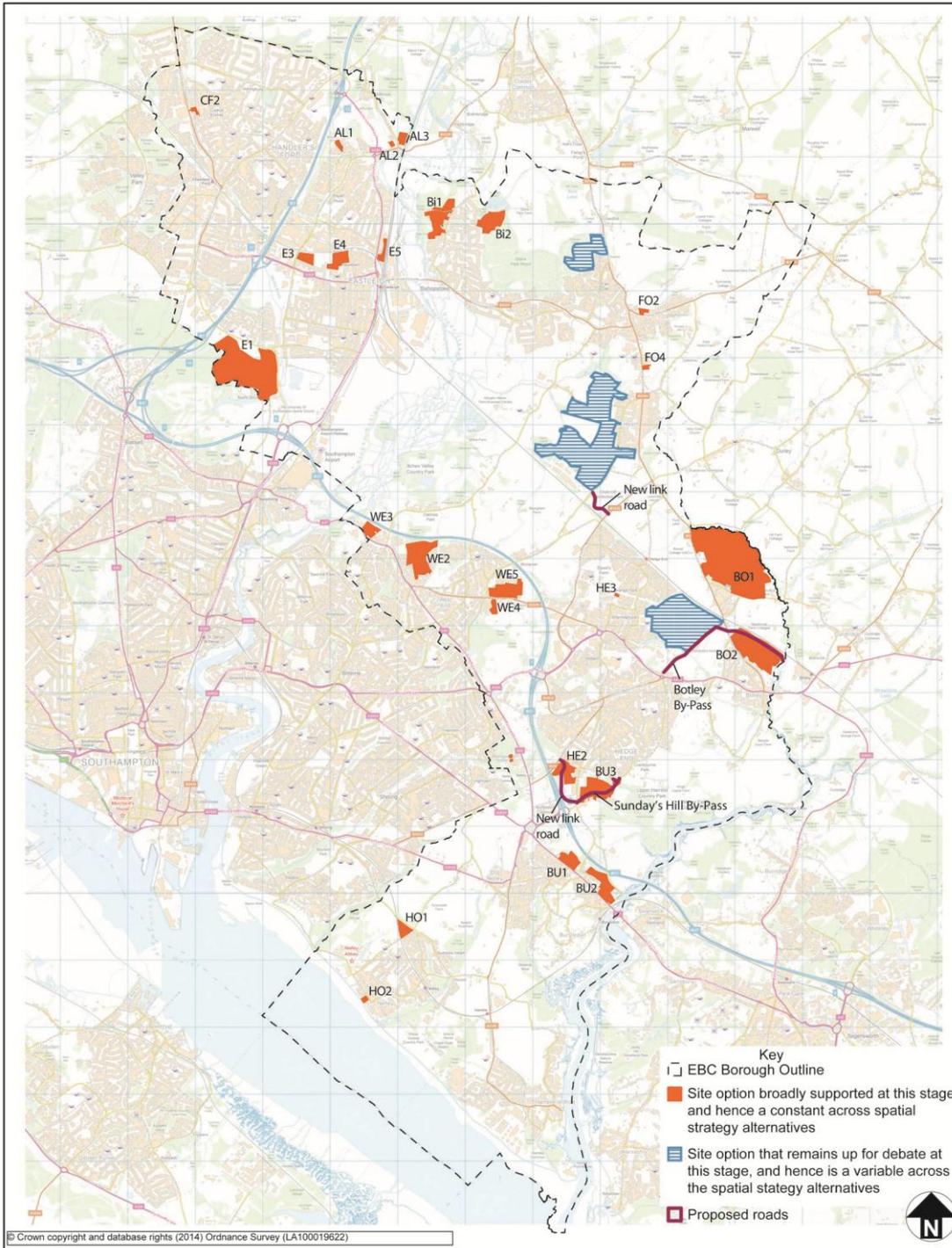
Environment

- Potential to provide additional open space and biodiversity enhancement: South of Bishopstoke, south of the ridge line and extending to the stream in the south and the Itchen valley to the west; at Horton Heath; South of Maddoxford Lane extending from the committed open space to the north.
- Development would change the character of south Bishopstoke, representing a further step in a series of extensions of the urban edge. Also likely to urbanise the southern approach to Fair Oak along Allington Lane. North of Fair Oak, development extends the urban edge further into the countryside to the north. At Horton Heath, the reduced area of development from that set out in Option B means less on the higher ground, but there would still be significant local landscape impacts. The cumulative and in combination effect of development both south of Maddoxford Lane and north and east of Boorley Green would result in quite significant local landscape impact of narrowing the gap between Botley and Boorley Green.
- Potential impacts on local sites of nature conservation importance and indirectly (through impacts on the aquatic environment) to have some impact on European sites; however, there is potential for mitigation.

Option E – Smaller urban extensions (2)

10.3.10 As shown in Figure 10.5, this option would involve delivering 5,690 dwellings on greenfield land. There would be **smaller urban extensions** north of Fair Oak (330 dwellings), west of Horton Heath (750 dwellings and 25,000m² of employment floorspace) and west of Woodhouse Lane, Hedge End (800 dwellings). These are shaded **blue** on the map. The reset of the development would be focused at the sites ‘broadly supported on the basis of past evidence gathering and consultation’ – see the **orange** areas on the map – and at small housing and employment sites (which are not shown on the map).

Figure 10.5: Option E – Smaller urban extensions (2)



10.3.11 Detailed appraisal findings are set out in Appendix V. Table 10.5 presents main conclusions.

Table 10.5: Option E – Main conclusions

Community

- Existing primary schools at Fair Oak and Hedge End are approaching or exceeding capacity. However, developments have the capacity to accommodate community facilities including schools needed by the existing as well as the new residents, e.g. west of Woodhouse Lane to meet needs in Hedge End, and at Horton Heath to serve new and existing communities there and at Fair Ok.

Economy

- Capacity to include employment development at Horton Heath (including intensification of employment uses at the Chalcroft Business Park) that would provide employment in an area of the borough that currently has very little.
- Potential to enable expansion of existing business at Chalcroft Farm and to provide a wider range of local employment opportunities for the residents of Fair Oak and Horton Heath.
- Likely significant increases in traffic flows on: Fir Tree Lane and Blind Lane (although as these routes are of limited capacity it is likely that traffic would divert to other local roads); Moorgreen Road, Bubb Lane and Tollbar Way; Botley Road/ Winchester Road; Heath House Lane, Kings Copse Avenue and Woodhouse Lane.
- Some increases in traffic flows on: Allington Lane; Fair Oak Road/ Alan Drayton Way and Fair Oak village centre; Burnett's Lane.
- Grange Road/ Charles Watts Way; St John's Road; Winchester Street and Botley.
- Potential issues of capacity of road links to the M27, particularly for HGVs.
- Potential to contribute to/ provide local road and other transport infrastructure improvements: Fair Oak: could contribute towards improvements to junctions on the Bishopstoke Road corridor and to improving local footpaths and cycleways; Horton Heath: provides a new road link between Burnett's Lane and Bubb Lane south of Horton Heath which resolves existing issues of HGV access to the Chalcroft Business Park.; Hedge End: could contribute to improvements to Woodhouse Lane and potentially to the remainder of the Botley bypass proposal; Could also provide improvements to local cycleways and footpaths.
- The Woodhouse Lane site is located in relatively close proximity to Hedge End railway station and has the potential to be well served by bus routes. The other sites are not particularly well related to existing public transport routes and provide limited opportunities to improve services. However, the provision of new employment floorspace and the siting of new residential development close to existing employment areas (e.g. Chalcroft Business Park) provide opportunities for greater degrees of self-containment.

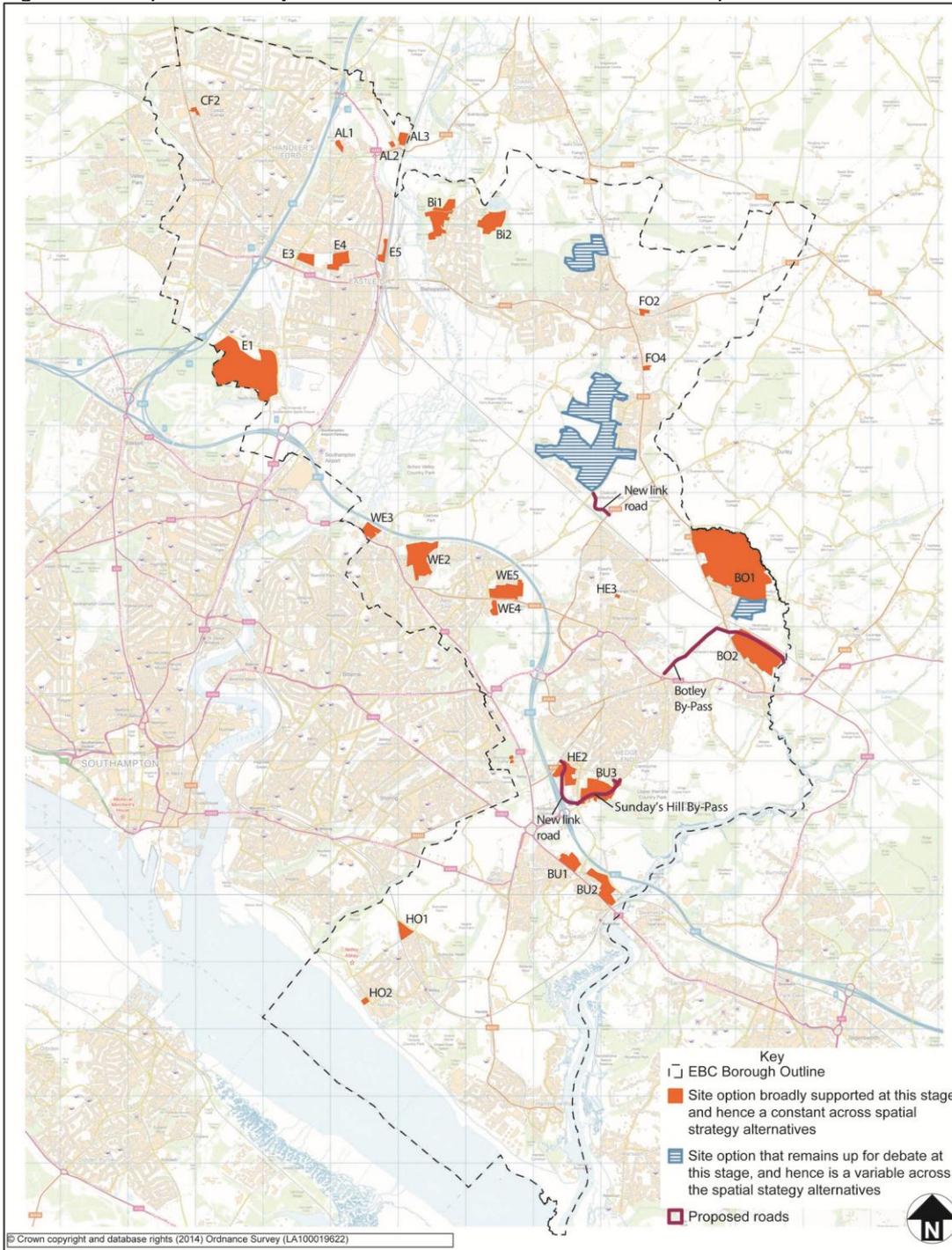
Environment

- Landscape impacts: North of Fair Oak: Development extends the urban edge further into the countryside to the north. Horton Heath: Reduced area of development from that set out in Option B means less on the higher ground, but there would still be significant local landscape impacts. Hedge End: The site is well contained by Woodhouse Lane, the railway and existing built development (Grange Park) to the west. There would be some local visual impact on neighbouring residential areas in Grange Park.
- Potential to provide additional open space and biodiversity enhancement: on part of the site west of Woodhouse Lane, where a large area of playing fields would meet existing and future needs in Hedge End; at Horton Heath where significant areas of open space would be provided as part of the residential scheme.
- Horton Heath: potential impacts on local sites of nature conservation importance and indirectly (through impacts on the aquatic environment) to have some impact on European sites in the Itchen valley; however, there is potential for mitigation of these impacts as stated above.

Option F – Major urban extension west of Horton Heath plus smaller urban extensions

10.3.12 As shown in Figure 10.6, this option would involve delivering 5,690 dwellings on greenfield land. There would be a **major urban extension** at land west of Horton Heath (1,350 dwellings and 25,000m² of employment floorspace) and **smaller urban extensions** at land south of Maddoxford Lane (200 dwellings) and north of Fair Oak (330 dwellings). These are shaded blue on the map. The rest of the development would be focused at the sites ‘broadly supported on the basis of past evidence gathering and consultation’ – see the orange areas on the map – and at small housing and employment sites (which are not shown on the map).

Figure 10.6: Option F – Major urban extension west of Horton Heath plus smaller urban extensions



10.3.13 Detailed appraisal findings are set out in Appendix V. Table 10.6 presents main conclusions.

Table 10.6: Option F – Main conclusions

Community

- Capacity to accommodate additional community facilities including a primary school currently lacking in Horton Heath.
- Development south of Maddoxford Lane would need to share the community facilities to be provided within the development site north and east of Boorley Green. The proposed school at Boorley Green might need to be expanded to accommodate the development south of Maddoxford Lane.
- At Horton Heath the site has a poor relationship to the existing settlement of Horton Heath – few opportunities for direct road/footpath links. However the larger site provides an opportunity for a better location of community facilities.

Economy

- Capacity to accommodate significant new employment linked to the existing Chalcroft Business Park, including an extension and intensification of use within the distribution park. Potential to provide a wider range of local employment opportunities for the residents of Fair Oak and Horton Heath.
- Development at Horton Heath is dependent on the provision of a new link road between Burnetts Lane and Bubb Lane that would provide improved access for the Chalcroft Business Park, resolving a local issue of the use of Burnetts Lane by HGVs. Without this link Burnetts Lane, Fir Tree Lane and Blind Lane would be inadequate to cope with the additional traffic.
- Possible in-combination and cumulative traffic impacts on local roads in the village of Boorley Green in particular as a result of development north and east of Boorley Green and south of Maddoxford Lane.
- Likely significant traffic impact on other local roads including: Moorgreen Road; Bubb Lane and Tollbar Way; Botley Road/ Winchester Road; Heath Huse Lane, Kings Copse Avenue and Woodhouse Lane.
- Likely impacts on other roads including: Allington Lane; Fair Oak Road/ Alan Drayton Way and Fair Oak village centre; Grange Road/ Charles Watts Way; St John's Road; Winchester Street and Botley; Maddoxford Lane and other local roads; Potential issues of capacity of road links to the M27, particularly for HGVs.
- Potential to contribute to/provide local road and other transport infrastructure improvements: Botley bypass; new road link between Burnett's Lane and Bubb Lane; improvements to M27 junction 7; improvements to local roads and junctions; improving local footpaths and cycleways.
- The Horton Heath site not particularly well related to existing public transport routes and provides limited opportunities to improve services. However, development here provides the opportunity for a greater degree of self-containment within Horton Heath, taking advantage of the existing employment area at Chalcroft Business Park.

Environment

- At Horton Heath, there would be local and some wider landscape impacts from Burnett's Lane and from Botley Road if development includes eastern-most part of the site.
- In-combination effects of development both south of Maddoxford Lane and north and east of Boorley Green would result in quite significant local landscape impacts and narrowing of the gap between Botley and Boorley Green.
- A small part of the site extends into the gap between Horton Heath and the northern part of Hedge End at Grange Park. However it would be possible to allocate this for playing fields to serve the new development.
- At Horton Heath, there are potential impacts on local sites of nature conservation importance and indirectly (through impacts on the aquatic environment) on European sites in the Itchen valley; however, in terms of mitigation, there is potential also to create and enhance biodiversity assets through landscape scheme including sustainable drainage and provision of additional open space.
- South of Maddoxford Lane there is potential for impacts on biodiversity interests relating to the river Hamble, but potential also to provide additional open space and biodiversity enhancement.
- Potential to enhance heritage assets at Chalcroft Farm.

10.4 Outline reasons for selecting the preferred approach in-light of alternatives appraisal

N.B. This discussion is unchanged since March 2014, with the exception that a paragraph has been added (para 10.4.5) to explain that the Council has recently taken the decision to increase the scale of growth west of Horton Heath (by 200 dwellings over and above that tested through Option E, the preferred option).

10.4.1 In-light of the summary appraisal findings presented in Tables 10.1 – 10.6 (and the detailed appraisal findings presented in Appendix V), the Council has concluded that:

- Option A (Major urban extension west of Bursledon) would prejudice the separate identity of Bursledon, and development would be difficult to integrate with the rest of Bursledon. It would also likely have significant traffic impacts on already congested roads, with implications for the Hamble Lane Air Quality Management Area.
- Option B, (Major urban extension west of Horton Heath) would lead to unacceptable encroachment into the Horton Heath/Hedge End gap and the countryside to the west; however, this option would enable the provision of community benefits and a new road link between Burnett's Lane and Bubb Lane relieving traffic pressure on rural roads.
- Option C (Major urban extension north of Hedge End) would involve encroachment into an identified countryside gap and, in the Council's view, would represent further urban sprawl north of Hedge End (inadequately related to the existing settlement, and prejudicing the separation of Hedge End from Horton Heath and Boorley Green). Following the Grange Park developments in the 1980s, the Council concluded that Hedge End should not extend further north, and that the railway forms an appropriate northern boundary for the town.
- Option D (Smaller urban extensions 1) would perpetuate problems around peak hour traffic congestion. In relation to Land south of Bishopstoke, related junction improvements on Bishopstoke Road would ease traffic flows, but this effect would be off-set by the increases in flows that would result from new development.
- Option E (Smaller urban extensions 2) is similar to the Council's preferred option in the pre-submission Local Plan published in 2012. Inclusion of the land west of Woodhouse Lane brings community benefits in the form of locally needed playing fields, and locates new development within easy reach of the railway station. Inclusion of the land west of Horton Heath would enable the provision of additional employment and community facilities that do not currently exist in the settlement, and help to resolve pressure on schools in Fair Oak.
- Option F (Major urban extension west of Horton Heath plus smaller urban extensions) does not take advantage of the availability of land at Woodhouse Lane, which would provide new playing fields and additional housing in close reach of the railway station.

10.4.2 All the options appraised have positives and negatives, and all might be described as sustainable to some degree. All are likely to have impacts on traffic movement, although Options A and D would probably aggravate existing traffic congestion to a greater extent.

10.4.3 The differences between the options in sustainability terms are not clear cut. In debating and selecting the preferred spatial strategy, the following considerations, which are largely based on the Council's vision and objectives for the borough, came to the fore as fundamental to making the choice:

- The town of Eastleigh should remain a major focus for development as it contains the widest range of employment opportunities, community facilities and transport infrastructure in the borough, and in order to support the town centre;
- The Botley/ Boorley Green/ Hedge End area should also remain a focus for development given its proximity to employment opportunities other facilities in Hedge End;

- There should be no significant additional development in the Hamble peninsula, because of transport constraints and the vulnerability of the gaps between settlements and Southampton, the outer borders of which are clearly visible from much of the peninsula;
- The separate identity of settlements and local communities should be safeguarded by ensuring the retention of undeveloped countryside gaps between them.

10.4.4 The Council has chosen to develop a preferred approach on the basis of **Option E**.

10.4.5 Indeed, the Council's preferred approach *is* Option E, with the exception that the decision has been taken to increase the scale of growth west of **Horton Heath** by 200 dwellings over and above the level tested through Option E. This decision reflects joint working and consultation with Hampshire County Council regarding schools provision in the borough. A new secondary school was identified to be included as part of development west of Horton Heath, the siting of which would displace some of the housing provision. As such, work was undertaken to identify land to 'make-up' the 'loss' and, in rationalising boundaries to the topography and geographical features of the site, land to increase the capacity of the site by 200 additional dwellings was identified. '

10.4.6 **Option E** is the Council's preferred approach because:

- In combination with the sites at Boorley Green and Botley it focuses the additional development in areas at or within easy reach of Hedge End, the borough's second largest settlement;
- It helps to provide community facilities needed by existing communities in the Fair Oak/ Horton Heath and Hedge End areas, in particular new schools, allotments and playing fields;
- It provides a new employment site at Horton Heath focused on the Chalcroft Business Park, and enables the intensification of employment uses within the distribution park, enhancing the provision for employment in the Fair Oak/ Horton Heath area as well as contributing to economic growth in the borough and the sub-region;
- It provides locally needed transport infrastructure including:
 - a solution to a long-standing issue of vehicular access to the Chalcroft Business Park in the form of a road link between Burnett's Lane and Bubb Lane, with significant related economic benefits;
 - the potential to improve transport links between Horton Heath and junction 7 of the M27;
 - the potential for contributions towards the improvement of transport (including bus) links around the east and south of Hedge End;
 - the safeguarding of a route for a bypass for Botley which resolves long-standing issues of traffic impacts on the historic village centre;
 - the potential to enhance footpath and cycleway networks and links to public transport facilities;
- It utilises existing buildings of local heritage interest at Chalcroft Farm, enabling their refurbishment and the provision of a distinctive focus for business, leisure and residential uses;
- While it inevitably involves some incursion into existing gaps between settlements, for the most part it retains the individual identities of the borough's communities;
- Its landscape impacts are localised; and
- Development on the major sites identified will have limited impacts on biodiversity interests and no immediate impacts on European nature conservation sites, although some indirect impacts might be anticipated.

PART 3: WHAT ARE THE SA FINDINGS AT THIS STAGE?

11 INTRODUCTION (TO PART 3)

The report must include...

- The likely significant effects associated with the draft plan approach
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan approach

11.1.1 This 'Part' of the SA Report presents appraisal findings in relation to preferred approach, as presented within the Submission Local Plan document.

12 APPRAISAL FINDINGS

12.1 Methodology

12.1.1 The appraisal identifies and evaluates 'likely significant effects' of the preferred approach on the baseline, drawing on the sustainability issues and objectives identified through scoping (see Part 1) as a methodological framework.

12.1.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the policy approaches under consideration, and limited understanding of the baseline.¹⁹

12.1.3 Because of the uncertainties involved there is inevitably a need to make assumptions. Assumptions are made cautiously, and explained within the text.²⁰ The aim is to strike a balance between comprehensiveness and conciseness/accessibility to the non-specialist. In many instances, given reasonable assumptions, it is not possible to predict significant effects, but it is possible to comment on merits (or otherwise) in more general terms.

12.1.4 It is important to note that effects are predicted taking into account the criteria presented within Schedule 1 of the SEA Regulations.²¹ So, for example, account is taken of the probability, duration, frequency and reversibility of effects as far as possible. Cumulative effects are also considered. These effect 'characteristics' are described within the appraisal as appropriate.

Added structure

12.1.5 Although there is a need to focus on the effects of 'the plan' as a whole, it is helpful to break-up the appraisal with sub-headings. Four sub-headings are used under each 'topic' heading:

- 1) Strategic policies
- 2) Development management policies
- 3) Site allocation policies
 - **Appendix VI** gives stand-alone to each of the site allocation policies in turn.
- 4) Conclusions

The appraisal findings presented below remain largely unchanged since March 2014. Appraisal findings have only been updated in relation to flood risk, to reflect findings of sequential / exceptions testing. Specifically, para 12.8.6 has been modified. This paragraph is highlighted, below. The appraisal has not been updated to reflected proposed modifications to the plan prepared since March 2014. This is on the basis that significant effects are deemed unlikely.

¹⁹ The implication being that it is difficult, if not impossible, to identify a 'cause effect relationship' with any certainty.

²⁰ As stated by past Government Guidance (The Plan Making Manual): "Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."

²¹ Environmental Assessment of Plans and Programmes Regulations 2004

12.2 Housing

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
1. Provide sufficient housing to meet identified local needs, including affordability and special needs	<ul style="list-style-type: none"> Contribute to meeting the objectively assessed housing need/the housing requirement identified in the Local Plan, including an appropriate mix of housing? Meet need within the local area as well as the wider housing market? Help to deliver affordable housing to meet Eastleigh's identified housing needs?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development), S3 (Location of new housing)
- DM1 – General criteria for new development (viii. Disabled people)
- DM21 – Upper floors (ii. Residential uses)
- DM25 – Residential development in urban areas
- DM26 – Residential extensions and replacement dwellings in the countryside
- DM27 – Rural workers' dwellings
- DM28 – Affordable housing
- DM30 – Gypsies, travellers and travelling showpeople
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of Strategic policies

- 12.2.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and sets out what development should do or provide in the borough to be sustainable. Housing is primarily addressed through criterion i. which says new development should meet community needs.
- 12.2.2 Policies **S2** and **S3**, together, set out the quantum and location of housing development in Eastleigh Borough. As set out in policy **S2**, the Council will promote the delivery of a minimum of 10,140 new dwellings. This figure is based on evidence from background paper H1 Housing, EC1A to C Employment Land Review, the emerging findings of the SHMA as published on 20th January 2014 and the PUSH South Hampshire Strategy 2012. On the basis of this evidence, the preferred quantum can be seen to broadly meet identified housing needs and support the strategy for economic growth in south Hampshire.
- 12.2.3 The strategy for location of new development (**S3**) is to focus as much as possible within existing urban areas with the remainder on green field sites in the form of urban extensions, and some smaller sites to meet local need. This strategy should ensure development viability, and hence help to ensure that housing is delivered 'on the ground' over the course of the plan period. Alongside the Local Plan, a Housing Implementation Strategy will be in place to help ensure a five year land supply. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document.

Appraisal of development management policies

- 12.2.4 Policy **DM25** seeks to encourage residential development within the defined urban edge providing certain criteria are met. The policy includes a requirement where feasible to provide a mix of dwelling types and sizes to meet local needs including specialised residential housing, for example for older people, and is encouraged in sustainable locations within the urban edge. In addition, where possible, provision should also be made for self-build development. Policy **DM1** makes particular reference for new development to incorporate provision for disabled people. Residential development on upper floors in town, district, local and neighbourhood centres will be permitted (**DM21**) subject to certain criteria. These policies help to support the provision of sufficient housing and a range of types of housing to meet a range of needs.
- 12.2.5 Residential development in the countryside is addressed in policies **DM26** and **DM27**. Excluding the strategic allocations identified in **S3**, as a matter of general principle, the supporting text of policy **DM26** states that, development of new housing in the countryside will not be permitted except in very limited circumstances. There are however many existing dwellings in the countryside and the plan recognises there will be an inevitable need for extensions and replacements of dwellings over time. Both policies essentially seek to enable development in the countryside but also avoid urbanising effects.
- 12.2.6 Policy **DM28** is likely to have positive effects in securing provision of affordable housing. The policy sets out how affordable housing needs are to be met on site, in proximity to facilities and infrastructure and encouraging mixed, balanced and sustainable communities; and sets out options for off-site provision or financial contributions in exceptional circumstances.
- 12.2.7 Policy **DM30** is likely to have positive effects in securing provision of gypsy, traveller and travelling showpeople accommodation. The criteria based policy supports such accommodation at suitable locations in the borough. The supporting text of this policy commits the Council to future work on a Travelling Communities DPD which will identify needs and make necessary provision to meet these needs.

Appraisal of site allocation policies

- 12.2.8 There are 32 housing allocation sites proposed in the Local Plan to meet the identified housing need. Appendix VI considers each of these in turn. The following site allocations support the provision specialist accommodation:
- HO2: site identified as suitable for residential care facility for elderly people
 - WE1: identified dwellings to include provision to meet specialised housing need
 - HE7: allocates plots for travelling showpeople accommodation.

Conclusions

- 12.2.9 In conclusion the Local Plan provisions should:
- Contribute to meeting the objectively assessed housing need within the local areas as well as wider housing market area;
 - Support the provision of an appropriate mix of housing types, including specialist housing requirements such as care facilities for older people and disabled people; and
 - Help to deliver affordable housing requirements.
- 12.2.10 As such, it is possible to conclude that significant positive effects on the baseline are likely. However, it is recognised that this understanding of the plan's merits may change in the future should a revised South Hampshire Strategy show there to be a need to deliver a higher housing growth strategy.

12.3 Community health, safety and well being

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
2. Safeguard and improve community health, safety and well being	<ul style="list-style-type: none"> Improve opportunities for people to participate in cultural, leisure and recreation activities? Promote healthy lifestyles, safety and well-being? Provide good access to existing services, open space, facilities and community infrastructure? Reduce crime, deprivation and promote social inclusion in the borough?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development), S3 (Location of new housing)
- S5 – Green infrastructure
- S6 – Community facilities
- S8 – Strategic footpath, cycleway and bridleway links
- S9 – Countryside and countryside gaps
- S10 – The coast
- DM1 – General criteria for new development (I, viii, ix)
- DM25 – Residential development in urban areas
- DM30 – Gypsies, travellers and travelling showpeople
- DM31 – Protection of recreation and open space facilities
- DM32 – Provision of recreation and open space facilities with new development
- DM33 – New and enhances recreation and open space facilities
- DM34 – Recreational sailing on the River Hamble
- DM35 – Community, leisure and cultural facilities
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.3.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. ‘Community’ is primarily addressed through criterion ii. which seeks to enhance social equality by enabling access to a range of community facilities and services.
- 12.3.2 The development strategy will have implications for community health, safety and wellbeing as the quantum and location of new housing development will determine where, and to what extent, pressures on existing facilities may occur. Policies **S2** and **S3**, together, set out the quantum and location of development in Eastleigh Borough. The strategy for location of new development is to focus as much as possible within existing urban areas with the remainder on greenfield sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with larger settlements: Eastleigh, Hedge End, Botley and West End. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document.

12.3.3 The Council has set out a strategic approach to provision of community facilities and for the protection and enjoyment of the countryside. Policy S6 should have positive effects in the provision of community facilities by setting out provision of facilities will be sought with new development. Policies **S5, S8, S9** and **S10**, in combination, seek to protect the countryside and support a green network, facilitating enjoyment of the countryside, the retention and enhancement of open space, offer walking and cycling transport alternatives, and in general support recreational activity and healthy lifestyles.

Appraisal of development management policies

12.3.4 Policies **DM1, DM25, DM30** and **DM32** should result in positive effects as they will ensure that, in combination, development involving residential use is located sustainably with access to services and community facilities.

12.3.5 Standards for recreation and open space provision as part of new development are set out in policy **DM32** and have been determined through a PPG17 study (see Local Plan background paper GI4). This work has informed the open space requirements set out in the site allocation policies. This approach looks to ensure an adequate quantum and quality of open space types is provided.

12.3.6 Health and wellbeing benefits are likely to occur through the protection of existing sports, cultural, leisure and recreational facilities (**DM31**). Similarly, **DM34** supports recreational use of the River Hamble, provided it does not result in a detrimental effect on existing uses or the environment of the River Hamble.

12.3.7 Eastleigh Borough is recorded as having a relatively low crime rate in comparison with national averages, however to support the safety and wellbeing of communities, policy **DM1** states all new development should incorporate design measures to inhibit criminal and antisocial behaviour.

Appraisal of site allocations

12.3.8 Proposed site allocations impact on existing community infrastructure, amenities and lifestyles in both positive and negative ways. They also have potential to provide new infrastructure and amenities for both existing and future residents. The following site specific policies are relevant: **AL2, AL3, B12, B13, BO1, BU3, BU6, CF1, E1, E2, E3, E4, E5, E6, E7, E13, FO2, FO4, HA2, HE1, HE2, HE7, HE8, HE10, WE1, WE5, WE11**.

12.3.9 Where because of site characteristics or location it is necessary that the development includes on-site open space, this requirement is established through site allocation policy. Otherwise site allocations are subject to the general requirements for open space provision set out in policy **DM32**. In terms of community facilities such as schools, community halls and local shops, the strategic developments are required to make provision for such facilities on-site, subject to the accessibility of other such facilities in the area. Smaller developments are subject to the general requirements of policy **DM35**.

12.3.10 The above policies generally perform well in seeking to provide facilities and services that will improve opportunities for people to adopt healthy lifestyles, access improved community facilities and services and participate more fully in cultural, recreational and leisure activities.

12.3.11 Significant additional community infrastructure is provided for through the large scale allocations in Policy **BO1, E1, HE1** and **WE1**. These proposed allocations also provide the significant opportunities to promote healthy lifestyles, safety and well-being through the comprehensive master-planning of development. On the other hand Policies **AL2, B12, BU3, BU6, FO4, HA2** and **WE11** provide for equally important additional infrastructure including community halls, cemeteries, new parish offices, sporting facilities and public slipways to serve existing smaller communities.

12.3.12 The promotion of additional social, cultural and health provision in Eastleigh town (E6, E7) will also have a significant positive effect in promoting community health, safety and well-being.

Conclusions

12.3.13 The preferred approach to strategic, development management and site allocation policies should have the effect of mitigating the negative effects of the development strategy in terms of community health, safety and wellbeing. The strategic, development and site allocation policies are set out in a way that ensures that all new developments have access to, or are provided with a range of community facilities that are easily accessible (wherever possible without use of the private car) and will meet their needs. It can be concluded that provisions in the Local Plan help to meet the appraisal criteria of the SA objective: *Safeguard and improve community health, safety and well-being.*

12.4 Dynamic and diverse economy.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
3. Develop a dynamic and diverse economy.	<ul style="list-style-type: none"> Deliver new diverse and knowledge- based employment opportunities? Support or encourage new business sectors and contribute to GVA in South Hampshire? Encourage and support business start-ups and assist the development of SMEs? Provide good access to a range of employment areas? Enhance the vitality and viability of Eastleigh town centre and other district and local centres? Help to develop and maintain a skilled workforce to support long- term competitiveness? Ensure a wide cross section of the community benefits from economic prosperity?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development) and S3 (Location of new housing)
- S4 – Employment provision
- S7 – Transport infrastructure
- DM8 – Public utilities and communications
- DM11 – New employment in urban areas
- DM12 – Existing employment sites
- DM13 – Workforce training requirements and new jobs
- DM14 – Agricultural development
- DM15 – Protection of best agricultural land
- DM16 – Extension and replacement of existing non-residential buildings in the countryside
- DM17 – Change of use of buildings in the countryside
- DM18 – Boatyard and marina sites on the River Hamble
- DM19 – Retail development
- DM20 – Changes of use in retail frontages in district and local centres

- DM21 – Upper floors
- DM22 – Retail uses outside the urban edge
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.4.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. The economy is primarily addressed through criterion iii. which says new development should maintain and help grow a local economy that is high performing and benefits both the borough and the wider economy (particularly at the South Hampshire scale) without resulting in adverse impacts on the local environment, transport or on south Hampshire's city centres.
- 12.4.2 The development strategy will have implications for developing a dynamic and diverse economy. Policies **S2**, **S3** and **S4**, together, set out the quantum and location of development in Eastleigh Borough. The strategy for location of new development is to focus within existing urban areas, with the remainder on green field sites in the form of urban extensions and some smaller sites to meet local need. Some new sites are required for employment purposes in order to ensure that the PUSH Economic Development Strategy 2010 and the Solent LEP's objectives for growth can be achieved within the borough (for details see section 4 of the Council's Employment Land Strategy Report, Background Paper EC1c). The proposed new allocations have the potential to deliver new, diverse and knowledge-based employment opportunities and could contribute to increasing the GVA of south Hampshire.
- 12.4.3 The allocation of new employment sites takes into account the location of future housing development as well as the existing settlement pattern and population distribution. Significant additional employment floorspace is therefore proposed in Eastleigh, Chandler's Ford, Hedge End, and Botley and to accompany the strategic allocation of housing to the west of Horton Heath. This will help to increase access to a range of employment opportunities for existing and future residents of the borough. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document.
- 12.4.4 Policy **S4** also proposes additional smaller-scale employment development across the main settlements of the borough, a general approach towards the retention of employment floorspace, provision of new employment development including offices in urban areas, and the regeneration of town, district and local centres. The employment strategy outlined in policy S4 is based on evidence from the Employment Land Review study (background papers EC1a-c) and the PUSH Economic Development Strategy 2010. The need to support the growth and establishment of new and SME businesses is recognised by encouraging the provision of starter and 'move-on' units, whilst the development of skills within the workforce is encouraged through policy support for new training facilities, in particular with regard to sites on Leigh Road and Barton Park in Eastleigh.
- 12.4.5 The Local Plan recognises the importance of the transport network for Eastleigh Borough's economic prosperity. The borough is traversed by two major motorways, includes a main-line railway and other rail lines and also includes Southampton Airport, identified as a 'gateway' of the sub-region. These transport links are important to the economy of the borough and facilitate in- and out- commuting. Congestion on local and strategic road links is an issue and policies **S7** and **S8** set out transport improvements including new roads and, based on transport assessment, a number of junction improvements, plus sustainable transport options e.g. public transport including access to railway stations, and footpath/ cycle routes and through transport assessment the Local Plan identifies a number of junction improvements designed to facilitate the movement of traffic. These improvements will help to improve access to employment areas and ensure that more people can benefit from economic development and increasing prosperity.

12.4.6 In summary, provision of new employment floorspace will provide new employment opportunities within the borough and add the south Hampshire GVA. Improving the capacity of the borough's road network by means of junction improvement and some new road links will support connections to the south Hampshire economy but also sits alongside ongoing initiatives to enhance use of other transport modes and reduce car use.

[Appraisal of development management policies](#)

12.4.7 Policy **DM11** sets out criteria for new employment in urban areas, ensuring that employment is sustainably located to make the best use of land and whilst ensuring good proximity to the transport network, including sustainable travel options, and to a potential workforce. Policy DM12 sets out the Council's approach to retain employment sites. Policies DM11 and DM12 both permit the development of office, industrial or storage and distribution uses or other employment uses which are similar in character and contribute to annual GVA of the borough and south Hampshire.

12.4.8 The rural economy of the borough is supported through policies **DM14**, **DM16** and **DM17** (and also the related policies **DM15** and **DM27**). The main policies enable the development of new buildings for agricultural purposes and farm diversification, the extension or replacement of non-residential buildings for business purposes and the change of use of buildings for a variety of purposes including business or commercial use. Within the borough there is a tradition of boatbuilding and repair focused in the River Hamble and continuation of boatyard and marina uses is addressed in policy **DM18** where such development is permitted provided there are no adverse impacts on safety or the environment.

12.4.9 Policies **DM19**, **DM20**, **DM21** and **DM22**, should have positive effects in combination in terms of supporting the vitality and viability of new and existing centres as they seek to support core retail, leisure, office, cultural and community uses. The long term impact is less certain because of the influence of internet shopping, especially for comparison goods shopping, and continued pressure for out-of-centre retail development. However these policies do have some considerable flexibility to enable a response to changing economic circumstances whilst maintain a preference for development within urban areas. Consequently monitoring of this policy will be essential.

12.4.10 Overall, increasing economic development is likely to have negative environmental impacts insofar as it involves the use of green field sites and increases traffic movements and related air, noise and potentially light pollution. However, policies make reference to sustainable development of the economy (e.g. within the urban edge and in proximity of sustainable transport options etc.) and other potential negative environmental impacts will either be prevented or mitigated for through other policies in the Local Plan e.g. **DM7**- Pollution and site-specific policies.

[Appraisal of site allocation policies](#)

12.4.11 Proposed site allocations enable delivery of new employment floorspace, the regeneration of existing employment areas and the promotion of vibrant town and local centres to ensure that a diverse and dynamic economy continues to develop which meets the needs of existing and new businesses.

12.4.12 The following site specific policies are relevant: **BO1, BO2, BU5, CF4, E2, E6, E7, E9, E10, E12, FO5, HE5, HE6, HO1, WE4, WE1, WE6, WE7, WE8, WE9**

12.4.13 The above generally perform well in seeking to develop a dynamic and diverse economy. Significant additional new employment floorspace is provided for around Chalcroft Business Park (WE1, WE6, WE7), with more modest allocations spread across the borough to meet more localised needs. Policies **E9 and E10** continue to promote Eastleigh River Side as a strategically important employment site with potential to contribute significant to economic growth in the future. Provision for continued growth at Southampton Airport (Policy **E12**) also strongly supports this objective. Policies **E6 and E7** seek to continue to promote the regeneration of Eastleigh Town Centre, again reflecting the objective of delivering a vibrant economy.

12.4.14 The potential loss of employment floorspace in policies **WE4** and **E2** could be considered to perform badly in terms of this objective. However policy **WE4** requires that the existing occupiers are suitably relocated elsewhere and policy **E2** does not preclude the site being redeveloped for employment uses which could replace the existing. As such the wording of both policies is considered to provide sufficient safeguards.

Conclusions

12.4.15 The borough's employment floorspace requirements for the period 2011-2029 have been determined through an objective assessment of needs and an analysis of the requirement for replacement employment facilities, to cope with the anticipated redevelopment of sites in Chandler's Ford and Eastleigh for housing use. It is important to provide enough land to meet the estimated employment requirements of the current and future population, and also to maintain and if possible increase the borough's contribution to economic growth across South Hampshire.

12.4.16 The strategy and policies of the Local Plan will continue to focus the majority of employment-related development within urban areas, although additional green field sites are needed to deliver diverse and knowledge-based employment opportunities. Development management policies will ensure the provision of a range of unit types and sizes, including for new and growing SMEs, and some proposed development sites in Eastleigh are recognised as opportunities for the development of new skills training facilities. The growth of businesses in the countryside is facilitated by a number of detailed policies enabling the extension, replacement and change of use of existing buildings.

12.4.17 The Local Plan also recognises that access to employment opportunities will be important for existing and future residents; this is reflected in the distribution of proposed and existing employment areas but also by the transport-related improvements. These improvements will also help to ensure the long-term competitiveness of businesses within the borough, whilst improvements to access via more sustainable modes of transport will allow more people to benefit from future economic growth.

12.4.18 Finally, it is important to recognise the support for business-related and commercial development in town, district and local centres which could help to maintain and increase the vitality and viability of these areas. Although there may be some threats to this approach from increased online retailing and out-of-centre development, the policies are flexible enough to allow for a range of alternative uses within the established centres without compromising on support for development within the urban areas.

12.5 Road traffic and congestion / reducing the need to travel by car/lorry / improving sustainable travel choice

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.	<ul style="list-style-type: none"> Improve the capacity of the transport network? Provide opportunities to encourage sustainable travel choice? Improve road safety?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development) and S3 (Location of new housing)
- S4 – Employment provision
- S7 – Transport infrastructure
- S8 – Strategic footpath, cycleway and bridleway links
- DM23 – General development criteria – transport
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.5.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. It addresses transport issues through a number of criteria which say new development should: iv. minimise emissions from transport; v. minimise the need to travel; vi. avoid unacceptable impacts on the quality of water, and viii. should maintain local environmental quality.
- 12.5.2 The development strategy will have implications for road traffic and congestion as the quantum and location of new housing, community and employment development will determine where, and to what extent, pressures may occur. Policies **S2**, **S3** and **S4** together set out the quantum and location of development in Eastleigh Borough. The strategy for location of new development is to focus as much as possible within existing urban areas with the remainder on green field sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes’ larger settlements: Eastleigh, Hedge End, Botley and West End. Locating new housing development near shops, schools (existing and proposed), services and employment (existing and proposed) may help to reduce travel distances and reduce car dependency through enabling improved travel choices. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document.
- 12.5.3 The borough is traversed by two major motorways, includes a main-line railway and other rail lines and also includes Southampton Airport, identified as a ‘gateway’ of the sub-region. Congestion on local and strategic road links is an issue and policies **S7** and **S8** set out transport improvements including new roads and, based on transport assessment, a number of junction improvements, plus sustainable transport options e.g. public transport including access to railway stations, and footpath/ cycle routes .

Appraisal of development management policies

- 12.5.4 Policy **DM23** requires all new development to make provision for access via transport modes which include public transport and cycle and pedestrian routes. **DM35** specifically requires development of new communities, leisure and cultural facilities to be located within defined town, district, local and neighbourhood centres. Any proposed outside this area should demonstrate accessibility to the community by a variety of transport modes. This supports sustainable travel choices and reduces travel distances.

Appraisal of site allocation policies

- 12.5.5 The Eastleigh Borough Transport Statement sets out improvements to address the capacity of the road network to meet proposed development. These improvements have resulted in the inclusion of a number of site specific transport policies are set out below:

- **BI3:** Riverside Junction Bishopstoke
- **BO4:** Capacity improvements at Botley Road/Bubb Lane roundabout, Winchester Road/Woodhouse Lane and Winchester Street/Mill Street
- **E1:** Includes criterion to improve Chestnut Avenue/Stoneham Lane junction
- **E9:** Provision of Chickenhall Lane Link Road and includes criterion for improvements to junction 5, Twyford Road roundabout, junctions on Bishopstoke road (including Chickenhall Lane)
- **E11:** Capacity improvements at Twyford Road roundabout, Chickenhall Lane – Bishopstoke Road Junction, Chestnut Avenue/Passfield Avenue and Chestnut Avenue/Southampton Road
- **FO6:** Capacity improvements at Allington Lane/Fair Oak Road, Botley Road/Burnetts Lane and traffic management along Fir Tree Lane and Blind Lane
- **HE9:** Capacity and layout improvements at St Johns Road/West End junction
- **WE1:** Includes provision of roundabout at Burnetts Lane/Bubb Lane junction

- 12.5.6 In addition, off street parking to improve traffic flows is proposed in policy **AL3**, and a number of new road schemes are proposed in policy **BO3**, **HE8** and **BU4**.

- 12.5.7 A number of the policies perform well in relation to the provision of sustainable transport choices and improvement of road safety. For instance the strategic sites all require contributions to footpath and cycle links (**BO1**, **WE1**). Policy **CF5** includes a widened footpath and cycleway from the site and **CF4** requires contributions towards a cycleway. Policy **BO4** provides for improved pedestrian access to Botley village centre and improvements to safety of vehicular access to the site. Policy **HO1** and **E4** include pedestrian footbridges to aid pedestrian safety.

Conclusions

- 12.5.8 While the developments proposed in the Local Plan will increase traffic movements within the borough, the transport assessment indicates that the increase attributable to these proposals is small relative to the overall increases in traffic anticipated in the wider sub-region. The Plan includes proposals to improve the capacity of the road network and sustainable travel choices, and the Council works with Hampshire County Council as highway authority on improving road safety.

- 12.5.9 It can be concluded that the provisions made in the Local Plan will help to improve capacity and safety of the road network and will encourage sustainable travel choices.

12.6 Natural resources.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
5. Protect and conserve natural resources.	<ul style="list-style-type: none"> Have potential impact on natural resources? Lead to the loss of the best and most versatile agricultural land? Lead to the more efficient use of land, for example by utilising brownfield sites?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development) and S3 (Location of new housing)
- S9 – Countryside and countryside gaps
- DM1 – General criteria for new development (ii. Efficient use of land)
- DM2 – Environmentally sustainable development
- DM7 – Pollution (v. land contamination)
- DM8 – Public utilities
- DM15 – Protection of the best and most valuable agricultural land
- DM25 – Residential development in urban areas
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.6.1 Natural resources in the borough are considered to include primarily land (including agricultural land) and water. Energy sources and building materials can also be considered to fall within this category. Note: planning for minerals and waste is the responsibility of Hampshire County Council (HCC), the Local Plan does not include policies on these topics, save for recognition of the requirement not to sterilise mineral resources through development and restoration of a site at Hamble Airfield which HCC’s adopted Minerals & Waste Plan allocates for mineral extraction.
- 12.6.2 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. It addresses this SA objective primarily through criteria vi. which seeks to avoid unacceptable impacts on quality and yield of water resources, and vii. which says new development should use resources wisely and minimise waste.
- 12.6.3 The development strategy will have implications for natural resources as the quantum and location of new housing development will determine where, and to what extent, pressures on natural resources such as land may occur. Policies **S2** and **S3**, together, set out the quantum and location of development in Eastleigh Borough. The Strategic Land Availability Assessment (SLAA) determined the capacity, availability and deliverability of both brownfield and green field sites in the borough. The growth quantum required cannot be accommodated on brownfield sites alone. The strategy for location of new development is to focus as much as possible within existing urban areas with the remainder on green field sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with the larger settlements of the borough: Eastleigh, Hedge End, Botley and West End. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document

12.6.4 Policy **S9** defines areas of countryside and countryside gap on the Local Plan proposals map and protects those areas from development which would have adverse impacts on character, result in urbanisation of countryside land or involve sterilisation of mineral resources. Policy **S9** (in combination with **S1** and other development management policies) seeks to prevent development which would involve loss of natural resources.

Appraisal of development management policies

12.6.5 Policies **DM1**, **DM15** and **DM25** address the protection of land resources:

- **DM1** criterion ii. states new development should make efficient use of the site.
- **DM7** states development will not be permitted if it is likely to cause unacceptable environmental impacts through pollution (see 13.7 for pollution) and land contamination.
- **DM15** states development which would cause the loss of the best and most versatile (Grade 1, 2 and 3a) land will not be permitted.
- **DM25** enables residential development in urban areas. This can support the efficient use of land and use of brownfield sites.

12.6.6 Policy **DM2** addresses measures to reduce use of water and energy through requiring development to meet BREEAM and Code for Sustainable Homes standards. It also requires use of recycled, low embodied carbon, low environmental impact and locally sourced materials in construction. Policy **DM8** permits development needed to provide essential utilities infrastructure which includes water supply.

Appraisal of site allocation policies

12.6.7 In terms of 'land', just over half of the residential development proposed is on previously development land, utilising brownfield sites across the borough and particularly in Eastleigh and Chandlers Ford. In order to achieve the levels of development needed, it has proved necessary to identify green field sites which will diminish green field site resources within the borough. All the site allocation policies are based on density assumptions predicated on making the best use of land. However a number of the proposals involve the loss of agricultural land, including areas likely to be classified amongst the higher grades.

12.6.8 In terms of 'water', the site allocations proposed in the borough form part of a growth strategy for south Hampshire promoted by PUSH. In relation to water resources PUSH prepared the Integrated Water Management Strategy in 2009 for the sub-region which concluded that supply would be sufficient subject to the introduction of measures to restrict water use, e.g. water meters and water-saving measures in new development. A number of additional supply options were also considered. The Local Plan includes provision for water saving measures through policy **DM2**, and a number of site allocation policies also have specific requirements in respect of water supply as requested by Southern Water.

Conclusions

12.6.9 The Local Plan is considered to include a reasonable range of measures to conserve natural resources of land, water, energy and building materials and in this respect it will contribute to the achievement of sustainability objectives. However the Plan will have a negative impact in respect of loss of some higher grade agricultural land.

12.7 Air, soil, water, light and noise pollution.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
6. Reduce air, soil, water, light and noise pollution.	<ul style="list-style-type: none"> Reduce air quality? Impact on soil pollution? Help to remediate land affected by contamination? Have an impact on water pollution? Have an impact on light pollution? Have an impact on noise pollution?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development) and S3 (Location of new housing)
- S4 – Employment provision
- S7 – Transport infrastructure
- S8 – Strategic footpath, cycleway and bridleway links
- S9 – Countryside and countryside gaps
- S10 – The coast
- S11 – Nature conservation
- DM2 – Environmentally sustainable development
- DM3 – Zero or low carbon energy
- DM7 – Pollution
- DM8 – Public utilities
- DM23 – General development criteria - transport
- DM35 – Community, leisure and cultural facilities
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.7.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. It addresses pollution through a number of criteria which say new development should: iv. minimise emissions from transport; v. minimise the need to travel; vi. avoid unacceptable impacts on the quality of water, and viii. maintain local environmental quality.

- 12.7.2 The development strategy will have implications for pollution as the quantum and location of new housing development will determine where, and to what extent, pressures such as air pollution from traffic may occur. Policies S2, S3 and S4 together set out the quantum and location of development in Eastleigh Borough. The strategy for location of new development is to focus as much as possible within existing urban areas with the remainder on green field sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with larger settlements: Eastleigh, Hedge End, Botley and West End. Locating new housing development near shops, existing or proposed schools, services and existing or proposed employment, and locating new employment in proximity to potential workforce and transport options may help to reduce travel distances, reduce car dependency through improved travel choice and subsequently reduce air pollution. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document.
- 12.7.3 Traffic is the primary source of air pollution in the borough, and is the basis for the designation of its four air quality management areas (AQMAs). As noted in above, the development plan allocates development primarily to the main settlements of the borough including Eastleigh and Botley which both have designated AQMAs. Congestion on local and strategic road links is an issue and development has been located so far as possible to avoid increasing pressures on the AQMAs. Policy **S7** sets out transport improvements including new roads and, based on transport assessment, a number of junction improvements designed to assist in reducing congestion. In addition it seeks to encourage sustainable transport options e.g. public transport including access to railway stations, and footpath/ cycle routes. Policy **S8** sets out a number of strategic footpath/ cycle/ bridleway routes both for recreational use and as links to community facilities and employment areas. These policies therefore have positive effects in relation to air pollution.
- 12.7.4 Policies **S9**, **S10** and **S11**, in combination, will have positive effects through restricting development in locations that may be particularly sensitive to pollution. The Local Plan has been prepared in-light of transport assessment. As set out in the HRA Screening Report, predicted changes in traffic as result of the development proposed are unlikely to result in a significant effect to the European protected sites.
- [Appraisal of development management policies](#)
- 12.7.5 The approach set out in Policy **DM7** seeks to ensure that development proposals do not lead to unacceptable environmental impacts, including loss of amenity through pollution of air, waters, noise, light and land. The supporting text of this policy sets out requirements for standards and particular surveys that should be undertaken. This policy should help to avoid unacceptable deterioration of baseline indicators.
- 12.7.6 Water pollution in the borough arises primarily as a result of discharges from waste water treatment works. Policy **DM8** permits the development of utilities infrastructure required to address needs such as waste water treatment.
- 12.7.7 As discussed above, traffic is a major cause of air pollution. Policy **DM23** requires all new development to make provision for access via transport modes which include public transport and cycle and pedestrian routes. This should help to reduce traffic movements. **DM35** specifically requires development of new communities, leisure and cultural facilities to be located within defined town, district, local and neighbourhood centres which are considered to be the most accessible areas by a variety of modes of transport. Any proposed outside this area are required to demonstrate accessibility by a variety of transport modes. This again supports sustainable travel choices and reduces travel distances and car dependency
- 12.7.8 Noise pollution arises again mainly from traffic, especially on the motorways. Rail and aircraft noise are also issues within the borough. Policy **DM7** and related text limit development in areas affected by significant noise levels.

12.7.9 **DM7** also seeks to avoid adverse environmental impacts from new lighting proposals related to development.

Appraisal of site allocation policies

12.7.10 Whilst pollution is not a major focus of the site allocation policies, all the allocations will be subject to the development management policies including **DM7**, which is designed to ensure that the allocated development sites do not worsen or give rise to pollution.

12.7.11 Where it is thought that land may be contaminated remedial works are required such as at FO3, FO4, HE3, HO1, WE4, E9. At Eastleigh (the former railway works covered by policy **E9**) and land at Scotland Close, Fair Oak (policy **FO3**) remediation of contaminated land is specifically required. Criteria in policy **CF3** suggest that there should be no detrimental impact on air quality of the M3 or Leigh Road which form part of the Eastleigh AQMA.

12.7.12 Where new cemetery provision is being proposed at **BI2**, **BO2** and **HE10** geotechnical studies will be required.

12.7.13 A number of policies improve residential amenity where neighbouring uses were poorly located such as **E4** and **CF2** where the industrial estate can have negative noise impacts for residents living nearby. A number of policies in Eastleigh town centre states that noise impacts from railway, airport and roads must be addressed as part of the proposed development. Operational parameters of the new household waste recycling facility (policy **CF5**) are to be set out.

12.7.14 Flooding can also give rise to pollution events. See discussion below, under the 'Climate change adaptation' heading.

Conclusions

12.7.15 It is concluded that the Local Plan's provisions:

- avoid worsening air quality to a large extent, and include mitigation measures that should assist in mitigating residual air quality impacts;
- avoid impact on soil pollution, and include requirements to remediate land already affected by contamination;
- avoid worsening water pollution, and enable the provision of infrastructure to address such pollution; and
- avoid adverse impacts arising from noise and light pollution.

12.7.16 In these respects the Plan is set to accord with the SA objective: *Reduce air, soil, water, light and noise pollution.*

12.8 Climate change adaptation

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
7. Plan for the anticipated levels of climate change	<ul style="list-style-type: none"> Have an impact on green infrastructure (including extent and quality of open space and linear routes for recreation)? Increase or reduce the number of new properties at risk of flooding? Manage development in areas affected by coastal change?

Relevant policies:

- S1 – Sustainable development
- S5 – Green infrastructure
- S8 – Strategic footpath, cycleway and bridleway links
- S10 – The coast
- DM1 – General criteria for new development (iv. vi. vii.)
- DM2 – Environmentally sustainable development
- DM4 – Flood risk
- DM5 – Sustainable surface water management and watercourse management
- DM6 – Flood defences, land reclamation and coast protection
- Site allocation policies (discussed below and within Appendix VI)

12.8.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. Climate change adaptation is addressed through criterion iv, which says new development should have regard to the potential impacts of climate change by promoting measures to design buildings and spaces which are adaptable to predicted climate change and restrict development in areas at risk from flooding.

12.8.2 Multifunctional green networks can help to mitigate and adapt to impacts of climate change by helping to reduce any urban heat island effect, linking habitats (with a view to ensuring ecological ‘networks’) and attenuating flood risk. Policy **S5** sets out the Council’s proposals for green infrastructure (GI), including a strategic GI network in the borough. Related to this, policy **S8** sets out the strategic footpaths, cycleway and bridleway links.

12.8.3 Policy **S10** restricts development outside the urban edge as defined on the Local Plan proposals map and requires coast protection and flood management in accordance with the adopted North Solent Shoreline Management Plan.

Appraisal of development management policies

12.8.4 Policy **DM1** requires a net increase in green infrastructure and seeks to protect existing landscape features. Policy **DM2** requires that development should be designed to adapt to the predicted climate change for the borough. Policies **DM4**, **DM5** and **DM6** address flood risk, sustainable surface water management and flood defences and coast protection.

Appraisal of site allocation policies

12.8.5 A number of these site allocation policies refer to local streams and any related risk from localised flooding and to existing or proposed green infrastructure.

12.8.6 Appendix VII is dedicated to flood risk considerations. It lists six sites - BU2, WE8, CF3, CF2, HA2 and WE1 – that intersect with a flood risk zone and hence must be subject to the ‘Sequential Test’. All of these sites pass the sequential test, and some (CF2, HA2 and WE1) are then put through the ‘Exceptions Test’ on the basis that the nature of the proposed use is somewhat vulnerable. These three sites all pass the Exceptions Test on the basis that the development type/scale to be allocated can, in principle, be delivered appropriately in relation to flood risk. Detailed Flood Risk Assessments will remain a necessary and important part of the planning application process for all these sites.

12.8.7 Also, in relation to flood risk, it is notable that policies **WE9** and **WE10** perform well against this objective by opening up a culverted watercourse within the site, thus reducing flood risk and requiring SUDs within the site.

12.8.8 The majority of site allocations are outside areas at risk from coastal erosion. However Netley Court School (policy **HO2**) lies on the coast. The policy addresses adaption to climate change and coastal change by requiring no new buildings in the area close to the cliff edge and a requirement to contribute towards coastal protection works in this location.

Conclusions

12.8.9 The Local Plan’s provisions are likely to:

- Enhance the protection and provision of green infrastructure (including through provision and enhancement of open space and linear routes for recreation);
- Avoids an overall increase in the number of new properties at risk of flooding;
- Avoid development in the limited areas of the borough at risk from coastal change, and address risk through effective policy at the one site where this is an issue.

12.8.10 As such, it is suggested that positive effects on the baseline are likely.

12.9 Climate change mitigation

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
8. Minimise Eastleigh’s contribution to climate change by reducing the borough’s carbon footprint and minimising other greenhouse gas emissions.	<ul style="list-style-type: none"> • Promote a reduction in carbon emissions?

Relevant plan policies:

- S1 (Sustainable development), S2 (New development) and S3 (Location of new housing)
- S7 – Transport infrastructure
- S8 – Strategic footpath, cycleway and bridleway links
- DM2 – Environmentally sustainable development
- DM3 – Zero or low carbon energy
- DM23 – General criteria for development – transport
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.9.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. Policy S1's presumption in favour of sustainable development is notably pro-development unless material considerations indicate otherwise, which has the potential for both adverse and positive effects. Climate change mitigation is addressed through criterion iv. which says new development should have regard to the need to minimise greenhouse gas emissions through design, minimising energy use, generation of renewable energy and minimising emissions e.g. from motorised transport.
- 12.9.2 The development strategy will have implications for climate change mitigation primarily on the basis that the location of development will influence the number/distance of trips made by private car. The spatial strategy also has bearing on the potential to integrate low carbon energy infrastructure (e.g. district heating networks). Policies **S2**, **S3** and **S4**, together, set out the quantum and location of development in Eastleigh Borough.
- 12.9.3 Policies **S7** and **S8** seeks to improve capacity of the transport network and provide sustainable alternatives public transport e.g. trains and network of footpath, cycleway and bridleway routes. It is recognised that increasing capacity of the road network will support continued car dependency; however, it is also the case that worsened congestion (and hence emissions associated with cars in traffic) will be to a large extent avoided.

Appraisal of development management policies

- 12.9.4 Policy **DM2** sets out the Council's requirements for sustainable construction designed amongst other things to limit energy use and greenhouse gas emissions from all forms of development and to achieve nationally recognised Code for Sustainable Homes and BREEAM standards. Policy **DM3** encourages the development of zero or low carbon energy infrastructure.
- 12.9.5 Policy **DM23** requires all new development to make provision for access via transport modes which include public transport and cycle and pedestrian routes. **DM35** specifically requires development of new communities, leisure and cultural facilities to be located within defined town, district, local and neighbourhood centres. Any proposed outside this area should demonstrate accessibility to the community by a variety of transport modes. This supports sustainable travel choices and reduces travel distances, thereby helping to reduce greenhouse gas emissions.

Appraisal of site allocation policies

- 12.9.6 In allocating and promoting the development of new sites, all development proposals are required to comply with the standards set out in the development management policies, and to encourage use of sustainable forms of transport.
- 12.9.7 Policies **E9** and **E10** allow for waste management uses and renewable energy from waste within Eastleigh Riverside

Conclusions

- 12.9.8 It is concluded that the Local Plan includes measures to reduce the emission of carbon dioxide and other greenhouse gases which will help to mitigate the increases that might otherwise have occurred through the new development proposals.

12.10 Waste

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.	<ul style="list-style-type: none"> • Provide, or be accessible to, facilities for the separation and recycling of waste?

Relevant plan policies:

- S1 – Sustainable development
- S3 – Location of new development
- S4 – Employment provision
- DM1 – General criteria for new development
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.10.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. Waste is addressed through criterion vii. which says all new development should minimise generation of waste in construction, occupation and use of development.
- 12.10.2 The development strategy will have *some* implications for waste generation and disposal given that the location of new housing development will determine access to waste and recycling facilities. Policies **S3** and **S4**, together, set out the location of development in Eastleigh Borough. The strategy for location of new development is to focus within existing urban areas with the remainder on greenfield sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with the larger settlements of the borough: Eastleigh, Hedge End, Botley and West End. Locating development in proximity to urban areas or as extensions to existing settlements is likely to result in reasonable access, both in distance and a range of transport modes, to waste and recycling centres already nearby to the settlements of the borough.

Appraisal of development management policies

- 12.10.3 The Local Plan does not include a thematic policy relating to waste management. However policy **DM1** criterion x. requires that all new development should incorporate provision for on-site waste management, and this issue is also of focus in the Council's Quality Places SPD which seeks the full integration of waste disposal facilities (bin stores etc) within the design and layout of new development.

Appraisal of site allocation policies

- 12.10.4 Whilst policies **HE3** and **E3** allow for the redevelopment of household waste recycling centres replacement provision in the same locality is provided under policies and **CF5** and **WE10**. In addition policy WE5 prevents the loss of recycling facilities within the site until new provision has been provided.
- 12.10.5 In addition policies **E9** and **E10** allow for waste management uses and renewable energy from waste within Eastleigh Riverside.

Conclusions

12.10.6 Overall, it is expected that the Local Plan will result in a marginally positive effect through measures to improve on-site facilities for waste management in new development and through the provision of improved household waste recycling facilities.

12.11 Biodiversity and geodiversity.

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.	<ul style="list-style-type: none"> Have an impact on biodiversity and geodiversity? Provide new creation, restoration and/or enhancement opportunities for habitats and species? Prejudice future biodiversity restoration?

Relevant plan policies:

- S1 – Sustainable development
- S3 – Location of new housing
- S4 – Employment provision
- S5 – Green infrastructure
- S8 – Strategic footpath, cycleway and bridleway links
- S9 – Countryside and countryside gaps
- S10 – The coast
- S11 – Nature conservation
- DM1 – General criteria for development
- DM6 – Flood defences, land reclamation and coast protection
- DM7 – Pollution
- DM9 – Nature conservation
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

12.11.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. Biodiversity is addressed through criterion viii. which says new development should avoid damage to and where possible enhance landscape and biodiversity.

12.11.2 The development strategy will have implications for biodiversity as the location of new housing development will determine where pressures may occur. Policies **S3** and **S4**, together, set out the location of development in Eastleigh Borough. The strategy for location of new development is to focus as much as possible within existing urban areas, however the quantum proposed cannot be accommodated on urban sites alone, and so the remainder is proposed on green field sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with larger settlements: Eastleigh, Hedge End, Botley and West End. Impacts on biodiversity will arise from loss of green fields, recreational pressures on rural and coastal areas and from traffic emissions. An appraisal of alternative strategies for locating development in Eastleigh Borough is set out in section 10.3 of this document.

- 12.11.3 The borough contains areas of international, European, national and local conservation interest including the Natura 2000 sites of the River Itchen Special Area of Conservation, Solent Maritime Special Area of Conservation, and the Solent and Southampton Water SPA and Ramsar (which all covers the borough's coastline and the tidal reaches of the River Hamble). Policies **S5 (and S8)**, **S9**, **S10** and **S11** should result in positive effects as follows:
- **S5 and S8:** These policies set out the Council's intention to achieve provision, retention and/or enhancement of GI in the borough, including a strategic network of multifunctional links between the boroughs settlements and major areas of open space. These can provide corridors for wildlife movement and can support access to/appreciation of nature.
 - **S9:** Countryside and countryside gaps are defined on the proposals map and the policy seeks to protect these areas from development which may result in urbanisation. The presumption against new development in the countryside should support biodiversity although the Council obviously does not control how the countryside is managed. It should be noted that new development could still result in loss of countryside habitat as the presumption is caveated: 'subject to other policies in this local plan'.
 - **S10:** This policy sets out the Council's strategic approach to the coast. The Council seeks to maintain the biodiversity interest of the coast whilst also retaining existing coastal uses.
 - **S11:** This policy sets out the Council's strategy for the protection, conservation and enhancement of biodiversity interests. It also includes criteria to prevent adverse effects relating to recreational disturbance of European sites as a result of new development (see paragraph below).
- 12.11.4 In response to concerns of increased recreational pressure on birds within protected areas of the Solent as a result of the proposed development in south Hampshire, the Solent Forum initiated the Solent Disturbance and Mitigation Project (SDMP). The SDMP has produced three study reports setting out an evidence base and proposals for avoidance and mitigation measures. The Habitats Regulations Assessment (HRA) Screening Report of the Local Plan, published alongside this document, also identifies a requirement to address this issue. Whilst preparation of a mitigation strategy for PUSH local authorities is underway, in order to avoid significant impacts on European sites as a result of development proposals, the Council's interim policy position is set out in policy **S11** and **DM9** of the Local Plan.
- 12.11.5 A number of strategic roads cross the River Hamble and River Itchen both of which are subject to European nature conservation designations. The M27 and A27 cross both rivers and the B3037 crosses the River Itchen at Bishopstoke. Both the intertidal mudflats at the River Hamble and fenland at the River Itchen are identified 'Critical Loads' for deposition of nitrogen. An increase in nitrogen deposition could occur from increased traffic as a result of the development strategy proposed however; the HRA Screening Report (drawing on detailed transport assessment) concludes no likely significant effect.
- Appraisal of development management policies
- 12.11.6 Policy **DM1** echoes policy **S1** discussed above and says that new development should not have an unacceptable impact on biodiversity, and where possible should lead to enhancement. Policy **DM7** also states that development will not be permitted if it is likely to cause unacceptable environmental impacts through air, water, noise, light pollution or land contamination.
- 12.11.7 Policy **DM6** sets out criteria for development proposals involving flood defences, land reclamation and coastal defence. The coast and river corridors where these works may take place are designated for nature conservation by European legislation and adverse impacts on these sites may result in likely significant effects. Land reclamation can result in impacts on biodiversity, however, criterion c. of this policy says proposals will only be permitted if it can be demonstrated that it will not adversely affect nature conservation of the coast or river.

- 12.11.8 There are a number of different types of nature conservation designations in the borough. Policy **DM9** establishes a hierarchy of nature conservation designations and sets out criteria for how development will address the protection of locations with nature conservation designations, options for create or enhance habitats and features of nature conservation value, including regard to the Priority Biodiversity Areas and Priority Biodiversity Links.

Appraisal of site allocation policies

- 12.11.9 The site specific policies generally perform well against this objective. Where nature conservation interests are present within the site their enhancement is required and where they border the site there must be no adverse impact. An example of where these policies perform well is policy **WE12** which enables Dumbleton Copse to be restored managed and brought back into community use. Policy **HE1** suggests that nature conservation interests along the stream corridor in the site be enhanced and policy **AL2** states that there should be no impact on adjoining SINCS and open space landscaped to enhance nature conservation.

- 12.11.10 Policy **BU3** does not perform well against this objective as it will result in the loss of woodland. This is mitigated by replacement planting and future access and management of Pilands Wood SINC. Another policy which does not perform well is policy **WE10** which will result in the loss of trees within the site. Policy **HE2** only seeks to minimise the impact on nature conservation designations where possible and doesn't suggest replacement provision.

Conclusions

- 12.11.11 It is inevitable that new development, especially of green field sites, will have an impact on biodiversity within the borough (the main areas of geodiversity interest are along the coast where no development of any significance is proposed). None of the site allocations will have direct impacts on areas subject to European or national nature conservation designations, although one proposal does have an adverse impact on an area of ancient woodland identified as a locally important Site of Importance for Nature Conservation.
- 12.11.12 The HRA indicates that the Plan's development strategy may have the potential to have significant indirect impacts on European sites, but concludes that the policy framework will enable the delivery of measures to avoid or adequately mitigate effects on European sites.
- 12.11.13 The Local Plan policies provide for the creation of new areas of nature conservation interest as part of new development, and for the restoration and enhancement of existing areas of nature conservation value. They take into account the provisions of the Council's Biodiversity Action Plan and also includes provisions for the conservation of species and habitats not included in designated areas; and none of the proposals are likely to prejudice future biodiversity restoration.
- 12.11.14 It is concluded that overall, the Local Plan is set to accord with SA Objective 10 relating to biodiversity, albeit with some reservations regarding impacts on some local nature conservation interests.

12.12 Green infrastructure

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
11. Enhance the Borough's multifunctional green infrastructure networks.	<ul style="list-style-type: none"> Help to reduce deficiencies in open space provision? Deliver good access to existing and/or create new Green Infrastructure?

Relevant plan policies:

- S3 – Location of new development
- S5 – Green infrastructure
- S8 – Strategic footpath, cycleway and bridleway links.
- S10 – The coast
- S11 – Nature conservation
- DM1 – General criteria for new development (vi. Net increase in green infrastructure)
- DM31 – Protection of recreation and open space facilities
- DM32 – Provision of recreation and open space facilities with new development
- DM33 – New and enhanced recreation and open space facilities
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.12.1 The development strategy will have implications for green infrastructure (GI) as the location of new housing development will determine where pressures may occur and what opportunities can be realised. Policy **S3** sets out the location of development in Eastleigh Borough. The strategy for location of new development is to focus as much as possible within existing urban areas, however the quantum proposed cannot be accommodated on urban sites alone, and so the remainder is proposed on green field sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with larger settlements: Eastleigh, Hedge End, Botley and West End. An appraisal of alternative strategic options for housing are set out in section 10.3 of this document.
- 12.12.2 GI includes a variety of features and links ranging from large-scale areas of public open space to smaller scale provision in the form of street trees or allotments. Policy **S5** sets out the Borough Council's strategic approach to provision. The policy outlines how new development (and other initiatives) should seek to provide, retain or enhance different types of GI, including a strategic network of multifunctional links; these links are detailed in policy **S8** (strategic footpath, cycleway and bridleway links).
- 12.12.3 Priority routes have been identified that link the main settlements of the borough with borough's key open space features such as the country parks, and to strategic areas of green space beyond the borough's boundaries. This should result in positive effects by providing a multifunctional route for people and wildlife between urban areas and countryside features.
- 12.12.4 Policy **S11** supports the protection, conservation and enhancement of networks of natural habitats and features, including Priority Biodiversity Areas and Priority Biodiversity links, including GI features such as watercourses, trees and hedgerows of biodiversity value. The coast, including Hamble estuary is a GI feature and policy **S10** seeks to enable certain recreational infrastructure and the protection and enhancement of the coast for biodiversity.

Appraisal of development management policies

- 12.12.5 Policy **DM1** supports the principles set out in policy **S5** and says new development should not involve loss of landscape features such as ponds and trees which are components of the GI network, should involve a net increase in GI, and provide satisfactory arrangements for its management.
- 12.12.6 In addition, policy **DM9** also supports the principles of **S5** and also **S11** by setting out criteria for how development will address the protection of locations with nature conservation designations, options for create or enhance habitats and features of nature conservation value, including regard to the Priority Biodiversity Areas and Priority Biodiversity Links.
- 12.12.7 Public open space and recreational space is an important component of the GI network and the following policies outline how provision will be achieved:
- **DM31** – the loss of existing recreation and open space facilities will not be permitted unless evidence is provided to justify how this facility is surplus to requirements or unless equal or better provision could be made, including in a suitable location.
 - **DM32** – Seeks to ensure an adequate quantum and type of open space is provided for and the policy includes a series of standards. These standards for recreation and open space facilities with new development and have been determined through a PPG17 study (see Local Plan background paper G14). This work has informed the open space requirements set out in the site allocation policies. **DM33** should be read alongside **DM32** and sets out criteria for locating new and enhanced recreation and open space facilities.

Appraisal of site allocation policies

- 12.12.8 The site specific policies generally perform well:
- All residential development which results in a net increase of over 50 dwellings requires provision of open space provided within the site. For example B11 sets out criteria to provide both public access to woodland and within the site and a footpath connection to the Itchen Way. Policy BU3 includes pedestrian and cycle links to Manor Farm Country Park and adjoining residential areas and policy E14 extends Lakeside Country Park.
 - New open space is provided across the borough, for example Policy HE1 provides for over 11 hectares of open space of public open space for the development and surrounding community. Policy WE12 allows for a site in need of management to be maintained and brought back into community use
 - Allotments are provided within a number of the site specific policies including B12, BO2.
- 12.12.9 Policy **E1** does not perform well in terms of this objective as it will result in the loss of playing pitches: however, the pitches must be retained within the site or replaced in the locality at **E13**.

Conclusions

- 12.12.10 It can be concluded that provisions made in the Local Plan will support the delivery of a multifunctional green network, including as a result of ensuring the retention of existing open space and supporting the provision of new open space. Overall, there should be positive effects on the baseline.

12.13 Character and appearance of the landscape and townscape

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	<ul style="list-style-type: none"> Have an impact on landscape? Achieve high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality?

Relevant plan policies:

- S1 (sustainable development) and S3 (location of new housing)
- S4 – Employment provision
- S9 – Countryside and countryside gaps
- S10 – The coast
- S12 – Heritage assets
- DM1 – General criteria for development
- DM10 – Heritage assets
- DM14 – Agricultural development
- DM16 – Extension and replacement of existing non-residential buildings in the countryside
- DM17 – Change of use of buildings in the countryside
- DM18 – Boatyard and marina sites in the River Hamble
- DM26 – Residential extensions and replacement dwellings in the countryside
- DM30 – Gypsies, travellers and travelling showpeople
- DM33 – New and enhanced recreation and open space facilities
- DM34 – Recreational sailing on the River Hamble
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

- 12.13.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. Landscape/townscape is addressed through criteria which require new development to: i. meet community needs without compromising the identity of the borough or its individual settlements and viii. avoid damage to and where possible enhance.
- 12.13.2 The development strategy will have implications for the character and appearance of Eastleigh Borough, as the location of new housing development will determine where pressures may occur. Policies **S3** and **S4**, together, set out the location of development in Eastleigh Borough. The strategy for location of new development is to focus as much as possible within existing urban areas, however the quantum proposed cannot be accommodated on urban sites alone, and so the remainder is proposed on green field sites in the form of urban extensions and some smaller sites to meet local need. The urban areas of focus are the parishes with larger settlements: Eastleigh, Hedge End, Botley and West End. An appraisal of alternative strategic options for housing are set out in sections 10.3 of this document.

12.13.3 Allocations on green field sites through a number of large urban extensions will likely result in changes to the character and appearance of the landscape and settlements at these locations. The following strategic policies (and development management policies below) seek to protect and/or manage development in sensitive locations to avoid unacceptable adverse impacts:

- **S9:** Countryside and countryside gaps are defined on the proposals map and seeks to protect from the borough's rural areas from development which may result in urbanisation. Countryside gaps are identified in order to maintain the separate identity of settlements and separation from Southampton. The presumption against new development in the countryside should help to ensure that positive effects are achieved. However it should be noted that new development could still result in loss of countryside as the presumption is caveated: 'subject to other policies in this local plan'. While there are no areas in the borough designated for the landscape quality, the borough adjoins two national parks (New Forest and South Downs) and the policy also refers to avoidance of impacts on these national parks or their settings.
- **S10:** This policy sets out the Council's strategic approach to the coast. The policy allows development for coast-related employment, recreation and coast protection and flood defence works but also seeks to protect and enhance the landscape and heritage interest of the coast.
- **S12:** This policy sets out the Borough Council's strategic intentions for heritage assets, which contribute to the character and appearance of the borough, and includes criteria to restrict development which may harm heritage features and their settings and encouraging development which enhances them.

Appraisal of development management policies

12.13.4 Policy **DM1** requires development to take full and proper account of the context of the site. This includes character and appearance of the area. New development should also not involve loss or damage to landscape features of value to the character and appearance of the area, including trees, hedgerows, ponds etc. This policy is supplemented by the Quality Places SPD which includes further detailed guidance on design.

12.13.5 The following DM policies should result in positive effects as they set out requirements and criteria for development which seek to protect and/or enhance assets that contribute to character and appearance in the borough:

- **DM10**, heritage assets: protect and enhance heritage assets and their setting.
- **DM14**, agricultural development sets criteria for the design and location of agricultural development in the countryside, and requires landscape enhancement with new development.
- **DM16**, extension and replacement of existing non-residential buildings in the countryside; **DM17**, change of use of buildings in the countryside and **DM26**, residential extensions and replacement dwellings in the countryside allow development that meets the needs of rural land uses, whilst seeking to protect the character of the countryside from the urbanising effects of such developments.
- **DM18**, boatyard and marina sites in the River Hamble and **DM34**, recreational sailing on the River Hamble recognises the importance of the River Hamble for the character and appearance of the borough. They support development and use of the Hamble, but ensuring there is no unacceptable impacts on its character and appearance, including its attractive coastline.
- **DM30** allows the development of sites for gypsies, travellers and travelling showpeople provided there is no unacceptable impact on heritage and landscape for the character and appearance of the area.

- **DM33**, permits sites for new and enhanced recreation and open space facilities provided there is no unacceptable impact on countryside, biodiversity and heritage characteristics of the borough.

Appraisal of site allocation policies

- 12.13.6 The site specific policies which are considered to potentially have a landscape impact include criteria to address this by ensuring that landscape planting is retained or enhanced as part of the proposed development or as screening; including but not exclusively: **AL1, AL2, AL3, BO1, BO2, BU3, BU5, CF4, CF5, FO1, HE1, HE3, HE4, HE7, WE3, WE4, WE6, WE8**. Policy **WE1** requires a comprehensive landscape framework.
- 12.13.7 **WE1** is notable for requiring a comprehensive landscape framework. The policy seeks to minimise the landscape impact by restricting development to the less visually prominent parts of the site away from the higher ground to prevent any intrusion in the surrounding landscape.
- 12.13.8 The importance of the landscape character of the river valleys of the Hamble and Itchen are recognised. Criteria in policies **BO4, HA2, BU5** address the need to minimise the potential landscape impact of development which could impact on the river valley.
- 12.13.9 It could be considered that there is potential for there to be a landscape impact at **BI2** which has not been addressed through the policy. It would however have to be addressed through any masterplanning for the site.
- 12.13.10 Policy **HE1** occupies a site in the strategic gap between settlements the northern corner of the field is excluded from the allocation to ensure the sense of gap is maintained.
- 12.13.11 The site specific policies generally perform well in terms of objective to achieve high quality sustainable design; the following site specific policies specifically require design of a high quality in locations where the surrounding area is of special character (conservation areas) or design such as the Ageas Bowl: **AL2, AL3, E7, HE5, HE4, HO2, WE8, WE9, and WE11**. Public realm improvements in and adjoining Eastleigh Town Centre to enhance its character are specifically identified in policy **E8**.

Conclusions

- 12.13.12 It is inevitable that green field developments will have an impact on landscape, and in this respect the Local Plan is not set to fully support achievement of SA Objective 12. However, it would not be possible to progress the local plan without impacts. The choice of locations for development and detailed site requirements reflect a desire to limit and mitigate landscape impacts as far as possible.
- 12.13.13 The Local Plan policies are also oriented to the achievement of high quality and sustainable design for buildings, spaces and the public realm sensitive to the locality. The policies and related SPD cover this issue in some depth. In this respect the Local Plan accords with SA objective 12.

12.14 Buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance

SA Objective	Appraisal criteria <i>Will the policy approach under consideration...</i>
13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.	<ul style="list-style-type: none"> Impact on the historic environment and features and areas of archaeological importance? Conserve and enhance heritage assets? Increase access to heritage assets?

Relevant plan policies:

- S1 – Sustainable development
- S12 – Heritage assets
- DM1 – General criteria for development
- DM10 – Heritage assets
- Site allocation policies (discussed below and within Appendix VI)

Appraisal of strategic policies

12.14.1 Strategic policy **S1** sets out what sustainable development means for Eastleigh Borough and what development should do or provide in the borough to be sustainable. Heritage issues are addressed through criterion viii. which says new development should avoid damage to and where possible enhance heritage assets.

12.14.2 Policy **S12** sets out the Borough Council’s strategic intentions for heritage assets and includes criteria to restrict development which may harm heritage features and their settings. It also encourages development which enhances assets and supports access to them.

Appraisal of development management policies

12.14.3 Policies **DM1** and **DM10** should have positive effects. **DM1** says all new development should not have unacceptable impact on and where possible should enhance heritage assets. Policy **DM10** sets out criteria for development to prevent harm to heritage assets.

Appraisal of site allocation policies

12.14.4 Where site specific policies have the potential to impact on the areas identified of archaeological importance the policy requires a historic impact assessment along with an archaeological evaluation (as required by **DM10**) so that the results can inform plans to develop the site so mitigation. The site specific policies where this applies are: **BO1, BO2, BO3, BU1, BU2, BU3, BU4, BU5, E1, FO2, FO5, HA2, HE1, HE2, HE4, HE5, HE6, HE7, HE8, WE1, WE8, WE12**

12.14.5 Policy **E1** does not perform well against this objective as the site forms part of historic parkland remodelled by Capability Brown in the eighteenth century, it also includes a locally important war memorial. The policy does however require the key features of the historic landscape be considered sympathetically, including the land which forms part of the setting of the shrine which should be retained and restored.

- 12.14.6 Otherwise the site specific policies generally perform well against the appraisal criteria. The following policies all require the retention or enhancement of heritage assets within or adjacent to the site: **BI1, HO2, BO4, FO5, HE5, BU7, E2, WE5**. To highlight a couple of examples; policy **BU7** sets out specific criteria for extensions to existing dwellings to protect the character of the Old Bursledon Conservation Area, policy **BO4** allows for the future use of Botley Mill and **BI1** and **HO2** the retention and restoration of the Mount and Netley Court School. A Criterion of policy **FO5** suggests enhancement of Saxon Court and policy **E2** improvement to the setting of the listed building within the site.
- 12.14.7 It could be considered that policy **E15** whilst protecting the special character of the Aviary Estate does not go as far as to encourage enhancement in this location.

Conclusions

- 12.14.8 There will inevitably be some localised negative effects, but on balance it is possible to conclude that the Local Plan will:
- Help to prevent and reduce impact on features of the historic environment that could occur from new development;
 - Support opportunities for increased access to heritage assets; and
 - Support the conservation and enhancement of heritage assets.

13 SA CONCLUSIONS AT THIS CURRENT STAGE

N.B. The first part of this Chapter, which deals with 'larger than local and cumulative effects', has been updated and supplemented since March 2014 to reflect the Council's recently finalised *Statement of compliance with the Duty to Cooperate*. The second part of this Chapter, which presents an overall summary of effects and draws conclusions on the Local Plan, remains unchanged.

Introduction

- 13.1.1 This Chapter firstly gives stand-alone consideration to 'larger than local' (i.e. effects of the Eastleigh Local Plan that will be felt beyond the borough's boundary) and 'cumulative effects' (i.e. the effects of the Eastleigh Local Plan acting in combination with other plans). This is important given the Duty to Cooperate placed on local authorities. More information on these issues can be found within a stand-alone *Statement of compliance with the Duty to Cooperate* prepared by the Council.
- 13.1.2 'Summary appraisal findings' and 'overall conclusions at this stage' are then presented.

13.2 Larger than local / cumulative effects

Housing

- 13.2.1 Housing need has been identified through cooperation with the PUSH authorities including the joint work on the PUSH Strategy for South Hampshire, supplemented by work relating to the 2014 PUSH Strategic Housing Market Assessment (SHMA) recently published. Housing need is likely to be met in the sub-region taking into account existing commitments as set out in respective authorities emerging development plans.
- 13.2.2 The SHMA has indicated there may be a shortfall in provision in the Portsmouth housing market area, especially given the amount of time needed to build-out a new community at Fareham, and this may need to be accommodated by the Southampton housing market area. However both this conclusion and any resulting need for districts and boroughs to accommodate additional housing is subject to consideration and further joint work by the PUSH authorities through a roll forward of the South Hampshire Strategy to 2036. Work on this commenced April 2014..

Community infrastructure

- 13.2.3 The proposals in the Plan include new schools to meet the needs of the development proposed within the borough, having regard to existing school catchments within the borough and in neighbouring areas, and also having regard to development proposed in neighbouring areas. The Council has worked with the education authority to establish the extent and location of needs. In particular, it is noted that the Plan was modified at a late stage to accommodate a need for a new secondary school in the Horton Heath area. Need was identified as a result of ongoing work at HCC on demographic trends in the light of the emerging result of the 2011 Census and government estimates of population growth.
- 13.2.4 As well as the site-specific proposals for new schools within the Local Plan, site allocations policies include requirements for accommodation for older people and development management policies also make provision to address these needs. The Local Plan also includes a criteria-based policy for development for the travelling communities (DM30) and a site allocation for travelling showpeople (HE7) along with a commitment to preparation of a Travelling Communities DPD. Benefits will be felt across the sub-region.

Employment

- 13.2.5 The need for additional employment floorspace has also been established with the cooperation of PUSH authorities through the PUSH Economic Development Strategy (as revised in 2010) and the PUSH South Hampshire Strategy of 2012 (now being rolled forward). A borough-wide Employment Land Review provided a range of objectively assessed needs that have been carefully considered in the context of the PUSH-wide targets. The proposals for economic development within the borough will contribute to the overall economic growth strategy for the sub-region agreed and being promoted by the PUSH authorities.
- 13.2.6 Specific issues addressed through the Plan with larger than local implications include the regeneration of Eastleigh Town Centre and Eastleigh Riverside. The Solent LEP has produced and submitted to Government a Strategic Economic Plan (SEP), which refers to the Eastleigh River Side site in the context of regeneration and development of a larger area including the airport and the Ford site. Southampton CC also has a long-standing interest in Eastleigh River Side and in improvements to M27 junction 5. The Plan identifies Eastleigh town centre and Eastleigh River Side as regeneration opportunities (policies E6 and E9), although it has not been possible to resolve all issues / capitalise on all opportunities through the Plan, i.e. work remains to be done.

Transport

- 13.2.7 The transport assessment has taken into account developments of adjoining areas by using the sub-regional transport model developed for south Hampshire by Transport for South Hampshire and Isle of Wight (TfSHIOW) which includes Hampshire County Council and the two city authorities. The transport assessment has identified that a number of traffic mitigation measures are required, such as improvements to roads and junctions. These include measures on Chestnut Avenue, Stoneham Way, M27 junctions and the Maypole roundabout on the A334 at Hedge End, among others. Major development at Whiteley in Winchester district, the strategic development proposed in Fareham borough, and the continued growth of the city of Southampton could have traffic impacts on motorway and the local road network in Eastleigh borough. These potential impacts have been taken into account in the sub-regional model. The findings of the TA have not flagged up any significant transport issues for neighbouring authorities as a result of the proposals in the Local Plan, including the nearby villages of Colden Common, Twyford and Durley (where concerns have been raised). The percentage increase in traffic arising from developments in Eastleigh Borough is small compared with the increase arising from development across the sub-region.

- 13.2.8 Discussions with neighbouring authorities on transport issues have focused on the following:
- Winchester City Council - the proposed Botley bypass that would extend into WCC's administrative area, and the traffic implications of their development proposals at North Whiteley for Eastleigh borough, in particular Botley;
 - Southampton City Council - where issues of mutual concern included transport links to the city centre and their proposals for park & ride sites within Eastleigh borough;
 - Test Valley Borough Council - in relation to concerns over the transport implications for Eastleigh borough of development proposals in southern Test Valley;

Natural resources

- 13.2.9 Existing commitments and emerging development plans of neighbouring authorities include some policies which allocate green field sites for development. On this basis, there is likely to be some cumulative impact in loss of some green field land in the sub-region.

- 13.2.10 Discussions with Southern Water have confirmed the adequacy of water supply and sewerage treatment infrastructure taking into account development proposals in neighbouring areas. The Local Plan reflects the agreed PUSH Integrated Water Management Strategy, and this is reflected in site-specific policy requirements in respect of water supply and waste water management infrastructure (see site allocations policies in Chapter 6) and a general policy requiring the timely provision of public utilities for new development (DM8).

River Hamble

- 13.2.11 The River Hamble estuary is divided between the administrative areas of Eastleigh and Fareham borough councils. It is of strategic importance for the sub-regional marine economy and for local, sub-regional and national recreational sailing. It is also of heritage interest and of European importance for nature conservation.

- 13.2.12 The Borough Council is a member of the Hamble Estuary Partnership set up and administered by the River Hamble Harbour Authority. This includes representatives of local authorities and parish councils bordering the estuary, commercial interests (e.g. boatyard and marina operators, fisheries and fishermen's groups, and ferry operators), recreational users (sailing clubs, anglers, mooring holders), Natural England and other wildlife organisations, archaeological interests, educational interests (Southampton Solent University, Warsash Maritime Academy) and other coastal groups (e.g. Solent Protection Society, Solent Forum). Policies in the Local Plan that refer to, or are relevant to, the River Hamble and its users are S10, DM1, DM9, DM10, DM18 and DM34.

Biodiversity

- 13.2.13 In relation to development proposals in south Hampshire there is particular concern about the impact on migrating and over-wintering birds of the Solent European sites. PUSH is working with Natural England on the 'Solent Disturbance and Mitigation Project' (SDMP). The most recent report from the SDMP suggests potential mitigation measures. The PUSH authorities are working as part of the Solent Recreation Mitigation Partnership (SRMP) to prepare and implement mitigation measures jointly across south Hampshire (see policies S11 and DM9 of the Local Plan). Prior to the SRMP, to avoid significant impact on European sites from development proposed in Eastleigh borough, the Council established an interim policy involving identified mitigation measures in relation to specific developments. The Council will implement these measures as now agreed and they will not form part of the SRMP's proposals.

Green infrastructure

- 13.2.14 The green infrastructure (GI) proposals set out in the Local Plan have been informed by and include proposals set out in the PUSH GI Strategy. Routes included in the proposed strategic multifunctional green network seek to link the borough's settlements with local country parks as well as to strategic GI assets in the sub-region including the Forest of Bere to the east, and to the proposed Forest Park in Test Valley borough to the west. In line with the PUSH Green Infrastructure Strategy, the Local Plan includes new recreational open space proposals and new and extended footpath and cycleway links that accord with the and the Hampshire Countryside Access Plan , extending across the borough's boundaries and forming part of a wider network of such spaces linking across south Hampshire and beyond. See strategic policies S5 and S8.

13.3 Summary findings of the appraisal

SA Objective	Summary appraisal findings
Community	
1. Provide sufficient housing to meet identified local needs, including affordability and special needs	The Plan performs well in terms of this objective. Making provision to meet identified needs within the borough and the wider sub-region following co-operation with neighbouring authorities in the Partnership for Urban South Hampshire area. Provisions for affordable housing will not meet the full identified need but represent the maximum that it is likely to be possible to secure given viability considerations.
2. Safeguard and improve community health, safety and well being	The Submission Plan performs reasonably well against in terms of this SA objective, serving to reinforce other Council strategies.
Economic	
3. Develop a dynamic and diverse economy.	<p>The Plan performs well against this objective with provision of additional employment opportunities and a flexible approach to the encouragement of new enterprises that support other economic development initiatives being pursued by the Council, PUSH and the Solent LEP.</p> <p>Transport networks in the borough and the surrounding sub-region are under pressure, but the plan is set to include sufficient provision to enable access to employment opportunities within and beyond the borough and support other initiatives being pursued by the Council, the highway authority (HCC) and in the wider sub-region to encourage use of sustainable transport modes.</p> <p>The plan will include sufficient policies to ensure the continued viability and enhancement of Eastleigh town centre as well as district and local centres.</p> <p>The plan will include measures to support workforce training and enhancement of job opportunities in line with initiatives being pursued by PUSH and the Solent LEP.</p> <p>In combination these measures should support the local economy sufficiently to ensure that all sectors of the community benefit from enhanced employment and training opportunities.</p>
4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.	The Plan includes a number of measures to improve the capacity of the transport network. Given wider pressures on transport networks throughout the sub-region these will not entirely resolve existing or anticipated congestion issues, but should prevent them from getting worse. The plan will support Council and Highways Authority-led initiatives to encourage use of sustainable transport modes and improve road safety.

Environment	
5. Protect and conserve natural resources.	<p>Natural resources within Eastleigh Borough are defined as water, minerals, land and soil.</p> <ul style="list-style-type: none"> • The Plan includes design measures to reduce water consumption in new development. • It also supports the requirements of the Hampshire Minerals and Waste Plan in seeking to avoid sterilisation of mineral resources. • The plan is to focus as much development as possible within the urban areas; however, development requirements are such that there is an inevitable need to allocate green field land. Whilst the objective to conserve and protect green field land will not be met in full, the Plan does include policies that require a minimum density requirement. These policies will go some way to ensuring that the green field losses are kept to a minimum. • High grade agricultural land is quite prevalent within the borough, and the green field allocations will mean some loss.
6. Reduce air, soil, water, light and noise pollution.	<p>Traffic is the primary source of air pollution in the borough. The Plan sets out measures to improve transport network capacity and improve uptake of sustainable transport modes (see discussion under objective 4).</p> <p>The Plan contains policies to prevent development that would cause pollution that in turn impacts on the environment or amenity. Furthermore, site specific policies, where relevant, contain specific requirements relating to pollution, for example remedial works for contaminated land.</p> <p>In combination, these measures should help to avoid or mitigate pollution impacts associated with new development.</p>
7. Plan for the anticipated levels of climate change	<p>The Plan performs reasonably well against this objective. It includes policies which restrict development at sensitive locations such as those at risk of flooding or by the coast, and require development of a district-wide multifunctional green infrastructure network. Specific requirements within relevant site allocation policies seek to avoid areas at risk of flooding and ensure that developers contribute toward coastal protection works.</p>
8. Minimise Eastleigh’s contribution to climate change by reducing the borough’s carbon footprint and minimising other greenhouse gas emissions.	<p>The Plan performs reasonably well against this objective. The development strategy seeks to locate new development primarily in or adjacent to existing settlements which may help to reduce travel distances, reduce car dependency and support sustainable travel choices which in turn help to reduce carbon emissions associated with traffic.</p> <p>Policies set requirements for environmentally sustainable construction to achieve Code for Sustainable Homes and BREEAM standards, and to encourage development of zero and low carbon energy infrastructure.</p>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.	<p>Hampshire County Council as the Minerals and Waste Authority has responsibility for waste facilities sites.</p> <p>The Plan does contain criteria for the provision of suitable waste management facilities in the design of new homes. Site allocation policies also allow for waste management uses and renewable energy at Eastleigh Riverside.</p>

<p>10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.</p>	<p>Overall, the Plan accords with this objective. None of the site allocations will have a direct impact on European conservation designation; however, the HRA indicates that the development strategy may result in indirect impacts. As such, policies require mitigation and enhancement measures designed to offset impacts.</p> <p>There are some reservations regarding impacts on local conservation interests. Some site specific policies perform less well against the objective as they involve loss of woodland/trees. Wherever possible, measures for replacement and enhancement are required.</p> <p>The Plan includes a strategic policy which sets out the provision of a strategic multifunctional green infrastructure network; and none of the proposals have the potential to prejudice future biodiversity restoration.</p>
<p>11. Enhance the Borough's multifunctional green infrastructure networks.</p>	<p>The Plan performs well against this objective. A strategic policy requires the provision of a strategic multifunctional green infrastructure network. Furthermore, standards are set for the quantum and type of open space to be provided as part of new development.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>	<p>It is inevitable that greenfield developments will have an impact on landscape, and to this extent the Plan does not accord with this SA objective. However, the choice of locations for development and the detailed site requirements reflect a desire to limit and mitigate landscape impacts as far as possible.</p> <p>Policies establish requirements for the sustainable design of buildings, spaces and the public realm, and in this respect the Plan performs well.</p>
<p>13. Protect, enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.</p>	<p>The Plan performs reasonably well against this SA objective. Borough-wide policies and site allocation policies contain provisions for the protection and enhancement of heritage assets. It is, however, acknowledged there will be some impact to the historic parkland associated with development in policy E1.</p>

13.4 Conclusions at this current stage

13.4.1 The plan is set to deliver 10,140 homes and 133,000m² of new employment development over the plan period. These levels reflect the PUSH South Hampshire Strategy 2012 and the objectives for growth of the PUSH Economic Development Strategy 2010 and the Solent LEP. There are clear benefits of growth at this scale for the community and economy through the provision homes, employment land and associated transport infrastructure and community facilities. This is a relatively ambitious growth strategy, and so environmental impacts are to some extent unavoidable. It is inevitable that greenfield developments will have environmental impacts; however, it would not be possible to progress a local plan without such allocations. Alternative approaches have been considered and been found to perform less well. Mitigation measures are set to be put in place through development management and site allocation policies; however, even taking these policies into account the appraisal has highlighted localised instances of significant negative environmental effects. Landscape and traffic congestion related impacts are of greatest concern. Having said this, there will also be some positive environmental effects that result from the development strategy. In particular, policies are in place to ensure benefits are realised in terms of green infrastructure, climate change adaptation and sustainable design.

PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?

15 INTRODUCTION (TO PART 4)

The report must include...

- Measures envisaged concerning monitoring.

15.1.1 This Part of the report explains next steps that will be taken as part of plan-making / SA.

16 PLAN FINALISATION AND ADOPTION

16.1.1 At Examination the Inspector will consider representations (alongside the SA Report) before then either reporting back on the Plan's soundness or identifying the need for modifications. If the Inspector identifies that modifications to the Plan are necessary, these will developed with SA input and also through consultation.

16.1.2 Once found to be 'sound' the Plan will be formally adopted by the Council. At the time of Adoption a 'Statement' must published that sets out (amongst other things) *the measures decided concerning monitoring*.

17 MONITORING

17.1.1 At the current stage – i.e. in the SA Report - there is a need to present 'a description of the measures envisaged concerning monitoring'. **Table 17.1** lists a short selection of proposed monitoring indicators. The indicators listed are those that are particularly relevant given the findings of the Local Plan appraisal. The Borough Council will continue to work with Hampshire County Council and other partners on monitoring to ensure that the plan and SA objectives are delivered. The results of this monitoring will be published on the Council's website, and a monitoring report will be produced annually.

Table 17.1: Monitoring indicators

Good design, amenities and heritage	
Indicator	Source of data
Schemes awarded design awards	EBC
Heritage Classified as 'At Risk' by English Heritage	English Heritage
Number of applications to conserve, enhance or/and increase access to heritage	EBC
Maintaining gaps	
Indicator	Source of data
Number of new buildings developed/material changes of use in the gaps	HCC/EBC
Countryside (incl coast) – management, maintenance and protection	
Indicator	Source of data
Applications refused due to impact on the countryside & landscape	EBC
Amount of Grade 1, 2 and 3a agricultural land lost to other uses (DM15)	HCC/EBC
Biodiversity	
Indicator	Source of data
Conditions of SSSIs & Management status of SINCS and extent of BAP habitats	HBIC/NE
Climate change	
Indicator	Source of data
% of dwellings achieving good level of Code for Sustainable Homes (or equivalent)	EBC
% of larger development achieving BREEAM Communities excellent certification	EBC
Number of renewable energy schemes completed	EBC
Number of properties at risk from flooding / in areas affected by coastal change	EA / EBC
Pollution	
Indicator	Source of data
Status of AQMA's (number, area, pollution levels)	EBC
Watercourses classified as good or very good biological or chemical quality	EA
Number of applications which require noise mitigation measures	EBC
Number of projects involving remediation of contaminated land	EBC
Public utilities and communications	
Indicator	Source of data
% of borough able to access super-fast broadband	EBC/HCC
Employment floorspace supply	

Indicator	Source of data
Employment land allocated/with planning permission by type	EBC/HCC
Amount of floorspace lost to other uses within the borough	HCC/EBC
Eastleigh River Side	
Indicator	Source of data
Net additional floorspace completed at Eastleigh River Side	EBC/HCC
Economic development	
Indicator	Source of data
GVA for different sectors of the economy of south Hampshire	ONS
VAT registrations and deregistration's	NOMIS
% of the borough's working age population that are economically active	NOMIS
Indices of multiple deprivation and crime statistics	ONS
Eastleigh town centre	
Indicator	Source of data
Floorspace completed for 'town centre' uses within defined town centre	HCC/EBC
Proportion of non-retail frontage in defined centres	EBC
District and local centres	
Indicator	Source of data
Floorspace completed for 'town centre' uses within defined centres	HCC/EBC
Proportion of non-retail frontage in defined centres	EBC
Managing need to travel and promotion of non-car options	
Indicator	Source of data
Proportion of new dwellings within 1km and 3km of bus stop and/or train station	EBC
Delivery of new road schemes identified in criteria i-vii of policy S7	EBC/HCC/Highways Agency
Number of miles travelled by car club vehicles	EBC/HCC
Passenger numbers at train stations	HCC
Transport safety	
Indicator	Source of data
Number of people killed or seriously injured on the roads each year	HCC/Police
Housing supply (incl. specialist accommodation needs)	
Indicator	Source of data
% of dwellings on PDL	HCC and EBC
Dwellings on strategic sites as percentage of overall housing completions	HCC and EBC
Net additional gypsy and traveller pitches	EBC/HCC
Housing type & size	
Indicator	Source of data
Net additional dwellings on major sites by number of bedrooms	EBC/HCC
Densities of completed developments	EBC/HCC
% of dwellings completed meeting internal space standards	EBC
Affordable housing	
Indicator	Source of data
Gross affordable housing completions	EBC/HCC
% of housing completions on sites of 15 or more dwellings secured as 'affordable'	EBC
Healthy lifestyles	
Indicator	Source of data
Adult participation in sport at least once a week	Sport England
Adult obesity rates	DoH
Sport and recreation facilities	
Indicator	Source of data
Amount of new sport and recreation facilities available for general public	EBC/Sport England
Open spaces and green routes	
Indicator	Source of data
GI provided/lost, including in association with development	EBC/HCC
PPG17 update of qualitative assessment of country parks	EBC
Unrestricted open space per 1000 people	EBC
Education, health and other community facilities	
Indicator	Source of data
Number of cultural and arts and tourism facilities delivered	EBC
New community facilities & applications refused due to the loss of a community facility	EBC

APPENDIX I - REGULATORY REQUIREMENTS

The information that must be contained in Schedule 2 of the Environmental Assessment of Plans Regulations 2004; however, interpretation of Schedule 2 is not straightforward. The table below 'interprets' Schedule 2 requirements.

Annex 1

Interpretation

The report must include...

The report must include...

(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the Plan seeking to achieve?</i>	i.e. answer - <i>What's the scope of the SA?</i>
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>	
(c) the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level	i.e. answer - <i>What's the 'baseline'?</i>	
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'		
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	i.e. answer - <i>What are the key issues & objectives?</i>	
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance		
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i>	
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach)		
(i) a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.		
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the appraisal findings at this current stage?</i>	
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan		
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i>	

APPENDIX II - GROWTH QUANTUM ALTERNATIVES

N.B. The appraisal findings presented in this appendix are un-changed from October 2013. However, the 'Introduction' section has been modified slightly to bring it into line with the discussion of housing requirements presented in Section 10.2, above).

Introduction

As explained in Chapter 11, the Council feel that it is appropriate to plan for a minimum of 10,140 dwellings over the plan period. The Council do not feel that there is a 'reasonable' need to test a higher growth approach at the current time. For information, however, a high level appraisal of alternative growth quantum is presented below. This appraisal was presented within the 'Draft SA Report' document published in October 2013 alongside the Revised Draft Eastleigh Borough Local Plan. Presenting the appraisal again at the current time provides a 'snapshot' of thinking from October 2013.

The alternatives appraised in October 2013

Option 1 reflects the requirement established by the South Hampshire Strategy, whilst **Options 2 – 5** reflect a range of higher and lower growth scenarios considered as part of the Strategic Housing Market Assessment (SHMA) process (and made available to the Council in October 2013).

The alternative growth quantum that were a focus of high level appraisal in October 2013 are as follows:

- Option 1 - PUSH requirements (9,660 dwellings).
- Option 2 - Zero Net Migration (3,438 dwellings)
 - This option reflects one of the scenarios considered through the SHMA process. It reflects the likely population and therefore housing requirement generated by the borough's existing population, i.e. it assumes that the number of people moving in and out of the borough offset each other.
- Option 3 - Past completions (8,640 dwellings)
 - This option reflects one of the scenarios considered through the SHMA process. 4,800 net dwellings were completed in the borough between 2001 and 2011, equating to an average of 480 dwellings per annum. This figure provides a proxy for past demand for housing development in Eastleigh Borough, albeit demand would actually likely have been higher than this figure given that development between 2001 and 2011 was constrained by land availability and planning policy as well as any wider economic or market trends during that period. Projecting this past trend forward to the end of the plan period would equate to a requirement for 8,640 dwellings.
- Option 4 - Sub-national Population Projections (SNPP) with census adjustment (10,008 dwellings)
 - This option reflects one of the scenarios considered through the SHMA process. It reflects past in and out migration trends on the basis of observed levels of migration between the 2001 - 2011 Census. Other assumptions, including births, deaths and propensity to form households, remain the same. In Eastleigh, the estimates found that actual net in-migration was 181 people more p.a. than that recorded at the time. Therefore, projecting this forward would result in additional dwellings being required to be built, over and above those required in the unadjusted figure.
- Option 5 – Jobs (11,628 – 12,060 dwellings)
 - This option reflects two scenarios considered as part of the SHMA process; both use forecasts of future job growth for Eastleigh borough. The first scenario takes a baseline approach and presumes that the forecasted growth in jobs (15,149 jobs in period 2011-2036) will require additional working age residents (1:1 relationship) and results in a housing requirement of 11,628 dwellings. The second scenario goes beyond the baseline and uses commuting patterns from the 2001 Census. However, it does not take into account the geography of the borough and the potential for commuting patterns to change.²²

²² It is worth noting that the projected future job growth in the SHMA is significantly different from the projections in the Employment Land Review Part 2 background paper of 7,920 for period 2011-2029 even allowing for the 7 year difference.

Appraisal findings (unchanged since originally published in October 2013)

The appraisal was undertaken on the basis of the agreed SA Framework objectives which have been grouped into the three sustainability themes 'community', 'economy' and 'environment'. Effects were categorised as follows:

Significant positive effects	Positive effects	Uncertain effects	Negative effects	Significant negative effects	No effect
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Table showing Appraisal of alternative growth quantum

Option	Community	Economy	Environment
Option 1 9,660 dwellings	The moderate level of growth associated with this option presents some opportunities for increased community and social infrastructure arising from developer contributions. It is expected that this would have a positive effect on the health and well-being of the borough's population on the housing register and also the general population.	The population associated with this option will help to support economic growth and is in accordance with the current PUSH targets for growth. There will be an accompanying increase in consumer spending and consequent benefit to local businesses. The borough will retain some ability to attract new investment. It is likely the level of growth will lead to increases in traffic and add pressure on the existing transport network. There will, however, be some opportunities to secure developer funding for improved transport infrastructure. Overall the economic benefits associated with this option will be positive.	Appropriate mitigation measures will be required to accommodate this level of growth without threatening the environmental integrity of Eastleigh. Conserving local biodiversity and protecting landscape and agricultural land will be a challenge and appropriate mitigating policies will need to be developed. Higher levels of pollution are also possible. The levels of growth may present opportunities to develop renewable energy and carbon reduction initiatives in new developments. Overall the environmental effects of this option will be negative, though not as great as for options C and E below.
Option 2 3,438 dwellings	The housing target would have a negative effect on health and well-being of the boroughs population as it fails to make any significant contribution to affordable housing. Social exclusion may increase and many young people may need to leave the area to find housing resulting in a future imbalanced age structure that is dominated by older age groups. Low housing growth, associated with high demand is likely to see house prices rise, reducing the affordability of market housing. Lesser investment in community infrastructure.	Low housing growth is likely to act as a constraint on economic growth and jobs because of lower levels of consumer spend. Local business could be placed under pressure and there could be a threat to the viability of the existing town, district and neighbourhood centres.	Lower growth will result in less threat to the environment and help to conserve biodiversity, landscape and agricultural land. Overall the environmental impacts will be less than other options.
Option 3 8,640 dwellings	The moderate level of growth associated with this option presents some opportunities for	The population figure in this option will help support some economic growth, but is lower than the PUSH	Appropriate mitigation measures will be required to accommodate this level of growth without threatening

	<p>increased community and social infrastructure arising from developer contributions. It is expected that this would have a positive effect on the health and well-being of the borough's population on the housing register and also the general population.</p>	<p>growth target. This figure may act as a constraint on economic growth as local business may be placed under pressure due to less consumer spend and investment. This option does present a realistic option based on previous market, economic and constraints trends.</p>	<p>the environmental integrity of Eastleigh. Conserving local biodiversity and protecting landscape and agricultural land will be a challenge and appropriate mitigating policies will need to be developed. Higher levels of pollution are also possible. The levels of growth may present opportunities to develop renewable energy and carbon reduction initiatives in new developments. Overall the environmental effects of this option will be negative, though not as great as for options C and E.</p>
<p>Option 4 10,008 dwellings</p>	<p>This housing figure would enable recent rates of household formation to continue to be provided for in the future, including making a significant contribution to affordable housing. The higher growth associated with this option presents opportunities for increased community and social infrastructure arising from developer contributions.</p>	<p>The higher population in this option will help support economic growth. There will be an accompanying increase in consumer spending and consequent benefit to local businesses. The ability of the borough to attract new investment will be enhanced. It is likely the higher growth will lead to increases in traffic and add pressure on the existing transport network. There will, however, be reasonable opportunities to secure developer funding for improved transport infrastructure. Overall the economic benefits associated with this option will be positive.</p>	<p>Appropriate mitigation measures will be required to accommodate this level of growth without threatening the environmental integrity of Eastleigh. Conserving local biodiversity and protecting landscape and agricultural land will be a challenge and appropriate mitigating policies will need to be developed. Higher levels of pollution are also possible. The levels of growth may present opportunities to develop renewable energy and carbon reduction initiatives in new developments. Overall the environmental effects of this option will be negative, though not as great as option E below.</p>
<p>Option 5 11,628 – 12,060 dwellings</p>	<p>This housing figure would enable recent rates of household formation to continue to be provided for as well as providing for additional growth. It would also make a significant contribution to affordable housing. The higher growth associated with this option presents opportunities for increased community and social infrastructure arising from developer contributions.</p>	<p>The higher population in this option will help support economic growth. There will be an accompanying increase in consumer spending and consequent benefit to local businesses. The ability of the borough to attract new investment will be enhanced. It is likely the higher growth will lead to increases in traffic and add pressure on the existing transport network. There will, however, be reasonable opportunities to secure developer funding for improved transport infrastructure. Overall the economic benefits</p>	<p>This level of growth would be difficult to accommodate without threatening the environmental integrity of Eastleigh Borough. Conserving local biodiversity and protecting landscape and agricultural land would be a challenge and appropriate mitigation measure would need to be developed. Higher levels of pollution would also be likely. The higher levels of growth may present opportunities to develop renewable energy and carbon reduction initiatives in new developments. Overall the</p>

		associated with this option will be positive.	environmental effects of this option will be negative.
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Appraisal conclusions

The conclusion of this high level appraisal was (in October 2013) that “there does not appear to be a clear and overriding case, in sustainability terms, for increasing the housing number in Eastleigh Borough beyond the 9,660 dwellings required in the South Hampshire Strategy.”

The conclusion went on to suggest that a 9,660 figure would help to meet the housing needs of the existing population and accommodate significant net in-migration into the borough (which reflects longer term migration trends), and highlighted that it would provide for a 10% increase in the levels of house construction compared to past trends.

On the other hand, it was acknowledged that this figure is below the Sub National Population Projections (SNPP) adjusted figure (which takes into account more recent migration patterns) and the economic based projections, and some environmental mitigation measures would still be required.

On balance, there was (and still is) considered to be some merit in continuing to plan to meet the 9,660 dwellings as required in the South Hampshire Strategy plus a 5% contingency to allow for unforeseen issues with housing delivery within the borough. This equates to a total housing requirement for **10,140 dwellings** which, if met in full, would marginally exceed the SNPP adjusted housing figure of Growth Option 4, as well as provide for a significant proportion of the housing projected in the economic based scenarios of Growth Option 5.

APPENDIX III - SITE OPTIONS

As described in Paragraph 10.2.13 within 'Part 2' above, a Strategic Land Availability Assessment (SLAA) was undertaken in order to establish the merits of site options identified through a call for sites. The SLAA methodology was developed so as to reflect the agreed SA framework as closely as possible, as demonstrated in the table below.

Table showing the links between the SA objectives and the SLAA criteria.

SA Objective	Material considerations in the SLAA proforma	Comments
1) Provide sufficient housing to meet identified local needs including affordability and special needs	<ul style="list-style-type: none"> None 	<p>No data exists to inform the appraisal of housing site options in terms of contribution to housing objectives.</p> <p>It is not appropriate to simply examine the size of housing site options as a proxy for the number of homes/affordable homes that could be delivered (taking into account the assumption that larger developments can deliver a higher proportion of affordable housing). This is on the basis that sites will often eventually be brought forward in combination.</p>
2) Safeguard and improve community health, safety and wellbeing	<ul style="list-style-type: none"> Proximity to local services (bus stop, railway station, health centre, primary school, secondary school, shopping centre/hypermarket, designated open space). 	<p>Good data was available to inform the appraisal.</p> <p>Proximity to community infrastructure is important, particularly for residents who are less mobile (e.g. the elderly).</p> <p>It has not been possible to take into account whether development at a particular site might put 'strain' on community infrastructure locally, nor has it been possible to take account of any potential for development to fund delivery of new community infrastructure.</p> <p>The decision was taken not to examine the 'index of multiple deprivation' in the vicinity of the site option. Development in an area of relative deprivation could be a positive step given that it can lead to developer funding being made available for targeted local schemes/initiatives; however this 'cause-effect' link is tenuous.</p> <p>It was not possible to take into account travel times to community facilities, or to take into account the frequency/quality of bus services.</p>
3) Develop a dynamic and diverse economy	<ul style="list-style-type: none"> None 	<p>No data was available to identify how the potential for development to support the achievement of economic objectives varies spatially within the district (at a resolution that would help to differentiate between site options).</p> <p>Officer understanding would obviously allow instances where development of a site option would lead to the loss of an employment site (i.e. the employment use would be lost to another use) to be highlighted.</p>
4) Reduce road traffic and congestion through reducing the need to travel by car/lorry	<ul style="list-style-type: none"> Proximity to local services (see list above) 	<p>Adequate data was available. Ideally, it would be possible to undertake traffic modelling with a view to establishing whether development at a given location would contribute to congestion on the road network.</p>

and improving sustainable travel choice		
5) Protect and conserve natural resources	<ul style="list-style-type: none"> • Agricultural land classification 	Good data was available.
6) Reduce air, soil, water, light and noise pollution	<ul style="list-style-type: none"> • Air Quality Management Areas (AQMAs) • Significant noise generating uses • Contamination 	Good data was available; however, it is recognised that identifying the location of AQMAs is only 'part of the story', i.e. there is also a need to consider the flow of traffic and hence the likelihood of increased traffic congestion.
7) Plan for the anticipated levels of climate change	<ul style="list-style-type: none"> • Flood risk 	<p>Good data was available, given that flood risk is the key climate change adaptation issue in the Borough.</p> <p>Consideration of water related objectives need not be a consideration when appraising site options, i.e. data is not available to identify how the potential for development to support the achievement of water related objectives varies spatially within the district (at a resolution that would help to differentiate between site options). Rather, these are issues/objectives that should be a focus at the master-planning and planning application stages of decision-making.</p> <p>The presence of a groundwater Source Protection Zones (SPZs) 1 does not represent a major constraint for most (non-polluting) types of development.</p>
8) Minimise Eastleigh's contribution to climate change by reducing the boroughs carbon footprint and minimising other greenhouse gas emissions	<ul style="list-style-type: none"> • Proximity to local services (bus stop, railway station) • Rights of way 	<p>Adequate data was available.</p> <p>Ideally, it would have been possible to take into account Public Transport Accessibility Levels (PTAL). Also, ideally account would have been taken of opportunities around delivery of decentralised, low carbon heat/electricity generation.</p> <p>The potential for development to support building integrated renewables - such as solar PV and solar heating - is not locationally dependent; hence it is not possible to appraise site options in terms of this objective. Terrain / aspect can have some bearing on the potential for solar gain; however, it has not been possible to analyse site options in this respect.</p>
9) Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.	<ul style="list-style-type: none"> • None 	The potential for development to support sustainable waste management is not locationally dependent; hence it will not be possible to appraise site options in terms of this objective.
10) Protect, enhance and manage biodiversity and geodiversity, improving its quality and range	<ul style="list-style-type: none"> • Nature conservation designations • Biodiversity opportunity areas • Tree preservation orders 	<p>Good data is available to inform the appraisal. It is assumed that development on or in very close proximity (given recreational uses) could have negative effects in terms of biodiversity.</p> <p>Ideal criteria might look at travel time to important sites (reflecting the fact that recreational impacts are a key</p>

		consideration) rather than distance.
11) Enhance the boroughs multifunctional green infrastructure networks	<ul style="list-style-type: none"> • Biodiversity opportunity areas • Rights of Way 	<p>Adequate data was available.</p> <p>It has not been possible to draw on any locally commissioned work to identify further areas of constraint/opportunity (e.g. particularly sensitive locally designated wildlife sites or areas of 'green infrastructure' opportunity).</p>
12) Protect, enhance and manage the character and appearance of the landscape and townscape, maintain and strengthening distinctiveness and its special qualities	<ul style="list-style-type: none"> • Historic parks and gardens • Conservation area • Tree preservation orders 	<p>Good data is available to inform the appraisal. Ideally, it would be possible to define the spatial extent of the 'setting' of locally heritage assets and then examine whether site options fall within this area; however, data limitations mean that this is not possible.</p> <p>It has not been possible to gather views from heritage specialists on sensitivity / capacity. This is a notable limitation as potential to conflict with the setting of historic assets / local historic character can only really be considered on a case-by-case basis. It will often be the case that development can enhance heritage assets.</p>
13) Protect, enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.	<ul style="list-style-type: none"> • Historic parks and gardens • Conservation area • Listed buildings • Archaeological sites 	<p>In terms of 'landscape' limited data exists. Green Belt and open spaces are by definition 'open'; however, beyond this they are not necessarily high landscape/townscape value. It has not been possible to explore sensitivity / capacity through site visits.</p>

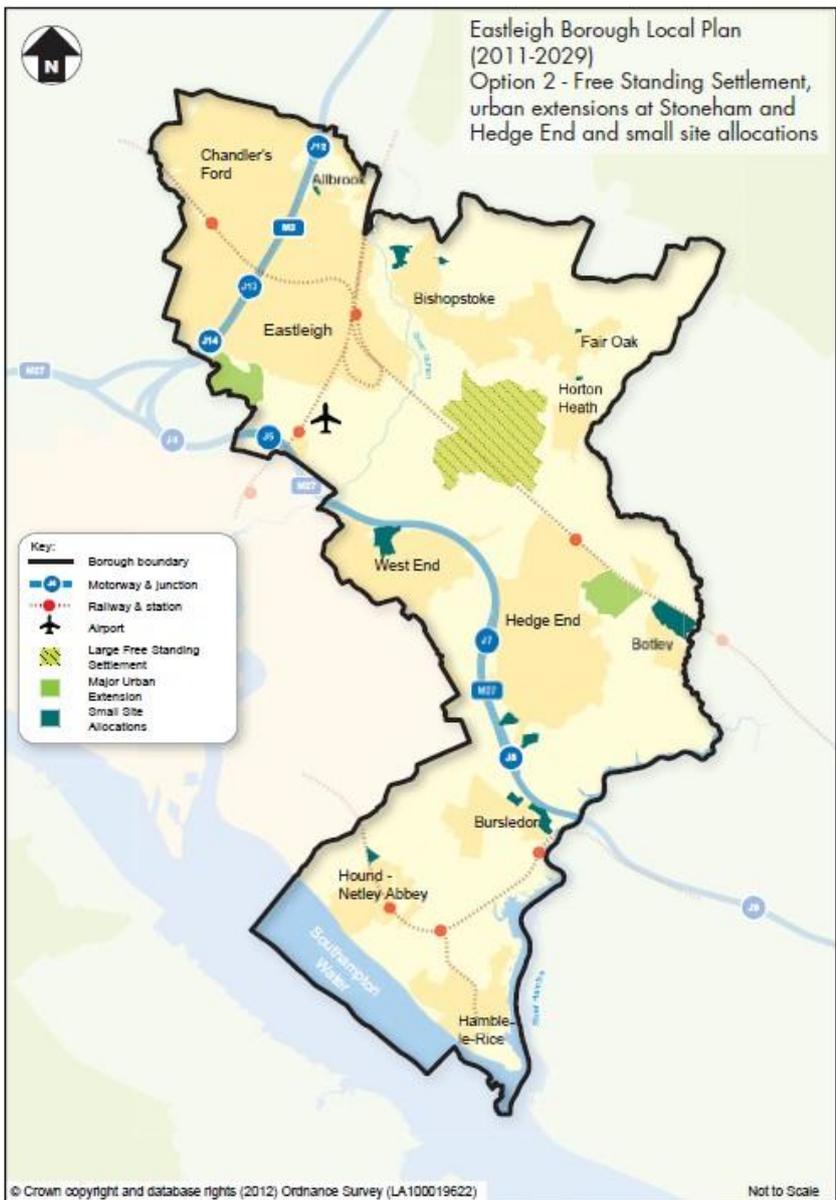
APPENDIX IV – THE ALLINGTON LANE NEW SETTLEMENT OPTION

N.B. This is a new appendix, i.e. it has been added since March 2014. Whilst the March 2014 SA Report ‘signposted’ to the 2012 Interim SA Report, where the appraisal of the ‘Allington Lane New Settlement’ option could be found, it is now felt appropriate to include the appraisal within the SA Report.

Introduction

The Interim SA Report published alongside the Pre-submission Eastleigh Local Plan (2012) presented an appraisal of a number of spatial strategy alternatives. Most of the appraisal is now largely redundant at this current, advanced stage in the plan-making process; however, it is helpful to recap the appraisal findings in relation to **Option 2: Free standing settlement at Allington Lane plus urban extensions at Stoneham and west of Woodhouse Lane, Hedge End.**

Option 2 from the 2012 Interim SA Report



The aim of representing the appraisal findings at the current time is to supplement the discussion within Section 10.2 of this current Report, where it is explained that a free standing settlement is now understood to be 'unreasonable' as an option, and hence need not be reflected in the current consideration of spatial strategy alternatives.

The appraisal of Option 2 from 2012 is not reproduced here in full. Specifically, text relating urban extensions at Stoneham and west of Stonehouse has been removed where it is not relevant to Allington Lane. Text relating to Allington Lane is unaltered, i.e. is the same as that published in 2012.

The appraisal is presented below under the SA objective headings.

Introduction to the Allington Lane site option

The Allington Lane site is a gently undulating area of farmland to the east of the Itchen valley, straddling the Fareham-Eastleigh railway line. Eastleigh town centre and Eastleigh River Side lie west of the Itchen valley, whilst the settlement of Horton Heath sits east of the site and Bishopstoke and Fair Oak to the north. The site area shown here could be moved and/or extended to the north and south. Allington Lane connects Fair Oak and West End through the site.

The site contains a number of existing agricultural and business related buildings, and the Chalcroft Distribution Park adjoins the railway. The site adjoins the Itchen Valley to the west, and south-west and includes tributaries of the River Itchen and small areas of woodland. Beyond the northern and eastern boundaries open countryside separates the site from the settlements of Horton Heath, Bishopstoke and Fair Oak. To the south, it extends towards the M27 motorway.

A new settlement at Allington Lane had been considered historically as an option through the Hampshire County Structure Plan. For the purposes of the Eastleigh Local Plan, it was recognised that the time needed to build-out a new settlement would need to be planned for carefully, and so an 'option' was developed that would involve 1,400 dwellings at Allington Lane initially, during the plan period, with other sites (to include 1,300 dwellings at Stoneham, 1,000 west of Woodhouse Lane and 1,000 on small sites) to be brought forward as well, giving a total of 4,700 dwellings during the plan period. The new settlement might then reach 5,000 dwellings beyond the plan period.

N.B. The transport modelling for this option was based on the figure of 5,000 for Allington Lane and an end date of 2036 as implementation would extend beyond the plan period.

Provide sufficient housing to meet identified local needs, including affordability and special needs

In the long term development at Allington Lane would provide sufficient **housing** and an appropriate mix, including affordable housing, to meet borough-wide housing needs, and to contribute to meeting wider housing needs in south Hampshire. As development on this scale would extend beyond the plan period this option includes the additional sites that would be needed to maintain a five year housing land supply in the borough over the plan period, at Stoneham and west of Woodhouse Lane. As housing would be predominantly provided across the northern and central parts of the borough it would not fully address localised housing need.

Safeguard and improve community health, safety and well being

The Allington Lane development could potentially address existing deficiencies in **open space** provision and supply infrastructure by including additional sports facilities. It could also provide community facilities, a district centre, primary school and secondary school. However negative health impacts could arise as a result of the potential reduction in **air quality** due to the increase in traffic congestion arising from the development of the new settlement and the resultant pressure on the existing road infrastructure

The development at Allington provides an opportunity to create a free-standing settlement which is not reliant on existing urban areas, and is designed to be **self-contained** and encourage use of sustainable modes of transport. It is close to proposed employment provision at Eastleigh River Side. It could also provide opportunities to increase and enhance multi functional green infrastructure and open space provision, and has the potential to reduce open space deficiencies and improve linkages between areas of open space.

Eventually development at Allington Lane would be sufficient to support new **primary school** and in all probability a new **secondary school** within the development.

Develop a dynamic, diverse and knowledge-based economy

Provided that access could be provided from the Allington Lane across the Itchen Valley to Eastleigh River Side, and provided a link road could be built through Eastleigh River Side bypassing the town centre and providing direct access to junction 5 of the M27, development at Allington would help to stimulate regeneration of Eastleigh River Side and the town centre and provide new employment opportunities. The site area also includes Chalcroft Business Park as well as a number of other scattered employment sites accessed from Allington Lane. A development of this scale offers the opportunity to include significant areas of employment development, and to resolve existing issues relating to commercial activities in the area, particularly at the Chalcroft Distribution Park where there would be an opportunity to provide a new access to the Business Park that could help to stimulate and encourage new business activity and help to resolve existing problems of vehicular access..

Reduce road traffic and congestion

The Allington Lane site has no direct access to the strategic road network and would require significant new access road(s). Until these were provided, access would need to be provided off Allington Lane. **Two options** for vehicular access to the site were modelled using the sub-regional transport model:

- With a new road link across the Itchen valley to a new link road through the Eastleigh River Side regeneration area connecting through to M27 junction 5 (option 3d at section 7 in the transport modelling report) – also a link to Tollbar Way at Hedge End;
- With no link to Eastleigh but with a principal access via a new road link to Tollbar Way at Hedge End (option 3a at section 6 in the transport modelling report)

With a **new link road across the Itchen valley** to Eastleigh River Side, the modeling indicates that there is considerable re-distribution of traffic on the local road network. At the morning peak, the new link would form an alternative route to Eastleigh town centre from the east, carrying substantial volumes of traffic. There would be related reductions on the M27, A27, B3037 Fair Oak Road, B3354 Botley Road, A335 Wide Lane and on Allington Lane itself. However, by 2036, many junctions would be over capacity, in particular at Tollbar Way, Allington Lane and Fair Oak Road, and where the new link road meets both Chickenhall Lane and Wide Lane. At the evening peak, conditions would be very similar, with the new link road again carrying considerable volumes of traffic, and the same junctions over capacity.

This option relies on the construction of a link road through the Eastleigh River Side site (the Chickenhall Lane Link Road). While this would enable more development at River Side (and this has been taken into account in the transport modeling), studies have indicated that it would be extremely expensive to build, and is unlikely to be economically viable during the plan period. Developer contributions would be required to fund this and other road and junction improvements to the road network. This includes contributions to improvement of local roads linking to junctions 5 and 7 of M27 motorway, and possibly improvements to these motorway junctions.

With a link only to Hedge End via Tollbar Way, modelling indicates that: At the morning peak, flows on both Allington Lane southbound and Tollbar Way are increased, but flows reduce on Moorgreen Road and Quob Lane. Southbound traffic on through Horton Heath on B3354 Botley Road is also reduced. However junctions of the new site access with Tollbar Way and Allington Lane, and the junction of Allington Lane/ Fair Oak Road are over capacity. At the evening peak conditions would be very similar, with a similar reduction in traffic through Horton Heath, but with all the same junctions over-capacity.

There is potential for new accesses to the Allington Lane site to improve **public transport links**. A new link road across the valley would enable bus links to the public transport facilities in the town centre (i.e. the bus station, main line rail stations and the airport) and pedestrian and cycle access from the new development to the town. The site straddles the Fareham railway line, and there is potential for a rail station within the development, although again it is likely that this would be very costly.

Protect and conserve natural resources; and Reduce air, soil, water, light and noise pollution

Without a Chickenhall Lane Link Road increased vehicular traffic and the potential for increased congestion on local roads would have an impact on **air quality**, which is already an issue with an Air Quality Management Area on the road network within Eastleigh. However the construction of a Chickenhall Lane Link Road would help to reduce air pollution in Eastleigh.

Pollution to soil and water would be dependent on the detail of the scheme. Surface water run off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS).

Noise pollution might be expected to increase from this option, e.g. from traffic. The Allington site could eventually also include employment uses that could give rise to noise pollution. Development would increase light pollution in the area but this could be minimised by design measures.

Allington Lane is predominantly low grade **agricultural land** (grade 4) with a limited area of Grade 3 around Chalcroft Distribution Park.

[Plan for the anticipated levels of climate change; Minimise Eastleigh's contribution to climate change; and Reduce waste generation and disposal.](#)

Small areas within the site at Allington Lane are within **flood zones 2 & 3** but there is scope to avoid these areas in laying out development and by the application of the sequential and exception test (NPPF, Para 100 and related Technical Guidance). There are also areas in the borough at risk of surface water flooding, including along Allington Lane. Flood risk mitigation would be required such as sustainable drainage systems.

Buildings would need to be designed to ensure that they comply with sustainable construction standards. There is potential for green infrastructure within and adjacent to the site to enable adaption of biodiversity to climate change.

The development and its associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could mitigate this.

[Protect, enhance and manage biodiversity and geodiversity](#)

Whether major development at Allington would contribute to a net **biodiversity** loss in the borough would depend on the detail of any scheme. There are sites of importance for nature conservation (SINCs) within the Allington Lane area and it is close to the River Itchen Special Area of Conservation (SAC); the River Itchen Site of Special Scientific Interest (SSSI) and the River Itchen Biodiversity Opportunity Area (BOA). Consequently, the site includes significant nature conservation interests that would need to be protected from any adverse impacts from development, including impact on water resources, soil erosion, increased flood risk, pollution risk, damage to landscape, the river corridor open space and access to the river. There is, however, potential to enhance biodiversity through green infrastructure and improvements relating to the Itchen Valley biodiversity opportunity area (BOA) and biodiversity action plan priority areas, including opportunities to enhance and create new habitats, linking up areas of fragmented habitat. Development could also impact on otter corridors through the area however this could be avoided through good design and master planning.

[Enhance the Borough's multifunctional green infrastructure networks](#)

All three large sites are on a scale sufficient to provide and contribute to the provision of on- and off-site **green infrastructure** including links to and between the country parks and other routes, as well as new areas of open space. The Woodhouse Lane site would be expected to provide a large area of playing fields. Development of the Stoneham site would involve loss of playing fields which would need to be replaced on-site or elsewhere. It also involves loss of a historic landscape (see below).

[Protect, enhance and manage the character and appearance of the landscape and townscape](#)

The Allington Lane area includes a landscape that has become degraded due to poor management of the countryside and sub-standard development. Development on this site would nevertheless have large scale landscape impacts as it would cover a considerable area. Construction of a **road link** across the Itchen Valley would also have a considerable landscape impact. Whilst development of the site results in the loss of a green field site it presents opportunities to increase and enhance multi-functional green infrastructure.

[Protect and enhance features and areas of archaeological, historical and cultural heritage importance.](#)

There are no archaeological sites or remains within the development area of Allington Lane. However, there is a **listed building** on the northern boundary of the site, and a large historic park and garden (Allington Manor) that would need to be taken into account in the overall design of the site. There is potential to improve and broaden access to, and understanding and enjoyment of, the historic environment by providing a link to the historic park and garden.

Conclusion

This option includes creating a new settlement at Allington Lane that would include residential, community and employment uses in an area that adjoins significant nature conservation interests. Small scale development in the plan period would be unable to deliver significant self-containment and thus would impact on existing communities, particularly through traffic impacts but also through pressures on community infrastructure. The settlement would not be a sustainable community without significant expansion beyond the plan period. Also the development could not be commenced in the short term and so this option relies on the delivery of the other sites identified within this option. Although there are opportunities for improved sustainable transport, due to its centralised location there would be widespread impact across the borough.

If the development at Allington Lane was pursued it would urbanise a significant countryside area in the borough, and have a fundamental impact on the rural nature of the area. It would leave only narrow gaps between the new settlement and Bishopstoke, Fair Oak, Horton Heath and Hedge End. It would need a new transport access corridor across the Itchen valley and would rely on the completion of the link road through Eastleigh River Side (the Chickenhall Lane Link road). While this would support the regeneration of Eastleigh River Side and Eastleigh town centre by providing new road access, and could include the potential to improve public transport links including rail, these would have major cost implications for the development, possibly sufficient to bring into question the viability of the scheme.

APPENDIX V - SPATIAL STRATEGY ALTERNATIVES

N.B. The appraisal findings are largely un-changed from October 2013. Minor changes were made prior to the March 2014 consultation to reflect the implications of the assigning indicative approaches to employment land to each option. **Most recently**, i.e. since March 2014, minor changes have been made to the appraisal of Options D and F (only) to reflect a representation received that highlighted the need to account more fully for the 'in combination' effects of an approach that would involve developing both 'Golf course site at Boorley Green' and 'Maddoxford Lane, Boorley Green'.

Introduction

Section 10.3 presents summary appraisal findings in relation to six spatial strategy alternatives. Detailed appraisal findings are presented within this Appendix. Specifically, seven tables are presented below:

- The first six tables consider each of the alternatives in turn; and
- The final table presents summary appraisal findings for all of the alternatives.

Methodology

For each of the options, the appraisal identifies and evaluates 'likely significant effects' on the baseline, drawing on the sustainability topics / objectives identified through scoping (see Part 1) as a methodological framework.

Effects are predicted taking into account the criteria presented within Regulations.²³ So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. These effect 'characteristics' are described within the appraisal as appropriate.

Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the Plan. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how the Plan will be implemented 'on the ground' and what the effect on particular receptors will be. Where there is a need to rely on assumptions, this is made explicit in the appraisal text.²⁴ In many instances, given reasonable assumptions, it is not possible to predict likely significant effects, but it is possible to comment on the merits of an option in more general terms. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'.

The performance of each of the options in terms of each of the SA objectives is categorised using the following typology:

Key:	Significant positive effects	Positive effects	Uncertain / possibly positive effects	Uncertain effects	Uncertain / possibly negative effects	Negative effects	Significant negative effects	No effect
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Option A – Major urban extension west of Bursledon

²³ Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004

²⁴ It is worth noting that, as stated by Government Guidance (The Plan Making Manual, see <http://www.pas.gov.uk/pas/core/page.do?pagelid=156210>): "Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."

SA Objective	Effect	Commentary
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.		This option would provide sufficient housing and an appropriate mix to meet identified housing needs over the plan period. As housing would be provided at several locations in the borough it would address localised housing needs within those areas, both in the northern and southern parts of the Borough.
2. Safeguard and improve community health, safety and well-being.		<p><u>Bursledon</u> The site is located in countryside gap and so could offer links between Southampton and Bursledon. However with the site severed from Bursledon by Hamble Lane there would be a poor relationship with the existing settlement, and development at this location would result in loss of gap, contribute to settlement sprawl, and a loss of identity for Bursledon. There are potential issues with crime through connection to existing areas of deprivation. At Bursledon some existing health and leisure facilities could be lost, e.g. the Vosper's sports facility, or indeed there could be potential to retain and improve them depending on the detail of the schemes. However, residents of development sites in Bursledon would also have reasonable access to facilities in Southampton. In addition, there would be potential for developer contributions to fund additional local facilities.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this location involves loss of the golf course which is a locally valued recreation facility. However, in mitigation there are alternative golf courses in the vicinity. This site could make a more viable free standing community with a range of new facilities not currently available in the existing small community such as a primary school. This would however result in a substantial change in the identity of the settlement.</p> <p><u>South of Chestnut Avenue</u> Development at this location may have negative health impacts as a result of loss of playing fields. However, it could help to provide links between Lakeside Country Park and the proposed Forest Park. Potential air quality implications due to increased congestion at nearby junctions.</p> <p><u>All and in combination</u> These sites would increase the populations of Eastleigh, Botley and Bursledon and would be at sufficient scale for provision of community infrastructure within the sites and possible enhancement of other local community infrastructure.</p>
3. Develop a dynamic and diverse and economy.		<p><u>Bursledon</u> Large site and not immediately adjacent to established employment base so there is a chance, through significant employment allocation, to create one here. The site is well located with connections to the port and motorway which would support employment relating to logistics, among others. Reasonable proximity to railway stations and has potential links to Southampton which would be a significant source of employment for new residents at this site.</p> <p><u>Boorley Green and NE Winchester Street</u> Good proximity to Botley and Hedge End train stations connecting to Eastleigh, Southampton and beyond. The site is reasonably close to access employment within Botley and Hedge End. An increase in population would help support the</p>

		<p>district centre at Botley. Provision of a new primary school at Boorley Green would be required.</p> <p><u>South of Chestnut Avenue</u> The site at south of Chestnut Avenue would have access to employment opportunities in Chandler's Ford and Eastleigh and would help support Eastleigh town centre. This site is in close proximity of junction 5 of the M27, and has reasonable proximity to Southampton Airport Parkway railway station.</p> <p><u>All and in combination</u> By increasing the population of a number of existing communities this option could potentially over time help to boost the local economies at local town and shopping centres, e.g. development at south of Chestnut Avenue could help boost trade in Eastleigh town centre and at the Chandler's Ford local centre. However at Bursledon this would be less significant because residents would be more likely to use Southampton shopping facilities which are more accessible. However, there might be some positive impact on Lowford, Bursledon Tesco and other local centres</p>
<p>4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.</p>		<p><u>Bursledon</u> AQMA: An increase in traffic is predicted on Hamble Lane where an AQMA is designated. Public transport: The site is on bus routes connecting Southampton and Bursledon, short extensions to existing routes would provide convenient access to the city. Part of the area west of Bursledon has been identified by Southampton City Council as a potential Park and Ride site to serve the city.</p> <p><u>Boorley Green and NE Winchester Street</u> AQMA: Increase in traffic expected along Botley Road where an AQMA is designated. Public transport/walking/cycling: Remote from public transport networks and would require some remedial measures, including improved cycling/footpath and public transport links.</p> <p><u>South of Chestnut Avenue</u> Public transport: Bus routes providing access to Eastleigh town centre and Chandler's Ford, reasonable walking distance from Southampton Airport Parkway railway station. Walk/cycle: Pedestrian access in either direction involved crossing busy roads (Stoneham Way or Chestnut Avenue).</p> <p><u>All and in combination</u> Likely significant increases in traffic flows at Heath House Lane, Kings Copse Avenue and Woodhouse Lane. Increases in traffic flows at: Hamble Lane; Bursledon Road, A27 and Windhover roundabout; Portsmouth Road and Jurd Way; St John's Road; Winchester Road; Bubb Lane and Moorgreen Road; Allington Lane; Grange Road and Charles Watts Way. Potential to contribute to/provide local road and other transport infrastructure improvements: planned improvements to the Windhover roundabout and M27 junction 8; other planned improvements to local roads and junctions; possible bypass to the northern end of Hamble Lane; improving local footpaths and cycleways. Improvements to public transport and footpath/cycle links are required for each site.</p>
<p>5. Protect and conserve natural resources.</p>		<p><u>Agricultural land</u> Boorley Green and NE Winchester Street: Grade 1 to 3 at Boorley Green and Hedge End, with some Grade 1 on the Golf Course. Development on green field sites is likely to have a detrimental impact on the ability to encourage and safeguard local food production. This is especially significant given the higher grades of agricultural land in the area, albeit that the high</p>

		<p>grade land at Boorley Green is not currently in agricultural use. Bursledon: Whilst currently being used for low value agricultural uses (e.g. pony grazing), this location has land of high agricultural value. <u>Efficient use of land</u> This site west of Bursledon is severed from Bursledon by Hamble Lane resulting in a poor relationship with the existing settlement. <u>Minerals</u> Mineral resources at south of Chestnut Avenue and gravel deposits west of Bursledon would need to be extracted prior to development.</p>
<p>6. Reduce air, soil, water, light and noise pollution.</p>		<p><u>Air quality</u> Bursledon: Congestion at Portsmouth Road, Bursledon Road, Hamble Lane and Windhover Roundabout. This is of particular concern as the northern end of Hamble Lane, between the junctions with Portsmouth Road and Jurd Way, is already an Air Quality Management Area (AQMA). Boorley Green and NE Winchester Street: The centre of Botley has been designated an Air Quality Management Area because of heavy traffic flows along the A334. Provision of developer contributions to fund a Botley bypass would help remove traffic and heavy goods vehicles from the village which would improve air quality. South of Chestnut Avenue: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Chestnut Avenue, Stoneham Way area. There could be some limited mitigation by encouraging the use of public transport and other alternative transport modes. In addition, the provision of funding from developer contributions could help to provide funding for junction improvements to improve air quality. <u>Water quality</u> Impact on water quality and pollution would be dependent on the detail of the development schemes. Surface water run-off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS). <u>Noise and light</u> The extent of the impact of noise and light pollution would depend on the detail of design. <u>Soil quality</u> In general, pollution to soil would also be dependent on the detail of the development schemes. However there is some contaminated land within the area west of Bursledon and soil quality could be enhanced by remediation of contaminated areas.</p>
<p>7. Plan for the anticipated levels of climate change</p>		<p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. <u>Bursledon and Boorley Green</u> Small parts of the site at Boorley Green are within flood zones 2 & 3 with water courses either running through them or nearby. The surface water flooding risk is relatively low for both sites though even in these areas care would need to be taken to ensure that any development does not contribute to increasing the risk <u>South of Chestnut Avenue</u></p>

8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.		<p>There are some areas at risk of surface water flooding south of Chestnut Avenue.</p> <p><u>All and in combination:</u> The developments and their associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could help to mitigate this. Buildings should be designed to ensure that they comply with design standards, including those within the Environmentally Sustainable Development Supplementary Planning Document (SPD).</p>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.		<p><i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth does not have a bearing on the achievement of this objective.</i></p>
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.		<p>Whether development would contribute to a net biodiversity loss in the borough would depend on the detail of any individual design scheme. Provision of green infrastructure and promoting biodiversity interest on the sites may help to link them to the wider green infrastructure networks and enhance biodiversity.</p> <p><u>Bursledon</u> There is potential for development at this location (and at Boorley Green, see below) to increase recreational pressures on the nationally and international significant nature designation sites of the River Hamble and Solent, as a result of increase population in the area. Mitigation measures would be necessary. Development on eastern and western boundaries may impact the Site of Importance for Nature Conservation (SINC).</p> <p><u>Boorley Green and NE Winchester Street</u> This site adjoins the upper reaches of the River Hamble, which is at this point is within a locally designated SINC. Further downstream the River Hamble is included in a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site; it also lies in the River Hamble Biodiversity Opportunity Area (BOA). The site also includes other woodland SINC. There is potential to enhance biodiversity, including possibly by creating new habitats, through provision of green infrastructure and through the biodiversity opportunity area in the area of the River Hamble tributary. It would also be necessary to retain any routes for otter migration.</p> <p><u>South of Chestnut Avenue</u></p>

		<p>The site includes and adjoins areas identified as Sites of Importance for Nature Conservation (SINC) and development could result in the loss or degradation of these areas, there are however opportunities to enhance biodiversity in the area.</p>
<p>11. Enhance the Borough’s multifunctional green infrastructure networks.</p>		<p><u>Bursledon</u> There is possible loss of the Vosper’s playing fields, but these could be incorporated into site layout. Multifunctional links with locally significant green areas such as the coast and Manor Farm Country Park could be improved.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this site would result in loss of the golf course. There is opportunity to enhance the footpath network in this area to connect with other parts of the GI network including the South Downs National Park and Manor Farm Country Park among others.</p> <p><u>South of Chestnut Avenue</u> Development of this site would result in loss of playing fields within the site, but these would be replaced ‘like-for-like’ offsite, resulting in no net loss. Whilst there would be loss of the historic park and garden landscape, it is currently in a degraded condition, and there is potential for restoration of the remaining landscape features and sympathetic design in the area. There is potential for links between the proposed Forest Park and Lakeside. There is potential for creation of north-south strategic multifunctional routes connecting Southampton and Chandlers Ford.</p> <p><u>All and in combination</u> All sites would result in loss of existing greenfield environment. In mitigation, there is potential to retain and enhance some key landscape and heritage features and create/enhance multifunctional strategic routes across the borough.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>		<p><u>Bursledon</u> There would be substantial landscape impacts at this location. Development would close the gap between Bursledon and Southampton, resulting in serious loss of identity for Bursledon. The site is visible from local roads and in long views from the Solent. Development at this location would also isolate an area of public open space adjoining Southampton and breach a well-established and strong tree screen that currently marks the boundary with the city.</p> <p><u>Boorley Green and NE Winchester Street</u> Development of the Boorley Green/Winchester Street sites would have large scale landscape impacts as it involves development of elevated land visible in long views within and into the borough. The development at Hedge End would narrow the settlement separation between Hedge End, Botley and Boorley Green.</p> <p><u>South of Chestnut Avenue</u> Development at the south of Chestnut Avenue area would result in loss of a locally important landscape of heritage value and would diminish the separation of settlement between Eastleigh and Southampton. It could also impact on a watercourse and a lake used for fishing and would result in the loss of some open space. In mitigation it may be possible to retain and enhance some key landscape and heritage features.</p> <p><u>In combination</u></p>

		<p>The combination of development at these three strategic sites would result in very significant impacts on countryside, settlement separation and the overall character of the borough by increasing the urban environment.</p>
<p>13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.</p>		<p><u>Bursledon and Boorley Green/NE Winchester Street</u> There is no known heritage interest at Boorley Green.</p> <p><u>South of Chestnut Avenue</u> The whole of the south of Chestnut Avenue site is within an identified historic landscape and development would impact on the historic park and garden (Stoneham Park) although this landscape has become degraded. The most important element of the park in this borough (the area around the First World War shrine) is excluded from the development area and would therefore be protected. There is some risk of archaeological remains to be lost or built over at south of Chestnut Avenue and consequently there would need to be full recording of archaeological remains and other relevant protection action.</p>
<p><u>Key findings:</u></p> <ul style="list-style-type: none"> • Would meet housing needs • Significant negative impacts involving loss of gap with impacts on landscape and settlement identity of Bursledon in particular. • Loss of agricultural land • Increase pressure on the road network, in particular on the Hamble Lane and Botley Road AQMAs. 		

Option B – Major urban extension: Land west of Horton Heath

SA Objective	Effect	Commentary
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.		This option would provide sufficient housing and an appropriate mix to meet identified housing needs over the plan period. As housing would be provided at several locations in the borough it would address localised housing needs within those areas across the borough. However there would be an emphasis on the north of the borough in the location of the larger developments.
2. Safeguard and improve community health, safety and well-being.		<p><u>Horton Heath</u> Due to the layout of the existing settlement, the site in this option would be poorly related to Horton Heath. However development at this site would be of a scale to have capacity for new services and facilities to be provided for residents of the new development and the existing community, for example a primary school and local centre.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this location involves loss of the golf course which is a locally valued recreation facility. However, in mitigation there are alternative golf courses in the vicinity. This site could make a more viable free standing community with a range of new facilities not currently available in the existing small community such as a primary school. This would however result in a substantial change in the identity of the settlement.</p> <p><u>South of Chestnut Avenue</u> Development at this location may have negative health impacts as a result of loss of playing fields. However, it could help to provide links between Lakeside Country Park and the proposed Forest Park. Potential air quality implications due to increased congestion at nearby junctions.</p> <p><u>All and in combination</u> These sites would increase the populations of Eastleigh, Boorley Green/Botley and Horton Heath and would be at sufficient scale for provision of community infrastructure within the sites and possible enhancement of other local community infrastructure.</p>
3. Develop a dynamic and diverse and economy.		<p><u>West of Horton Heath</u> The expansion of the existing employment site at Chalcroft Business Park along with additional employment would help meet the borough's employment floorspace needs and could provide a wider range of local employment opportunities.</p> <p><u>Boorley Green and NE Winchester Street</u> Good proximity to Botley and Hedge End train stations connecting to Eastleigh, Southampton and beyond. The site is reasonably close to access employment within Botley and Hedge End. An increase in population would help support the district centre at Botley. A new primary school would be required at this location.</p> <p><u>South of Chestnut Avenue</u> The site at Chestnut Avenue would have access to employment opportunities in Chandler's Ford and Eastleigh and would help support Eastleigh town centre. Whilst this site is in close proximity of junction 5 of the M27, it is not nearby to a train station.</p>

		<p><u>All and in combination</u> By increasing the population of the existing communities of Boorley Green/Botley, Eastleigh and Horton Heath this option could potentially help to boost the local economies at local town and shopping centres (e.g. development at Chestnut Avenue could help boost trade in Eastleigh town centre and at the Chandler's Ford local centre.)</p>
<p>4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.</p>		<p><u>Horton Heath</u> Dependent on the provision of a new link road between Burnetts Lane and Bubb Lane that would provide improved access for the Chalcroft Business Park, resolving a local issue of the use of Burnetts Lane by HGVs. Without this link Burnetts Lane, Fir Tree Lane and Blind Lane would be inadequate to cope with the additional traffic. Not currently well located for pedestrian access to public transport, however there is potential for improvements to footpaths and cycleways.</p> <p><u>Boorley Green and NE Winchester Street</u> AQMA: Increase in traffic expected along Botley Road where an AQMA is designated. Public transport/walking/cycling: Remote from public transport networks and would require some remedial measures, including improved cycling/footpath and public transport links.</p> <p><u>South of Chestnut Avenue</u> Public transport: Bus routes providing access to Eastleigh town centre and Chandler's Ford, reasonable walking distance from Southampton Airport Parkway railway station. Walk/cycle: Pedestrian access in either direction involved crossing busy roads (Stoneham Way or Chestnut Avenue).</p> <p><u>All and in combination</u> Likely significant traffic impact on other local roads including: Moorgreen Road; Bubb Lane and Tollbar Way; Botley Road/ Winchester Road; Heath House Lane, Kings Copse Avenue and Woodhouse Lane Likely impacts on other roads including: Allington Lane; Fair Oak Road/ Alan Drayton Way and Fair Oak village centre; Grange Road/ Charles Watts Way; St John's Road; Winchester Street and Botley; Potential issues of capacity of road links to the M27, particularly for HGVs. Potential to contribute to/provide local road and other transport infrastructure improvements: Botley bypass; new road link between Burnett's Lane and Bubb Lane; improvements to M27 junction 7; improvements to local roads and junctions; improving local footpaths and cycleways. The Horton Heath site is not particularly well related to existing public transport routes. However, development here provides the opportunity for a greater degree of self-containment within Horton Heath, taking advantage of the existing employment area at Chalcroft Business Park, and also offers opportunities to improve local footpath and cycleway routes, including links to Hedge End station.</p>
<p>5. Protect and conserve natural resources.</p>		<p><u>Agricultural land</u> Horton Heath: Grade 3 and 4 South of Chestnut Avenue: Some grade 4 Boorley Green and NE Winchester Street: Grade 1 to 3 at Boorley Green with some Grade 1 on the Golf Course. Development on green field sites is likely to have a detrimental impact on the ability to encourage and safeguard local food production. This is especially significant given the higher grades of agricultural land in the area, albeit that the high grade land at Boorley Green is not currently in agricultural use.</p>

		<p><u>Efficient use of land</u> Reduces gap between settlements of Horton Heath and Bishopstoke, Botley and Boorley Green, but settlement separation is maintained. The current boundaries of this option at Horton Heath extend across Botley Road below the exiting settlement of Horton Heath.</p> <p><u>Minerals</u> Mineral resources at south of Chestnut Avenue would need to be extracted prior to development.</p>
<p>6. Reduce air, soil, water, light and noise pollution.</p>		<p><u>Air quality</u> Horton Heath: Increase on traffic on local roads may have a negative impact on air quality in that location. In addition, contribution to traffic at strategic junctions in the borough may also have negative air quality impacts. Boorley Green and NE Winchester Street: The centre of Botley has been designated an Air Quality Management Area because of heavy traffic flows along the A334. Provision of developer contributions to fund a Botley bypass would help remove traffic and heavy goods vehicles from the village which would improve air quality. South of Chestnut Avenue: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Chestnut Avenue, Stoneham Way area. There could be some limited mitigation by encouraging the use of public transport and other alternative transport modes. In addition, the provision of funding from developer contributions could help to provide funding for junction improvements to improve air quality.</p> <p><u>Water quality</u> Impact on water quality and pollution would be dependent on the detail of the development schemes. Surface water run-off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS).</p> <p><u>Noise and light</u> The extent of the impact of noise and light pollution would depend on the detail of design.</p>
<p>7. Plan for the anticipated levels of climate change</p>		<p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes.</p> <p><u>Boorley Green, north of Fair Oak and Horton Heath</u> Parts of these sites are within flood zones 2 & 3 with water courses either running through them or nearby. The surface water flooding risk is relatively low though even in these areas care would need to be taken to ensure that any development does not contribute to increasing the risk</p> <p><u>South of Chestnut Avenue</u> There are some areas at risk of surface water flooding at south of Chestnut Avenue.</p>

8. Minimise Eastleigh’s contribution to climate change by reducing the borough’s carbon footprint and minimising other greenhouse gas emissions.		<p><u>Horton Heath</u> The current boundaries of this option extend into an existing site used as a Solar Farm.</p> <p><u>All and in combination:</u> There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. The developments and their associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could help to mitigate this. Buildings should be designed to ensure that they comply with design standards, including those within the Environmentally Sustainable Development Supplementary Planning Document (SPD).</p>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.		<p><i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth does not have a bearing on the achievement of this objective.</i></p>
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.		<p>Whether development would contribute to a net biodiversity loss in the borough would depend on the detail of any individual design scheme. Provision of green infrastructure and promoting biodiversity interest on the sites may help to link them to the wider green infrastructure networks and enhance biodiversity.</p> <p><u>Horton Heath</u> Potential impacts on local sites of nature conservation importance and indirectly (through impacts on the aquatic environment) to have some impact on European sites in the Itchen valley; however, in terms of mitigation, potential also to create and enhance biodiversity assets through landscape scheme including sustainable drainage which would limit these impacts.</p> <p><u>Boorley Green and NE Winchester Street</u> This site adjoins the upper reaches of the River Hamble, which is at this point is within a locally designated SINC. Further downstream the River Hamble is included in a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site; it also lies in the River Hamble Biodiversity Opportunity Area (BOA). The site also includes other woodland SINC. There is potential to enhance biodiversity, including possibly by creating new habitats, through provision of green infrastructure and through the biodiversity opportunity area in the area of the River Hamble tributary. It would also be necessary to retain any routes for otter migration.</p> <p><u>South of Chestnut Avenue</u> The site includes and adjoins areas identified as Sites of Importance for Nature Conservation (SINC) and development could</p>

		<p>result in the loss or degradation of these areas, there are however opportunities to enhance biodiversity in the area.</p> <p><u>All and in combination</u> There is potential for the proposed developments in this option to increase recreational pressures on the nationally and internationally significant nature conservation designation sites of the River Hamble and Solent, as a result of increase population. Mitigation measures may be required.</p>
<p>11. Enhance the Borough's multifunctional green infrastructure networks.</p>		<p><u>Horton Heath</u> A significant area of open space would be provided with this option. There is potential for enhancement of multifunction footpath and cycle ways to connect north-south to the existing settlement, and toward Hedge End and Botley. This link would connect with an east-west link running parallel with the railway line.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this site would result in loss of the golf course. There is opportunity to enhance the footpath network in this area to connect with other parts of the GI network including the South Downs National Park and Manor Farm Country Park among others.</p> <p><u>South of Chestnut Avenue</u> Development of this site would result in loss of playing fields within the site, but these would be replaced 'like-for-like' offsite, resulting in no net loss. Whilst there would be loss of the historic park and garden landscape, it is currently in a degraded condition, and there is potential for restoration of the remaining landscape features and sympathetic design in the area. There is potential for links between the proposed Forest Park and Lakeside. There is potential for creation of north-south strategic multifunctional routes connecting Southampton and Chandlers Ford.</p> <p><u>All and in combination</u> All sites would result in loss of existing greenfield environment. In mitigation, there is potential to retain and enhance some key landscape and heritage features and create/enhance multifunctional strategic routes across the borough.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>		<p><u>Horton Heath</u> Local and some wider landscape impacts from Burnett's Lane and from Botley Road if development includes eastern-most part of the site. Part of the site extends into the gap between Horton Heath and the northern part of Hedge End at Grange Park. Part of the site is in use for a recently constructed solar farm.</p> <p><u>Boorley Green and NE Winchester Street</u> Development of the Boorley Green site would have large scale landscape impacts as it involves development of elevated land visible in long views within and into the borough. The development at Hedge End would narrow the gaps between Hedge End and Botley and Boorley Green.</p> <p><u>South of Chestnut Avenue</u> Development at the south of Chestnut Avenue area would result in loss of a locally important landscape of heritage value and would diminish the gap between Eastleigh and Southampton. It could also impact on a watercourse and a lake used for fishing and would result in the loss of some open space. In mitigation it may be possible to retain and enhance some key landscape and heritage features.</p>

		<p><u>In combination</u> The combination of development at these three strategic sites would result in very significant impacts on countryside gaps and the overall character of the borough by increasing the urban environment.</p>
<p>13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.</p>		<p><u>Horton Heath</u> Potential to enhance heritage assets at Chalcroft Farm.</p> <p><u>Boorley Green and NE Winchester Street</u> There is no known heritage interest.</p> <p><u>South of Chestnut Avenue</u> The whole of the south of Chestnut Avenue site is within an identified historic landscape and development would impact on the historic park and garden (Stoneham Park) although this landscape has become degraded. The most important element of the park in this borough (the area around the First World War shrine) is excluded from the development area and would therefore be protected. There is some risk of archaeological remains to be lost or built over at south of Chestnut Avenue and consequently there would need to be full recording of archaeological remains and other relevant protection action.</p>
<p><u>Key findings</u></p> <ul style="list-style-type: none"> • Would meet identified housing needs • Not well located for pedestrian access currently to public transport e.g. railway station. Potential for improvements in provision of footpaths and cycleways. • Significant employment floorspace provision potential at Chalcroft Farm Distribution Park • Dependant on road link between Burnett's Lane and Bubb Lane • Settlement separation is maintained, although the boundaries of the site as drawn in this option at Horton Heath extend across Botley Road to the south of the existing settlement. • The boundaries of the site at Horton Heath as drawn in this option include land currently being used as a Solar Farm. 		

Option C - Major urban extension north of Hedge End

SA Objective	Effect	Commentary
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.		This option would provide sufficient housing and an appropriate mix to meet identified housing needs over the plan period. As housing would be provided at several locations in the borough it would address localised housing needs within those areas, across the borough but with emphasis to the north and middle of the borough for the larger scale developments.
2. Safeguard and improve community health, safety and well-being.		<p><u>Hedge End</u> This option would result in a substantial increase in urban extension north of Hedge End but this would be poorly related to the existing settlement because of severance by the railway, effectively a separate settlement which would have a separate identity. The development would require its own community facilities including local centre. There is potential to reduce open space deficiencies.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this location involves loss of the golf course which is a locally valued recreation facility. However, in mitigation there are alternative golf courses in the vicinity. This site could make a more viable free standing community with a range of new facilities not currently available in the existing small community such as a primary school. This would however result in a substantial change in the identity of the settlement.</p> <p><u>South of Chestnut Avenue</u> Development at this location may have negative health impacts as a result of loss of playing fields. However, it could help to provide links between Lakeside Country Park and the proposed Forest Park. Potential air quality implications due to increased congestion at nearby junctions.</p> <p><u>All and in combination</u> These sites would increase the populations of Eastleigh, Botley and Hedge End and would be at sufficient scale for provision of community infrastructure within the sites and possible enhancement of other local community infrastructure.</p>
3. Develop a dynamic and diverse and economy.		<p><u>Hedge End</u> The site is of sufficient scale to offer a significant amount of employment, as well as residential development. It is close to existing employment sites in Hedge End and has good proximity to Hedge End train station connecting to Eastleigh, Southampton and beyond. The site is of a scale which would require its own local centre, and thus development at this location is unlikely to provide a support to Hedge End centre. The site provides opportunities to build start-up or move-on accommodation in a part of the borough that has historically been desirable for employment-related development. Other opportunities could also be provided at Eastleigh River Side (this is common to all other options).</p> <p><u>Boorley Green and NE Winchester Street</u> Good proximity to Botley and Hedge End train stations connecting to Eastleigh, Southampton and beyond. The site is reasonably close to access employment within Botley and Hedge End. An increase in population would help support the district centre at Botley. Provision of a new primary school at Boorley Green would be required.</p>

		<p><u>South of Chestnut Avenue</u> The site at south of Chestnut Avenue would have access to employment opportunities in Chandler’s Ford and Eastleigh and would help support Eastleigh town centre. This site is in close proximity of junction 5 of the M27, and has reasonable proximity to Southampton Airport Parkway railway station.</p> <p><u>All and in combination</u> By increasing the population of a number of existing communities this option could potentially help to boost the local economies at local town and shopping centres, e.g. development at south of Chestnut Avenue could help boost trade in Eastleigh town centre and at the Chandler’s Ford local centre. For north Hedge End the potential for such benefit is less clear because the new development would be separated from the rest of the town by the railway line and would need to provide its own local centre, competing with Hedge End centre.</p>
<p>4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.</p>		<p><u>Hedge End</u> AQMA: Increase in traffic expected along Winchester Road/Winchester Street/Botley Road. Botley Road is AQMA designated. This site is well located as it is adjacent to Hedge End railway station. Development at this scale has potential to improve road and other transport infrastructure</p> <p><u>Boorley Green and NE Winchester Street</u> AQMA: Increase in traffic expected along Botley Road where an AQMA is designated. Public transport/walking/cycling: Remote from public transport networks and would require some remedial measures, including improved cycling/footpath and public transport links.</p> <p><u>South of Chestnut Avenue</u> Public transport: Bus routes providing access to Eastleigh town centre and Chandler’s Ford, reasonable walking distance from Southampton Airport Parkway railway station. Walk/cycle: Pedestrian access in either direction involved crossing busy roads (Stoneham Way or Chestnut Avenue).</p> <p><u>Traffic and in combination</u> The modelling showed that this option increased pressure on those junctions in the borough already experiencing capacity problems. In addition to the existing hotspots, the model showed capacity problems in the vicinity to the south of Chestnut Avenue development site and A3024 Bursledon Road to the south of the M27. Hedge End development indicates significant increases in traffic flows at: Winchester Road, Winchester Street and Botley; Heath House Lane, King’s Copse Avenue and Woodhouse Lane; Moorgreen Road and Bubb Lane. Some increases in traffic flows on: Grange Road and Charles Watts Way; St John’s Road; Allington Lane; Botley Road through Horton Heath (potentially also Fir Tree Lane); Fair Oak village centre.</p>
<p>5. Protect and conserve natural resources.</p>		<p><u>Agricultural land</u> Hedge End: There are areas of grades 2 to 3 agricultural land. Boorley Green and NE Winchester Street: Grade 1 to 3 at Boorley Green and Hedge End, with some Grade 1 on the Golf Course. South of Chestnut Avenue: Grade 4 In combination: Development on green field sites is likely to have a detrimental impact on the ability to encourage and safeguard local food production. This is especially significant given the higher grades of agricultural land in the area, albeit</p>

		<p>that the high grade land at these locations is not currently in high value agricultural use.</p> <p><u>Efficient use of land</u> Boorley Green and Hedge End: both sites have serious impact on gap, in particular Hedge End. Development north of the railway line in Hedge End could be poorly related to the rest of Hedge End due to the railway line as a barrier.</p> <p><u>Minerals</u> Mineral resources at south of Chestnut Avenue would need to be extracted prior to development.</p>
<p>6. Reduce air, soil, water, light and noise pollution.</p>		<p><u>Air quality</u> Hedge End: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Botley Road AQMA and near motorway junctions. There could be some mitigation to this by encouraging use of public transport, especially Hedge End station which is in close proximity. Boorley Green and NE Winchester Street: The centre of Botley has been designated an Air Quality Management Area because of heavy traffic flows along the A334. Provision of developer contributions to fund a Botley bypass would help remove traffic and heavy goods vehicles from the village which would improve air quality. South of Chestnut Avenue: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Chestnut Avenue, Stoneham Way area. There could be some limited mitigation by encouraging the use of public transport and other alternative transport modes. In addition, the provision of funding from developer contributions could help to provide funding for junction improvements to improve air quality.</p> <p><u>Water quality</u> Impact on water quality and pollution would be dependent on the detail of the development schemes. Surface water run-off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS).</p> <p><u>Noise and light</u> Likely to be increases at all locations. However, the extent of the impact of noise and light pollution would depend on the detail of design.</p> <p><u>Soil quality</u> In general, pollution to soil would also be dependent on the detail of the development schemes.</p>
<p>7. Plan for the anticipated levels of climate change</p>		<p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. Small parts of the Boorley Green and Hedge End site are within flood zones 2 & 3 with water courses either running through them or nearby. The surface water flooding risk is present at some parts of the south of Chestnut Avenue site but is relatively low at Boorley Green and Hedge End. Even in these areas care would need to be taken to ensure that any development does not contribute to increasing the risk. There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes.</p>

8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.		<p><u>All and in combination:</u> The developments and their associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could help to mitigate this. Buildings should be designed to ensure that they comply with design standards, including those within the Environmentally Sustainable Development Supplementary Planning Document (SPD).</p>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.		<p><i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth does not have a bearing on the achievement of this objective.</i></p>
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.		<p>Whether development would contribute to a net biodiversity loss in the borough would depend on the detail of any individual design scheme. Provision of green infrastructure and promoting biodiversity interest on the sites may help to link them to the wider green infrastructure networks and enhance biodiversity.</p> <p><u>Hedge End</u> This site is in the River Hamble Biodiversity opportunity area (BOA) but otherwise contains no sites designated for nature conservation interest. There is potential for development at this location (and Boorley Green, see below) to increase recreational pressures on the nationally and international significant nature designation sites of the River Hamble and Solent, as a result of increase population in the area. Mitigation measures would be necessary.</p> <p><u>Boorley Green and NE Winchester Street</u> This site adjoins the upper reaches of the River Hamble, which is at this point is within a locally designated SINC. Further downstream the River Hamble is included in a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site; it also lies in the River Hamble BOA. Development on eastern and western boundaries may impact the Site of Importance for Nature Conservation (SINC). The site also includes other woodland SINC. There is potential to enhance biodiversity, including possibly by creating new habitats, through provision of green infrastructure and through the biodiversity opportunity area in the area of the River Hamble tributary. It would also be necessary to retain any routes for otter migration.</p> <p><u>South of Chestnut Avenue</u></p>

		<p>The site includes and adjoins areas identified as Sites of Importance for Nature Conservation (SINC) and development could result in the loss or degradation of these areas, there are however opportunities to enhance biodiversity in the area.</p>
<p>11. Enhance the Borough's multifunctional green infrastructure networks.</p>		<p><u>Hedge End</u> Opportunities to increase and enhance multifunctional green infrastructure and open space provision. Opportunities to link across the railway line are limited by existing development to the south (Grange Park). The site is sufficiently large to offer the potential to provide new playing fields for the new development and to serve the existing Hedge End population, and to contribute to green routes.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this site would result in loss of the golf course. There is opportunity to enhance the footpath network in this area to connect with other parts of the GI network including the South Downs National Park and Manor Farm Country Park among others.</p> <p><u>South of Chestnut Avenue</u> Development of this site would result in loss of playing fields within the site, but these would be replaced 'like-for-like' offsite, resulting in no net loss. Whilst there would be loss of the historic park and garden landscape, it is currently in a degraded condition, and there is potential for restoration of the remaining landscape features and sympathetic design in the area. There is potential for links between the proposed Forest Park and Lakeside. There is potential for creation of north-south strategic multifunctional routes connecting Southampton and Chandlers Ford.</p> <p><u>All and in combination</u> All sites would result in loss of existing greenfield environment. In mitigation, there is potential to retain and enhance some key landscape and heritage features and create/enhance multifunctional strategic routes across the borough.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>		<p><u>Hedge End</u> North of Hedge End is relatively well-contained by existing trees and hedgerows, but would be visually prominent in local views, substantially changing the character of the area. Development here would potentially remove the gap between Hedge End and Boorley Green, and would reduce the gap between Hedge End and Horton Heath.</p> <p><u>Boorley Green and NE Winchester Street</u> Development of the Boorley Green site would have large scale landscape impacts as it involves development of elevated land visible in long views within and into the borough. The development at Hedge End would narrow the gaps between Hedge End and Botley and Boorley Green.</p> <p><u>South of Chestnut Avenue</u> Development at this location would result in loss of a locally important landscape of heritage value and would diminish the gap between Eastleigh and Southampton. It could also impact on a watercourse and a lake used for fishing and would result in the loss of some open space. In mitigation it may be possible to retain and enhance some key landscape and heritage features.</p> <p><u>All and in combination</u> The combination of development at these three strategic sites would result in very significant impacts on countryside gaps and the overall character of the borough by increasing the urban environment.</p>

<p>13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.</p>		<p><u>Hedge End, Boorley Green and NE Winchester Street</u> There is no known heritage interest north of Hedge End.</p> <p><u>South of Chestnut Avenue</u> The whole of the Chestnut Avenue site is within an identified historic landscape and development would impact on the historic park and garden (Stoneham Park) although this landscape has become degraded. The most important element of the park in this borough (the area around the First World War shrine) is excluded from the development area and would therefore be protected. There is some risk of archaeological remains to be lost or built over at Chestnut Avenue and consequently there would need to be full recording of archaeological remains and other relevant protection action.</p>
<p><u>Key findings:</u></p> <ul style="list-style-type: none"> • Would meet identified housing needs • Significant increases in traffic at existing hotspots in the borough • Development at Hedge End would take advantage of the close proximity of Hedge End railway station for sustainable transport options. • This combination would result in significant loss of settlement separation in the Boorley Green-Hedge End-Botley area. 		

Option D – Smaller urban extensions (1)

SA Objective	Effect	Commentary
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.		This option would provide sufficient housing and an appropriate mix to meet identified housing needs over the plan period. As housing would be provided at several locations in the borough it would address localised housing needs within those areas, across the borough but with emphasis to the north and middle of the borough for the larger scale developments.
2. Safeguard and improve community health, safety and well-being.		<p><u>South of Bishopstoke and north of Fair Oak</u> Existing schools at Bishopstoke and Fair Oak are approaching or exceeding capacity. A new primary school would be required to the south of Bishopstoke. Development south of Bishopstoke would not be well-related to the existing community. Existing local facilities would not be conveniently accessible.</p> <p><u>West of Horton Heath</u> Development of this scale here would offer a small increase in community facilities for residents at this site and for the existing Horton Heath community. However, this site is not especially well located to the existing Horton Heath settlement and may be somewhat isolated.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Development at this location involves loss of the golf course which is a locally valued recreation facility. However, in mitigation there are alternative golf courses in the vicinity. This site could make a more viable free standing community with a range of new facilities not currently available in the existing small community such as a primary school. This would however result in a substantial change in the identity of the settlement. Development south of Maddoxford Lane would almost remove the gap completely between Botley and Boorley Green which, in-combination with development north and east of Boorley Green may have negative impacts on settlement identity. The proposed school at Boorley Green might need to be expanded to accommodate the development south of Maddoxford Lane. Residents at Maddoxford Lane could share facilities provided at the Boorley Green site.</p> <p><u>South of Chestnut Avenue</u> Development at this location may have negative health impacts as a result of loss of playing fields. However, it could help to provide links between Lakeside Country Park and the proposed Forest Park. Potential air quality implications due to increased congestion at nearby junctions.</p> <p><u>In combination</u> These sites would increase the populations of Eastleigh, Botley and Bishopstoke and would be at sufficient scale for provision of community infrastructure within the sites and possible enhancement of other local community infrastructure.</p>
3. Develop a dynamic and diverse and economy		<p><u>South of Bishopstoke and north of Fair Oak</u> Possibility of some employment south of Bishopstoke, contributing to the borough’s employment floorspace needs,</p> <p><u>West of Horton Heath</u> The expansion of Chalcroft Farm Distribution Park plus additional employment would help meet the borough’s employment</p>

<p>activities.</p>		<p>floorspace needs and could provide a wider range of local employment opportunities.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Good proximity to Botley and Hedge End train stations connecting to Eastleigh, Southampton and beyond. The site is reasonably close to access employment within Botley and Hedge End. An increase in population would help support the district centre at Botley. A new primary school would be required at this location.</p> <p><u>South of Chestnut Avenue</u> The site at Chestnut Avenue would have access to employment opportunities in Chandler’s Ford and Eastleigh and would help support Eastleigh town centre. Whilst this site is in close proximity of junction 5 of the M27, it is not nearby to a train station.</p> <p><u>All and in combination</u> By increasing the population of a number of existing communities this option could potentially help to boost the local economies at local town and shopping centres, e.g. development at Chestnut Avenue could help boost trade in Eastleigh town centre and at the Chandler’s Ford local centre.</p>
<p>4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.</p>		<p><u>South of Bishopstoke and north of Fair Oak</u> Public transport: Reasonably good access to the bus network connecting to Eastleigh town centre bus station and railway station. Pedestrian and cycle links require improvements. Traffic: Bishopstoke Road is an existing traffic congestion hotspot.</p> <p><u>West of Horton Heath</u> Public transport: Generally poor public transport links and proximity to nearest train station. Pedestrian and cycle links could be improved for enhanced connections to Hedge End station and to Fair Oak/Bishopstoke. Traffic: Existing issues relating to movement of HGVs in the vicinity of Chalcroft. A new road link to relieve this pressure would be required.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Traffic: Increase in traffic expected in the Hedge End/Botley area including along Winchester Street and Botley Road where an AQMA is designated, and other local roads. The combination of development north and east of Boorley Green and south of Maddoxford Lane may result in significant pressures on local roads in the village of Boorley Green. Public transport/walking/cycling: Remote from public transport networks and would require some remedial measures, including improved cycling/footpath and public transport links.</p> <p><u>South of Chestnut Avenue</u> Public transport: Bus routes providing access to Eastleigh town centre and Chandler’s Ford, reasonable walking distance from Southampton Airport Parkway railway station. Walk/cycle: Pedestrian access in either direction involved crossing bust roads (Stoneham Way or Chestnut Avenue).</p> <p><u>Traffic and in combination</u> Likely significant increases in traffic flows on: Fir Tree Lane and Blind Lane (although as these routes are of limited capacity it is likely that traffic would divert to other local roads); Heath House Lane, King’s Copse Avenue and Woodhouse Lane. Some increases in traffic flows on: Fair Oak Road/ Alan Drayton Way; Sandy Lane; Fair Oak village centre; Allington Lane; Winchester Road and Botley Road through Horton Heath; Burnett’s Lane, Moorgreen Road, Bubb Lane and Tollbar Way;</p>

		<p>Grange Road and Charles Watts Way; St John's Road; Winchester Street and through Botley; Maddoxford Lane and other local roads</p> <p>Note: The model shows significant congestion further to the west along Bishopstoke Road which is considered likely to limit increases in traffic flows there as traffic diverts to other routes.</p> <p>Potential to contribute to/provide local road and other transport infrastructure improvements: Bishopstoke/ Fair Oak: could provide improvements to junctions on Bishopstoke Road and Fair Oak Road, including at Allington Lane, Church Road, Chickenhall Lane and the Twyford Road/Station Hill roundabout in Eastleigh town centre. However, proposals will not resolve adequately the current congestion on Bishopstoke Road and Fair Oak Road and peak hour congestion is still likely. Horton Heath: provides a new road link between Burnett's Lane and Bubb Lane south of Horton Heath which resolves existing issues of HGV access to the Chalcroft Business Park. Also provides improvements to local cycleways and footpaths. However, there are potential issues of capacity of road links to the M27, particularly for HGVs Developments could also contribute to improving local footpaths and cycleways.</p>
<p>5. Protect and conserve natural resources.</p>		<p><u>Agricultural land</u> Boorley Green and south of Maddoxford Lane and NE Winchester Street: Grades 1 to 3 with some Grade 1 on the Golf Course at Boorley Green. South of Bishopstoke, north of Fair Oak and south of Chestnut Avenue: Grade 4 West of Horton Heath: Grades 2-4 In combination: Development on green field sites is likely to have a detrimental impact on the ability to encourage and safeguard local food production. This is especially significant given the higher grades of agricultural land in the area, albeit that the high grade land at these locations is not currently in high value agricultural use.</p> <p><u>Efficient use of land</u> The combination of development at south of Bishopstoke /Horton Heath and the Botley/Boorley Green areas present a significant increase in urbanisation/ loss of countryside/ reduction of settlement separation gap, although the settlement separation is still maintained. Significant loss of countryside in proximity to Boorley Green village as result of development both north and east of Boorley Green and south of Maddoxford Lane.</p> <p><u>Minerals</u> Mineral resources at Chestnut Avenue would need to be extracted prior to development.</p>
<p>6. Reduce air, soil, water, light and noise pollution.</p>		<p><u>Air quality</u> Boorley Green and south of Maddoxford Lane and NE Winchester Street: The centre of Botley has been designated an Air Quality Management Area because of heavy traffic flows along the A334. Provision of developer contributions to fund a Botley bypass would help remove traffic and heavy goods vehicles from the village which would improve air quality. South of Bishopstoke and north of Fair Oak: Potential issues in air quality in the area as a result of increased congestion, for example on Bishopstoke Road. West of Horton Heath: Possibly contribution to congestion on local roads which may impact air quality. South of Chestnut Avenue: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Chestnut Avenue, Stoneham Way area. There could be some limited mitigation by encouraging the use of public transport and other alternative transport modes. In addition, the provision of funding from developer contributions could help</p>

		<p>to provide funding for junction improvements to improve air quality.</p> <p><u>Water quality</u> Impact on water quality and pollution would be dependent on the detail of the development schemes. Surface water run-off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS).</p> <p><u>Noise and light</u> Likely to be increases at all location. However, the extent of the impact of noise and light pollution would depend on the detail of design.</p> <p><u>Soil quality</u> In general, pollution to soil would also be dependent on the detail of the development schemes.</p>
7. Plan for the anticipated levels of climate change		<p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes.</p> <p><u>Boorley Green, south of Maddoxford Lane and NE Winchester Street and north of Fair Oak</u> Small parts of the Boorley Green site are within flood zones 2 & 3 with water courses either running through them or nearby. Risk of surface water flooding is relatively low but even in these areas care would need to be taken to ensure that any development does not contribute to increasing the risk.</p> <p><u>South of Chestnut Avenue, west of Horton Heath, and south of Bishopstoke</u> The surface water flooding risk is present at some parts of these sites.</p>
8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.		<p><u>All and in combination:</u> There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. The developments and their associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could help to mitigate this. Buildings should be designed to ensure that they comply with design standards, including those within the Environmentally Sustainable Development Supplementary Planning Document (SPD).</p>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of		<p><i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth does not have a bearing on the achievement of this objective.</i></p>

waste.		
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.		<p>Whether development would contribute to a net biodiversity loss in the borough would depend on the detail of any individual design scheme. Provision of green infrastructure and promoting biodiversity interest on the sites may help to link them to the wider green infrastructure networks and enhance biodiversity.</p> <p><u>South of Bishopstoke</u> The site is adjacent to a Site of Importance for Nature Conservation (SINC). Potential for biodiversity enhancement south of the ridge line and extending to the stream in the south and the Itchen valley to the west.</p> <p><u>North of Fair Oak</u> Adjacent to SINC and ancient woodland.</p> <p><u>West of Horton Heath</u> Local designations and European designations of the Itchen Valley (through aquatic environment). Also potential to enhance biodiversity assets through a landscape scheme including sustainable drainage. Adjoining the site to the south are Sites of Importance for Nature Conservation</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> This site adjoins the upper reaches of the River Hamble, which is at this point is within a locally designated SINC. Further downstream the River Hamble is included in a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site; it also lies in the River Hamble BOA. Development on eastern and western boundaries may impact the SINC. The Boorley Green site also includes other woodland SINC. There is potential to enhance biodiversity, including possibly by creating new habitats, through provision of green infrastructure and through the biodiversity opportunity area in the area of the River Hamble tributary. It would also be necessary to retain any routes for otter migration.</p> <p><u>South of Chestnut Avenue</u> The site includes and adjoins areas identified as Sites of Importance for Nature Conservation (SINC) and development could result in the loss or degradation of these areas, there are however opportunities to enhance biodiversity in the area.</p> <p><u>All and in combination</u> The is potential for development proposed in this option to increase recreational pressures on the nationally and internally significant nature conservation designation sites of the River Hamble and the Solent, as a result of population increases. Mitigation measures may be necessary.</p>
11. Enhance the Borough's multifunctional green infrastructure networks.		<p><u>South of Bishopstoke</u> The site is of limited scale but can provide some additional open space with potential for biodiversity enhancements. Limited links to the wider GI network, although connections can be made to the multiuser green route running along the rail line.</p> <p><u>North of Fair Oak</u> As part of this site there is a large area of open space. Connections can be made to Crowdhill Copse and adjacent to Stoke Park Woods.</p> <p><u>Boorley Green, south of Maddoxford Lane and NE Winchester Street</u> Development at this site would result in loss of the golf course. There is opportunity to enhance the footpath network in this area to connect with other parts of the GI network including the South Downs National Park and Manor Farm Country Park</p>

		<p>among others.</p> <p><u>South of Chestnut Avenue</u> Development of this site would result in loss of playing fields within the site, but these would be replaced 'like-for-like' offsite, resulting in no net loss. Whilst there would be loss of the historic park and garden landscape, it is currently in a degraded condition, and there is potential for restoration of the remaining landscape features and sympathetic design in the area. There is potential for links between the proposed Forest Park and Lakeside. There is potential for creation of north-south strategic multifunctional routes connecting Southampton and Chandlers Ford.</p> <p><u>All and in combination</u> All sites would result in loss of existing greenfield environment. In mitigation, there is potential to retain and enhance some key landscape and heritage features and create/enhance multifunctional strategic routes across the borough.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>		<p><u>Horton Heath</u> At Horton Heath, the reduced area of development from that set out in Option B means less on the higher ground, but there would still be significant local landscape impacts.</p> <p><u>South of Bishopstoke and north of Fair Oak</u> Development would change the character of south Bishopstoke, representing a further step in a series of extensions of the urban edge. Also likely to urbanise the southern approach to Fair Oak along Allington Lane. North of Fair Oak, development extends the urban edge further into the countryside to the north.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Development of the Boorley Green site would have large scale landscape impacts as it involves development of elevated land visible in long views within and into the borough. The development at Hedge End would narrow the gaps between Hedge End and Botley and Boorley Green.</p> <p><u>South of Chestnut Avenue</u> Development at this location would result in loss of a locally important landscape of heritage value and would diminish the gap between Eastleigh and Southampton. It could also impact on a watercourse and a lake used for fishing and would result in the loss of some open space. In mitigation it may be possible to retain and enhance some key landscape and heritage features.</p> <p><u>In combination</u> The combination of development at these strategic sites would result in very significant impacts on countryside gaps and the overall character of the borough by increasing the urban environment. There is a significant overall loss of gap in the Bishopstoke/Horton Heath area (although settlement separation is maintained), plus almost complete loss of gap between Boorley Green and Botley. Significant impacts on character of Boorley Green village as a result of development both north and east of Boorley Green and south of Maddoxford Lane.</p>
<p>13. Protect and enhance and manage buildings, monuments, features, sites,</p>		<p><u>Boorley Green, south of Maddoxford Lane and NE Winchester Street</u> There is no known heritage interest at Boorley Green.</p> <p><u>South of Bishopstoke, north of Fair Oak and west of Horton Heath</u> Remains of Iron Age/Roman enclosed settlement north of Fair Oak and heritage interest at Chalcroft, Horton Heath. These do not present an overriding constraint and should be considered at design stage of application.</p>

<p>places, areas and landscapes of archaeological, historical and cultural heritage importance.</p>		<p><u>South of Chestnut Avenue</u> The whole of the south of Chestnut Avenue site is within an identified historic landscape and development would impact on the historic park and garden (Stoneham Park) although this landscape has become degraded. The most important element of the park in this borough (the area around the First World War shrine) is excluded from the development area and would therefore be protected. There is some risk of archaeological remains to be lost or built over at south of Chestnut Avenue and consequently there would need to be full recording of archaeological remains and other relevant protection action.</p>
<p>Key findings:</p> <ul style="list-style-type: none"> • Fully meets identified housing needs • Opportunities to improve provision of community facilities • Increase in employment provision at Chalfcroft Farm Distribution Park. • Significant traffic congestion impacts in the Bishopstoke area which infrastructure improvements will not fully resolve. • Significant impacts on gap in the Bishopstoke/Horton Heath and almost complete loss of gap and settlement separation between Boorley Green and Hedge End. • Significant impacts on character of Boorley Green village as a result of combined development both north and east of Boorley Green and south of Maddoxford Lane. 		

Option E – Smaller urban extensions (2)

SA Objective	Effect	Commentary
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.		This option would provide sufficient housing and an appropriate mix to meet identified housing needs over the plan period. As housing would be provided at several locations in the borough it would address localised housing needs within those areas, across the borough but with emphasis to the north and middle of the borough for the larger scale developments.
2. Safeguard and improve community health, safety and well-being.		<p><u>West of Woodhouse Lane</u> Reasonable proximity to, and population would support, community facilities in Hedge End. The site would provide new playing fields that would serve the needs of the development and Hedge End.</p> <p><u>North of Fair Oak</u> Reasonable proximity to, and population would support, community facilities in Fair Oak.</p> <p><u>Horton Heath</u> Development at Horton Heath would at a scale to provide additional community facilities currently lacking in Horton Heath, such as a primary school and local centre. However, given the layout of Horton Heath at present, new development would have a poor relationship with the existing settlement and new community facilities would be on the periphery rather than centrally located. There are some opportunities for road, cycle and footpath links to be established which would improve permeability, but this would be limited.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this location involves loss of the golf course which is a locally valued recreation facility. However, in mitigation there are alternative golf courses in the vicinity. This site could make a more viable free standing community with a range of new facilities not currently available in the existing small community such as a primary school. This would however result in a substantial change in the identity of the settlement.</p> <p><u>South of Chestnut Avenue</u> Development at this location may have negative health impacts as a result of loss of playing fields. However, it could help to provide links between Lakeside Country Park and the proposed Forest Park. Potential air quality implications due to increased congestion at nearby junctions.</p> <p><u>All and in combination</u> These sites would increase the populations of Horton Heath, Hedge End, Botley and Eastleigh at a sufficient scale for provision of community infrastructure within the sites and possible enhancement of other local community infrastructure. Each strategic site has (to varying degrees) a poor relationship with existing settlements. Careful design of site layout and provision of cycle, walking and road links may offer some mitigation. Existing primary schools at Fair Oak and Hedge End are approaching or exceeding capacity. However, developments have the capacity to accommodate community facilities including schools needed by the existing as well as the new residents, e.g. west of Woodhouse Lane to meet needs in Hedge End, and at Horton Heath to serve new and existing communities there</p>

<p>3. Develop a dynamic and diverse and economy activities.</p>		<p>and at Fair Oak.</p> <p><u>West of Woodhouse Lane</u> Reasonable proximity to, and population would support, Hedge End town centre. Good proximity to Hedge End station with links to Eastleigh and Southampton to the west and Portsmouth and Fareham to the east.</p> <p><u>North of Fair Oak</u> Reasonable proximity to, and population would support, Fair Oak local centre.</p> <p><u>Horton Heath</u> Capacity to accommodate significant new employment linked to the existing Chalcroft business park, including new allocations and intensification of use within the business park and could provide a wider range of local employment opportunities. Somewhat poor proximity to Hedge End station and motorway junctions. Links with train station may be improved through walking and cycling links.</p> <p><u>Boorley Green and NE Winchester Street</u> Good proximity to Botley and Hedge End train stations connecting to Eastleigh, Southampton and beyond. The site is reasonably close to access employment within Botley and Hedge End. An increase in population would help support the district centre at Botley.</p> <p><u>South of Chestnut Avenue</u> The site at south of Chestnut Avenue would have access to employment opportunities in Chandler's Ford and Eastleigh and would help support Eastleigh town centre. Whilst this site is in close proximity of junction 5 of the M27, it is not nearby to a train station.</p> <p><u>All and in combination</u> By increasing the population of a number of existing communities this option could potentially help to boost the local economies at local town and shopping centres, e.g. development at Chestnut Avenue could help boost trade in Eastleigh town centre and at the Chandler's Ford local centre.</p>
<p>4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.</p>		<p><u>West of Woodhouse Lane</u> Contribution to congestion in the Hedge End/Botley/Boorley Green area, including junction 7 of the M27 and at the Botley Road AQMA. Good pedestrian access to Hedge End station with links to Eastleigh and Southampton to the west and Portsmouth and Fareham to the east.</p> <p><u>North of Fair Oak</u> Contribution to congestion on local roads in the Bishopstoke/Fair Oak area. Not well related for pedestrian access to public transport.</p> <p><u>Horton Heath</u> Dependant on the provision of a new link road between Burnetts Lane and Bubb Lane that would provide improved access for the Chalcroft Business Park, resulting in local issues of the use of Burnetts Lane by HGVs. Not well related for pedestrian access to public transport.</p> <p><u>Boorley Green and NE Winchester Street</u></p>

		<p>AQMA: Increase in traffic expected along Botley Road where an AQMA is designated.</p> <p>Public transport/walking/cycling: Remote from public transport networks and would require some remedial measures, including improved cycling/footpath and public transport links.</p> <p><u>South of Chestnut Avenue</u></p> <p>Public transport: Bus routes providing access to Eastleigh town centre and Chandler's Ford, reasonable walking distance from Southampton Airport Parkway railway station.</p> <p>Walk/cycle: Pedestrian access in either direction involved crossing bust roads (Stoneham Way or Chestnut Avenue).</p> <p><u>All and in combination</u></p> <p>Likely significant increases in traffic flows on: Fir Tree Lane and Blind Lane (although as these routes are of limited capacity it is likely that traffic would divert to other local roads); Moorgreen Road, Bubb Lane and Tollbar Way; Botley Road/ Winchester Road; Heath House Lane, Kings Copse Avenue and Woodhouse Lane</p> <p>Some increases in traffic flows on: Allington Lane; Fair Oak Road/ Alan Drayton Way and Fair Oak village centre; Burnett's Lane; Grange Road/ Charles Watts Way; St John's Road; Winchester Street and Botley</p> <p>Potential to contribute to/ provide local road and other transport infrastructure improvements: Fair Oak: could contribute towards improvements to junctions on the Bishopstoke Road corridor and to improving local footpaths and cycleways; Horton Heath: provides a new road link between Burnett's Lane and Bubb Lane south of Horton Heath which resolves existing issues of HGV access to the Chalcroft Business Park; Hedge End: could contribute to improvements to Woodhouse Lane and potentially to the remainder of the Botley bypass proposal.</p> <p>Could also provide improvements to local cycleways and footpaths.</p> <p>Each of the sites in this option are not particularly well related to existing public transport routes and provide limited opportunities to improve services. However, the provision of new employment floorspace and the siting of new residential development close to existing employment areas (e.g. Chalcroft Business Park) provide opportunities for greater degrees of self-containment.</p>
<p>5. Protect and conserve natural resources.</p>		<p><u>Agricultural land</u></p> <p>West of Woodhouse Lane: Grade 3 agricultural land</p> <p>North of Fair Oak: Grade 4</p> <p>Horton Heath: Grade 4 to the north and Grade 3 to the south of the site.</p> <p>Boorley Green and NE Winchester Street: Grade 1 to 3 at Boorley Green and Hedge End, with some Grade 1 on the Golf Course.</p> <p>South of Chestnut Avenue: Grade 4</p> <p>In combination: Development on green field sites is likely to have a detrimental impact on the ability to encourage and safeguard local food production. This is especially significant given the higher grades of agricultural land in the area, albeit that the high grade land at these locations is not currently in high value agricultural use.</p> <p><u>Efficient use of land</u></p> <p>The combination of greenfield development in the Hedge End/Botley area results in an increase in urbanisation/ loss of countryside/ reduction of settlement separation in the area; although settlement separation is maintained.</p> <p><u>Minerals</u></p>

6. Reduce air, soil, water, light and noise pollution.		<p>Mineral resources at Chestnut Avenue and Hardings Lane would need to be extracted prior to development.</p> <p><u>Air quality</u> Boorley Green and NE Winchester Street and west of Woodhouse Lane: The centre of Botley has been designated an Air Quality Management Area because of heavy traffic flows along the A334. Provision of developer contributions to fund a Botley bypass would help remove traffic and heavy goods vehicles from the village which would improve air quality. West of Horton Heath: Increase in congestion on local roads may impact on air quality. North of Fair Oak: Increase in congestion on local roads may impact on air quality South of Chestnut Avenue: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Chestnut Avenue, Stoneham Way area. There could be some limited mitigation by encouraging the use of public transport and other alternative transport modes. In addition, the provision of funding from developer contributions could help to provide funding for junction improvements to improve air quality.</p> <p><u>Water quality</u> Impact on water quality and pollution would be dependent on the detail of the development schemes. Surface water run-off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS).</p> <p><u>Noise and light</u> Likely to be increases at all location. However, the extent of the impact of noise and light pollution would depend on the detail of design.</p> <p><u>Soil quality</u> In general, pollution to soil would also be dependent on the detail of the development schemes.</p>
7. Plan for the anticipated levels of climate change		<p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. Small parts of the Boorley Green site are within flood zones 2 & 3 with water courses either running through them or nearby. The surface water flooding risk is present at some parts of the south of Chestnut Avenue and west of Horton Heath sites and relatively low though at Boorley Green, west of Woodhouse Lane and north of Fair Oak; even in these areas care would need to be taken to ensure that any development does not contribute to increasing the risk.</p>
8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.		<p><u>All and in combination:</u> There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. The developments and their associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could help to mitigate this. Buildings should be designed to ensure that they comply with design standards, including those within the Environmentally Sustainable Development Supplementary Planning Document (SPD).</p>
9. Reduce waste		<p><i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth</i></p>

<p>generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.</p>		<p><i>does not have a bearing on the achievement of this objective.</i></p>
<p>10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.</p>		<p>Whether development would contribute to a net biodiversity loss in the borough would depend on the detail of any individual design scheme. Provision of green infrastructure and promoting biodiversity interest on the sites may help to link them to the wider green infrastructure networks and enhance biodiversity.</p> <p><u>West of Woodhouse Lane</u> The site includes a tributary of the River Hamble running through a woodland corridor identified as a SINC and is within the River Hamble Biodiversity Opportunity Area (BOA). Potential for open space and biodiversity enhancement of the SINC along the stream and enhancement on part of the site west of Woodhouse Lane, where a large area of playing fields would meet existing and future needs in Hedge End. It would be necessary to retain any routes for otter migration.</p> <p><u>Horton Heath</u> Local designations and European designations of the Itchen Valley (through aquatic environment). Also potential to enhance biodiversity assets through a landscape scheme including sustainable drainage. Significant areas of open space would be provided as part of the residential scheme. Adjoining the site to the south are Sites of Importance for Nature Conservation.</p> <p><u>North of Fair Oak</u> Site adjoins SINC and ancient woodland.</p> <p><u>Boorley Green and NE Winchester Street</u> This site adjoins the upper reaches of the River Hamble, which is at this point is within a locally designated SINC. Further downstream the River Hamble is included in a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site; it also lies in the River Hamble BOA. There is potential for development at this location (and Boorley Green, see below) to increase recreational pressures on the nationally and international significant nature designation sites of the River Hamble and Solent, as a result of increase population in such proximity. Mitigation measures would be necessary. Development on eastern and western boundaries may impact the Site of Importance for Nature Conservation (SINC). The site also includes other woodland SINC. There is potential to enhance biodiversity, including possibly by creating new habitats, through provision of green infrastructure and through the biodiversity opportunity area in the area of the River Hamble tributary. It would also be necessary to retain any routes for otter migration.</p> <p><u>South of Chestnut Avenue</u> The site includes and adjoins areas identified as Sites of Importance for Nature Conservation (SINC) and development could result in the loss or degradation of these areas, there are however opportunities to enhance biodiversity in the area.</p> <p><u>In combination</u></p>

		<p>Increased recreational pressures on the nationally and internationally significant nature designation sites of the River Hamble and Solent, as a result of increase population Scale of development has potential to increase recreational disturbance of the European designated sites, mitigation measures may be required (see HRA for details).</p>
<p>11. Enhance the Borough’s multifunctional green infrastructure networks.</p>		<p><u>Woodhouse Lane</u> Site includes provision of playing pitches, potential for biodiversity enhancement of the SINC and BOA</p> <p><u>North of Fair Oak</u> As part of this site there is a large area of open space. Connections can be made to Crowdhill Copse and adjacent to Stoke Park Woods.</p> <p><u>Boorley Green and NE Winchester Street</u> Development at this site would result in loss of the golf course. There is opportunity to enhance the footpath network in this area to connect with other parts of the GI network including the South Downs National Park and Manor Farm Country Park among others.</p> <p><u>South of Chestnut Avenue</u> Development of this site would result in loss of playing fields within the site, but these would be replaced ‘like-for-like’ offsite, resulting in no net loss. Whilst there would be loss of the historic park and garden landscape, it is currently in a degraded condition, and there is potential for restoration of the remaining landscape features and sympathetic design in the area. There is potential for links between the proposed Forest Park and Lakeside. There is potential for creation of north-south strategic multifunctional routes connecting Southampton and Chandlers Ford.</p> <p><u>All and in combination</u> All sites would result in loss of existing greenfield environment. In mitigation, there is potential to retain and enhance some key landscape and heritage features and create/enhance multifunctional strategic routes across the borough.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>		<p><u>West of Woodhouse Lane</u> The site is well contained by Woodhouse Lane, the railway and existing built development (Grange Park) to the west. There would be some local visual impact on neighbouring residential areas in Grange Park.</p> <p><u>North of Fair Oak</u> Development extends the urban edge further into the countryside to the north. Short and long views across Fair Oak and Bishopstoke from the higher ground.</p> <p><u>Horton Heath</u> Reduced area of development from that set out in Option B means less on the higher ground, but there would still be significant local landscape impacts. Local and some wider landscape impacts from Bubb Lane to the east if development includes the eastern-most part of the site.</p> <p><u>Boorley Green and NE Winchester Street</u> Development of the Boorley Green site would have large scale landscape impacts as it involves development of elevated land visible in long views within and into the borough. The development at Hedge End would narrow the gaps between Hedge End and Botley and Boorley Green.</p> <p><u>South of Chestnut Avenue</u> Development at the south of Chestnut Avenue area would result in loss of a locally important landscape of heritage value</p>

		<p>and would diminish the gap between Eastleigh and Southampton. It could also impact on a watercourse and a lake used for fishing and would result in the loss of some open space. In mitigation it may be possible to retain and enhance some key landscape and heritage features.</p> <p><u>In combination</u> The combination of development at these three strategic sites would result in very significant impacts on countryside gaps and the overall character of the borough by increasing the urban environment.</p>
<p>13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.</p>		<p><u>West of Woodhouse Lane</u> There is no known heritage interest at west of Woodhouse Lane</p> <p><u>North of Fair Oak</u> Remains of Iron Age/Roman enclosed settlement.</p> <p><u>Horton Heath</u> Potential to enhance heritage assets at Chalcroft Farm</p> <p><u>Boorley Green and NE Winchester Street</u> There is no known heritage interest.</p> <p><u>South of Chestnut Avenue</u> The whole of the south of Chestnut Avenue site is within an identified historic landscape and development would impact on the historic park and garden (Stoneham Park) although this landscape has become degraded. The most important element of the park in this borough (the area around the First World War shrine) is excluded from the development area and would therefore be protected. There is some risk of archaeological remains to be lost or built over at Chestnut Avenue and consequently there would need to be full recording of archaeological remains and other relevant protection action.</p>
<p><u>Key findings:</u></p> <ul style="list-style-type: none"> • Fully meets identified housing needs • Opportunities to improve provision of community facilities • Increase in employment provision at Chalcroft. • Impacts on gap in the Bishopstoke/Horton Heath and almost complete loss of gap and settlement separation between Boorley Green and Hedge End. 		

Option F – Major urban extension west of Horton Heath plus smaller urban extensions

SA Objective	Effect	Commentary
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.		This option would provide sufficient housing and an appropriate mix to meet identified housing needs over the plan period. As housing would be provided at several locations in the borough it would address localised housing needs within those areas, across the borough but with emphasis to the north and middle of the borough for the larger scale developments.
2. Safeguard and improve community health, safety and well-being.		<p><u>Horton Heath</u> Development at Horton Heath would at a scale to provide additional community facilities currently lacking in Horton Heath, such as a primary school and local centre. However, given the layout of Horton Heath at present, new development would have a poor relationship with the existing settlement and new community facilities would be on the periphery rather than centrally located. There are some opportunities for road, cycle and footpath links to be established which would improve permeability, but this would be limited.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Development at this location involves loss of the golf course which is a locally valued recreation facility. However, in mitigation there are alternative golf courses in the vicinity. This site could make a more viable free standing community with a range of new facilities not currently available in the existing small community such as a primary school. This would however result in a substantial change in the identity of the settlement. Development south of Maddoxford Lane could utilise nearby facilities proposed as part of development north and east of Boorley Green but would further join up the settlement with Botley in combination with development north and east of Boorley Green and land north-east of Winchester Street, and have significant impacts on the character of Boorley Green village.</p> <p><u>North of Fair Oak</u> Increase population at this location supports community facilities in the Bishopstoke and Fair Oak area.</p> <p><u>Chestnut Avenue</u> Development at this location may have negative health impacts as a result of loss of playing fields. However, it could help to provide links between Lakeside Country Park and the proposed Forest Park. Potential air quality implications due to increased congestion at nearby junctions.</p> <p><u>All and in combination</u> These sites would increase the populations of Horton Heath, Botley and Eastleigh at a sufficient scale for provision of community infrastructure within the sites and possible enhancement of other local community infrastructure. Each strategic site has (to varying degrees) a poor relationship with existing settlements. Careful design of site layout and provision of cycle, walking and road links may offer some mitigation.</p>
3. Develop a dynamic and diverse and		<p><u>Horton Heath</u> Capacity to accommodate significant new employment linked to the existing Chalcraft Farm Distribution Park, including new allocations and intensification of use within the business park and could provide a wider range of local employment</p>

<p>economy activities.</p>		<p>opportunities. Somewhat poor proximity to Hedge End station and motorway junctions. Links with train station may be improved through walking and cycling links.</p> <p><u>North of Fair Oak</u> Increase in population supports the economy of Bishopstoke and Fair Oak.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Good proximity to Botley and Hedge End train stations connecting to Eastleigh, Southampton and beyond. The site is reasonably close to access employment within Botley and Hedge End. An increase in population would help support the district centre at Botley.</p> <p><u>South of Chestnut Avenue</u> The site at south of Chestnut Avenue would have access to employment opportunities in Chandler’s Ford and Eastleigh and would help support Eastleigh town centre. Whilst this site is in close proximity of junction 5 of the M27, it is not nearby to a train station.</p> <p><u>All and in combination</u> By increasing the population of a number of existing communities this option could potentially help to boost the local economies at local town and shopping centres, e.g. development at south of Chestnut Avenue could help boost trade in Eastleigh town centre and at the Chandler’s Ford local centre.</p>
<p>4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.</p>		<p><u>Horton Heath</u> Development at Horton Heath is dependent on the provision of a new link road between Burnetts Lane and Bubb Lane that would provide improved access for the Chalcroft Business Park, resolving a local issue of the use of Burnetts Lane by HGVs. Without this link Burnetts Lane, Fir Tree Lane and Blind Lane would be inadequate to cope with the additional traffic.</p> <p><u>North of Fair Oak</u> Not well located for pedestrian access to public transport such as train stations. Contribution to existing congestion on local roads in Fair Oak and Bishopstoke.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> AQMA: Increase in traffic expected along Botley Road where an AQMA is designated. Public transport/walking/cycling: Remote from public transport networks and would require some remedial measures, including improved cycling/footpath and public transport links. Significant impacts on local roads of Boorley Green village.</p> <p><u>South of Chestnut Avenue</u> Public transport: Bus routes providing access to Eastleigh town centre and Chandler’s Ford, reasonable walking distance from Southampton Airport Parkway railway station. Walk/cycle: Pedestrian access in either direction involved crossing bust roads (Stoneham Way or Chestnut Avenue).</p> <p><u>All and in combination</u> Likely significant traffic impact on other local roads including: Moorgreen Road; Bubb Lane and Tollbar Way; Botley Road/ Winchester Road; Heath House Lane, Kings Copse Avenue and Woodhouse Lane Likely impacts on other roads including: Allington Lane; Fair Oak Road/ Alan Drayton Way and Fair Oak village centre; Grange Road/ Charles Watts Way; St John’s Road; Winchester Street and Botley; Maddoxford Lane and other local roads; Potential issues of capacity of road links to the M27, particularly for HGVs.</p>

		<p>Significant traffic impacts on local roads of Boorley Green village as a result of the cumulative and in-combination impacts of development both north and east of Boorley Green and south of Maddoxford Lane.</p> <p>Potential to contribute to/provide local road and other transport infrastructure improvements: Botley bypass; new road link between Burnett's Lane and Bubb Lane; improvements to M27 junction 7; improvements to local roads and junctions; improving local footpaths and cycleways.</p> <p>The Horton Heath site not particularly well related to existing public transport routes and provides limited opportunities to improve services. However, development here provides the opportunity for a greater degree of self-containment within Horton Heath, taking advantage of the existing employment area at Chalcroft Business Park.</p>
<p>5. Protect and conserve natural resources.</p>		<p><u>Agricultural land</u></p> <p>Horton Heath: Grade 4 to the north and Grade 3 to the south of the site.</p> <p>Boorley Green, south of Maddoxford Lane and NE Winchester Street: Grade 1 to 3 at Boorley Green and Hedge End, with some Grade 1 on the Golf Course.</p> <p>South of Chestnut Avenue: Grade 4</p> <p>North of Fair Oak: Grade 4</p> <p>In combination: Development on green field sites is likely to have a detrimental impact on the ability to encourage and safeguard local food production. This is especially significant given the higher grades of agricultural land in the area, albeit that the high grade land at these locations is not currently in high value agricultural use.</p> <p><u>Efficient use of land</u></p> <p>Combination of greenfield development in the Hedge End/Botley area results in an increase in urbanisation/ loss of countryside/ reduction of settlement separation in the area. Significant loss of countryside at Boorley Green village as a result of development at both north and east Boorley Green and south of Maddoxford Lane.</p> <p><u>Minerals</u></p> <p>Mineral resources at south of Chestnut Avenue and Harding Lane would need to be extracted prior to development.</p>
<p>6. Reduce air, soil, water, light and noise pollution.</p>		<p><u>Air quality</u></p> <p>Horton Heath, north of Fair Oak: Increase in traffic on local roads and key junctions may have impact on air quality.</p> <p>Boorley Green and NE Winchester Street: The centre of Botley has been designated an Air Quality Management Area because of heavy traffic flows along the A334. Provision of developer contributions to fund a Botley bypass would help remove traffic and heavy goods vehicles from the village which would improve air quality.</p> <p>South of Chestnut Avenue: Increased vehicular traffic may potentially impact on air quality, especially in certain locations such as Chestnut Avenue, Stoneham Way area. There could be some limited mitigation by encouraging the use of public transport and other alternative transport modes. In addition, the provision of funding from developer contributions could help to provide funding for junction improvements to improve air quality.</p> <p><u>Water quality</u></p> <p>Impact on water quality and pollution would be dependent on the detail of the development schemes. Surface water run-off and foul sewerage has the potential to diminish water quality. This could be mitigated by use of sustainable drainage systems (SUDS).</p> <p><u>Noise and light</u></p>

		<p>Likely to be increases at all location. However, the extent of the impact of noise and light pollution would depend on the detail of design.</p> <p><u>Soil quality</u></p> <p>In general, pollution to soil would also be dependent on the detail of the development schemes.</p>
7. Plan for the anticipated levels of climate change		<p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. Small parts of the Boorley Green site are within flood zones 2 & 3 with water courses either running through them or nearby. The surface water flooding risk is present at some parts of the south of Chestnut Avenue and west of Horton Heath sites and relatively low though at Boorley Green, south of Maddoxford Lane and north of Fair Oak; even in these areas care would need to be taken to ensure that any development does not contribute to increasing the risk.</p>
8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.		<p><u>All and in combination:</u></p> <p>There is potential for green infrastructure within and adjacent to these main sites to enable adaptation of biodiversity to climate changes. The developments and their associated infrastructure, including new road access, would inevitably lead to a large increase in total energy consumption in the borough. However, use of sustainable design and construction methods and initiatives to encourage the production of energy from renewable sources could help to mitigate this. Buildings should be designed to ensure that they comply with design standards, including those within the Environmentally Sustainable Development Supplementary Planning Document (SPD).</p>
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.		<p><i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth does not have a bearing on the achievement of this objective.</i></p>
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.		<p>Whether development would contribute to a net biodiversity loss in the borough would depend on the detail of any individual design scheme. Provision of green infrastructure and promoting biodiversity interest on the sites may help to link them to the wider green infrastructure networks and enhance biodiversity.</p> <p><u>Horton Heath</u></p> <p>Local designations and European designations of the Itchen Valley (through aquatic environment). Also potential to enhance biodiversity assets through a landscape scheme including sustainable drainage.</p> <p>Adjoining the site to the south are Sites of Importance for Nature Conservation</p>

		<p><u>North of Fair Oak</u> Site adjoins SINC and ancient woodland</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> These sites adjoin the upper reaches of the River Hamble, which is at this point is within a locally designated SINC. Further downstream the River Hamble is included in a Special Area of Conservation (SAC), Special Protection Area (SPA) and Ramsar site; it also lies in the River Hamble BOA. There is potential for development at this location (and Boorley Green, see below) to increase recreational pressures on the nationally and international significant nature designation sites of the River Hamble and Solent, as a result of increase population in such proximity. Mitigation measures would be necessary. Development on eastern and western boundaries may impact the Site of Importance for Nature Conservation (SINC). The site also includes other woodland SINC. There is potential to enhance biodiversity, including possibly by creating new habitats, through provision of green infrastructure and through the biodiversity opportunity area in the area of the River Hamble tributary. It would also be necessary to retain any routes for otter migration.</p> <p><u>South of Chestnut Avenue</u> The site includes and adjoins areas identified as Sites of Importance for Nature Conservation (SINC) and development could result in the loss or degradation of these areas, there are however opportunities to enhance biodiversity in the area.</p> <p><u>All and in combination</u> Increase recreational pressures on the nationally and international significant nature designation sites of the River Hamble and Solent, as a result of increase population Scale of development has potential to increase recreational disturbance of the European designated sites, mitigation measures may be required (see HRA for details).</p>
<p>11. Enhance the Borough’s multifunctional green infrastructure networks.</p>		<p><u>Horton Heath</u> A significant area of open space would be provided with this option. There is potential for enhancement of multifunctional footpath and cycle ways to connect north-south to the existing settlement, and toward Hedge End and Botley. This link would connect with an east-west link running parallel with the railway line.</p> <p><u>North of Fair Oak</u> As part of this site there is a large area of open space. Connections can be made to Crowdhill Copse and adjacent to Stoke Park Woods.</p> <p><u>Boorley Green, south of Maddoxford Lane, and NE Winchester Street</u> Development at this site would result in loss of the golf course. There is opportunity to enhance the footpath network in this area to connect with other parts of the GI network including the South Downs National Park and Manor Farm Country Park among others.</p> <p><u>South of Chestnut Avenue</u> Development of this site would result in loss of playing fields within the site, but these would be replaced ‘like-for-like’ offsite, resulting in no net loss. Whilst there would be loss of the historic park and garden landscape, it is currently in a degraded condition, and there is potential for restoration of the remaining landscape features and sympathetic design in the area. There is potential for links between the proposed Forest Park and Lakeside. There is potential for creation of north-south strategic multifunctional routes connecting Southampton and Chandlers Ford.</p> <p><u>All and in combination</u></p>

		<p>All sites would result in loss of existing greenfield environment. In mitigation, there is potential to retain and enhance some key landscape and heritage features and create/enhance multifunctional strategic routes across the borough.</p>
<p>12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.</p>		<p><u>North of Fair Oak</u> Development extends the urban edge further into the countryside to the north. Short and long views across Fair Oak and Bishopstoke from the higher ground.</p> <p><u>Horton Heath</u> Local and some wider landscape impacts from Bubb Lane to the east if development includes the eastern-most part of the site.</p> <p><u>Boorley Green and south of Maddoxford Lane and NE Winchester Street</u> Development of the Boorley Green site would have large scale landscape impacts as it involves development of elevated land visible in long views within and into the borough. The development at Hedge End would narrow the settlement separation of Hedge End, Botley and Boorley Green.</p> <p><u>South of Chestnut Avenue</u> Development at the south of Chestnut Avenue area would result in loss of a locally important landscape of heritage value and would diminish the gap between Eastleigh and Southampton. It could also impact on a watercourse and a lake used for fishing and would result in the loss of some open space. In mitigation it may be possible to retain and enhance some key landscape and heritage features.</p> <p><u>All and in combination</u> The combination of development at these three strategic sites would result in very significant impacts on countryside, settlement separation and the overall character of the borough by increasing the urban environment. Significant impacts on the character of Boorley Green village as a result of development both north and east Boorley Green and south of Maddoxford Lane.</p>
<p>13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological,</p>		<p><u>Horton Heath</u> Potential to enhance heritage assets at Chalcroft Farm</p> <p><u>Boorley Green and NE Winchester Street</u> There is no known heritage interest.</p> <p><u>South of Chestnut Avenue</u> The whole of the south of Chestnut Avenue site is within an identified historic landscape and development would impact on the historic park and garden (Stoneham Park) although this landscape has become degraded. The most important element of the park in this borough (the area around the First World War shrine) is excluded from the development area and would</p>

<p>historical and cultural heritage importance.</p>		<p>therefore be protected. There is some risk of archaeological remains to be lost or built over at South of Chestnut Avenue and consequently there would need to be full recording of archaeological remains and other relevant protection action.</p>
<p>Key findings:</p> <ul style="list-style-type: none"> • Fully meets identified housing needs • Opportunities to improve provision of community facilities • Increase in employment provision at Chalcroft Farm Distribution Park. • Increase in urbanisation/loss of countryside/loss of settlement separation between Boorley Green and Botley. • Significant in-combination impacts on Boorley Green village as a result of development both north and east of Boorley Green and south of Maddoxford Lane. 		

Concise summary of the alternatives appraisal

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
1. Provide sufficient housing to meet identified local needs, including affordability and special needs.	Sufficient housing quantum and mix to meet identified needs. Concentrated at specific locations in the borough.	Sufficient housing quantum and mix to meet identified needs. Concentrated to the north and middle of the borough.	Sufficient housing quantum and mix to meet identified needs. Concentrated at the north and middle of the borough.	Sufficient housing quantum and mix to meet identified needs across the borough.	Sufficient housing quantum and mix to meet identified needs across the borough.	Sufficient housing quantum and mix to meet identified needs across the borough.
2. Safeguard and improve community health, safety and well being	Bursledon and south of Chestnut Avenue sites are poorly related to existing community and facilities. However there is potential to provide additional, and enhance existing, facilities.	Horton Heath and south of Chestnut Avenue sites are poorly related to existing community and facilities. However there is potential to provide additional, and enhance existing, facilities.	Hedge End and south of Chestnut Avenue are poorly related to existing community and facilities. However there is potential to provide additional, and enhance existing, facilities.	Bishopstoke, Horton Heath and south of Chestnut Avenue sites are poorly related to existing community and facilities. However there is significant potential to provide additional, and enhance existing, facilities.	Horton Heath and south of Chestnut Avenue sites are poorly related to existing community and facilities. However there is significant potential to provide additional, and enhance existing, facilities.	Horton Heath and south of Chestnut Avenue sites are poorly related to existing community and facilities. However there is significant potential to provide additional, and enhance existing, facilities.
3. Develop a dynamic and diverse economy.	Increasing population in a number of settlements could potentially help boost local economies at local centres. Located near	Increasing population in a number of settlements could potentially help boost local economies at local centres. Significant employment	Increasing population in a number of settlements could potentially help boost local economies at local centres. This is less clear for Hedge End which is	Increasing population in a number of settlements could potentially help boost local economies at local centres. Employment provision through expansion of	Increasing population in a number of settlements could potentially help boost local economies at local centres. Employment provision through	Increasing population in a number of settlements could potentially help boost local economies at local centres. Significant employment provision through

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
	motorway junctions and port, and close to Southampton but somewhat remote in relation to settlements in the borough other than Bursledon.	provision through expansion of site and new uses at Chalcroft.	separated by the railway line and would require its own facilities.	site and new uses at Chalcroft and possibly some employment floorspace south of Bishopstoke.	expansion of site and new uses at Chalcroft.	expansion of site and new uses at Chalcroft.
4. Reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.	Increase in traffic expected on multiple roads at multiple junctions across the borough, including Windhover roundabout and junction 8 of the M27, and Botley Road and Hamble Lane – both AQMA designations. Congestion on local roads in the vicinity of the main sites: Bursledon, Boorley Green and south of Chestnut Avenue. Good pedestrian access to train station at Chestnut Avenue and Boorley	Increase in traffic expected on multiple roads at multiple junctions across the borough. There is increased pressure at existing hotspots in the Botley area such as Botley Road designated AQMA and on local roads at south of Chestnut Avenue. A new road link would be required to reduce pressure of HGVs on roads near Chalcroft. Good pedestrian access to train station at Stoneham and Boorley Green. Potential for	Increase in traffic expected on multiple roads at multiple junctions across the borough. Location of development has a concentration in the Hedge End/Botley/Boorley Green area putting pressure on existing congestion hotspots, including the AQMA designation on Botley Road. Congestion on local roads in the vicinity of the main sites: Hedge End, Boorley Green and South of Chestnut Avenue. Good pedestrian access to	Increase in traffic expected on multiple roads at multiple junctions across the borough. There is increased pressure at existing hotspots in the Botley area such as Botley Road designated AQMA and on local roads at south of Chestnut Avenue. A new road link would be required to reduce pressure of HGVs on roads near Chalcroft. Very significant increases in congestion already pressured Bishopstoke Road. Infrastructure improvements will not	Increase in traffic expected on multiple roads at multiple junctions across the borough including the Botley AQMA and local roads at south of Chestnut Avenue, Fair Oak and Horton Heath. Contribution to congestion in the Hedge End/Botley area from combination of developments, however there is potential for infrastructure improvements in this area. A new road link would be required to reduce pressure of	Increase in traffic expected on multiple roads at multiple junctions across the borough including the Botley AQMA and local roads at south of Chestnut Avenue, Fair Oak and Horton Heath. Good pedestrian access to train station at Chestnut Avenue and Boorley Green. Potential for improvements at Horton Heath.

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
	Green.	improvements at Horton Heath	train station at Chestnut Avenue, Hedge End and Boorley Green.	fully resolve congestion in Bishopstoke. Good pedestrian access to train station at Chestnut Avenue and Boorley Green. Potential for improvements at Horton Heath. Poor access from south of Bishopstoke.	HGVs on roads near Chalcroft. Good pedestrian access to train station at Chestnut Avenue, Woodhouse Lane and Boorley Green. Potential for improvements at Horton Heath	
5. Protect and conserve natural resources.	Loss of good quality agricultural land. Significant loss of gap between Southampton and Bursledon. Mineral resources at south of Chestnut Avenue and Bursledon would need to be extracted prior to development.	Loss of a mixed quality of agricultural land, including some areas of Grade 1. Mineral resources at south of Chestnut Avenue would need to be extracted prior to development.	Loss of good quality agricultural land. Loss of gap in Hedge End/Boorley Green area. Mineral resources at south of Chestnut Avenue would need to be extracted prior to development.	Loss of a mixed quality of agricultural land, including some areas of Grade 1. Significant increase in urbanisation/ loss of countryside/ reduction of settlement separation in the Bishopstoke/Horton Heath area, though settlement separation is maintained. Mineral resources at south of Chestnut Avenue and Harding Lane would need to be extracted prior to development.	Loss of mixed quality agricultural land including some areas of grade 1. Combination of greenfield development in the Hedge End/Botley area results in an increase in urbanisation/ loss of countryside/ reduction of settlement separation in the area. Settlement separation is maintained. Mineral resources at south of	Loss of mixed quality agricultural land including some areas of grade 1. Combination of greenfield development in the Hedge End/Botley area results in an increase in urbanisation/ loss of countryside/ reduction of settlement separation in the area. Mineral resources at south of Chestnut Avenue and Harding Lane would need to be extracted prior to development.

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
					Chestnut Avenue and Harding Lane would need to be extracted prior to development.	
6. Reduce air, soil, water, light and noise pollution.	Potential significant negative impacts on air quality as a result of traffic congestion, especially at key junctions and the AQMA's on Hamble Lane and Botley.	Traffic congestion in the Horton Heath/Boorley Green/Botley area may have impacts on air quality, especially the AQMA in Botley. Increase in general traffic from all sites on local roads may have impacts on air quality.	Specific congestion in the Hedge End, Boorley Green and Botley area may have impacts on air quality, especially at junction 7 and AQMA in Botley.	Traffic congestion in the Boorley Green/Botley area may have impacts on air quality, especially the AQMA in Botley. Significant increases in traffic along an already pressured Bishopstoke Road may also impact on air quality.	Traffic congestion in the Boorley Green/Botley area may have impacts on air quality, especially the AQMA in Botley. Increase in general traffic from all sites on local roads may have impacts on air quality.	Traffic congestion in the Boorley Green/Botley area may have impacts on air quality, especially the AQMA in Botley. Increase in general traffic from all sites on local roads may have impacts on air quality.
7. Plan for the anticipated levels of climate change	Potential for green infrastructure to enable adaptation of biodiversity to climate change. Parts of Boorley Green in flood zones 2 & 3. Risk of surface water flooding at south of Chestnut Avenue. Risk at Boorley Green and	Potential for green infrastructure to enable adaptation of biodiversity to climate change. Parts of Boorley Green in flood zones 2 & 3. Risk of surface water flooding at south of Chestnut Avenue. Risk at Boorley Green and Horton Heath is relatively	Potential for green infrastructure to enable adaptation of biodiversity to climate change. Parts of Boorley Green in flood zones 2 & 3. Risk of surface water flooding at South of Chestnut Avenue. Risk at Boorley Green and Hedge End relatively low.	Potential for green infrastructure to enable adaptation of biodiversity to climate change. Parts of Boorley Green in flood zones 2 & 3. Risk of surface water flooding at south of Chestnut Avenue. Risk at Boorley Green, south of Maddoxford Lane and Bishopstoke, Fair	Potential for green infrastructure to enable adaptation of biodiversity to climate change. Parts of Boorley Green in flood zones 2 & 3. Risk of surface water flooding at south of Chestnut Avenue and west of Horton Heath. Risk at Boorley Green, west	Potential for green infrastructure to enable adaptation of biodiversity to climate change. Parts of Boorley Green in flood zones 2 & 3. Risk of surface water flooding at south of Chestnut Avenue and west of Horton Heath. Risk at north of Fair Oak, Boorley Green and

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
	Bursledon relatively low. Overall, dependant on design at application stage.	low. Overall, dependant on design at application stage.	Overall, dependant on design at application stage.	Oak and Horton Heath is relatively low. Overall, dependant on design at application stage.	of Woodhouse Lane and north of Fair Oak relatively low. Overall, dependant on design at application stage.	south of Maddoxford Lane relatively low. Overall, dependant on design at application stage.
8. Minimise Eastleigh's contribution to climate change by reducing the borough's carbon footprint and minimising other greenhouse gas emissions.	Developments and infrastructure inevitably lead to increase in total energy consumption. Sustainable design and renewable energy can mitigate this. Design detailed at application stage. Public transport links with Southampton. Good pedestrian access to train station at south of Chestnut Avenue and Boorley Green.	Developments and infrastructure inevitably lead to increase in total energy consumption. Sustainable design and renewable energy can mitigate this. Design detailed at application stage. Good pedestrian access to train station at south of Chestnut Avenue and Boorley Green. Access from Horton Heath has improvement potential. Current boundaries of the site include land currently being used as a solar farm.	Developments and infrastructure inevitably lead to increase in total energy consumption. Sustainable design and renewable energy can mitigate this. Design detailed at application stage. Hedge end good and south of Chestnut Avenue reasonable proximity to train stations.	Developments and infrastructure inevitably lead to increase in total energy consumption. Sustainable design and renewable energy can mitigate this. Design detailed at application stage. Good pedestrian access to train station at Hedge End, south of Chestnut Avenue and Boorley Green. Access from Horton Heath has improvement potential.	Developments and infrastructure inevitably lead to increase in total energy consumption. Sustainable design and renewable energy can mitigate this. Design detailed at application stage. Good pedestrian access to train stations at Woodhouse Lane, Boorley Green and south of Chestnut Avenue. Access from Horton Heath has improvement potential.	Developments and infrastructure inevitably lead to increase in total energy consumption. Sustainable design and renewable energy can mitigate this. Design detailed at application stage. Good pedestrian access to train station at south of Chestnut Avenue and Boorley Green. Access from Horton Heath has improvement potential.

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
9. Reduce waste generation and disposal, encourage waste prevention and reuse and achieve the sustainable management of waste.						
<i>This objective is screened out – it is not relevant to the options being appraised. The choice of preferred broad spatial approach to growth does not have a bearing on the achievement of this objective.</i>						
10. Protect, enhance and manage biodiversity and geodiversity, improving its quality and range.	Potential in combination recreational impacts from all sites. South of Chestnut Avenue adjoins a Site of Importance for Nature Conservation (SINC); this should be incorporated in site design at application.	Potential in combination recreational impacts from all sites. South of Chestnut Avenue site adjoins a SINC; this should be incorporated in site design at application. Potential impacts on local sites of nature conservation importance, potential for enhancement by mitigation.	The site is in the River Hamble Biodiversity Opportunity Area (BOA). Potential in combination recreational impacts from all sites. South of Chestnut Avenue adjoins a SINC. These should be incorporated in site design at application.	Potential in combination recreational impacts from all sites. South of Chestnut Avenue and south of Bishopstoke sites adjoin a SINC and north of Fair Oak to SINC and ancient woodland. Local and European designations at Horton Heath.	Potential in combination recreational impacts from all sites. South of Chestnut Avenue and Boorley Green sites adjoin SINC and Fair Oak adjoins SINC and ancient woodland. Woodhouse Lane contains habitat designated as SINC and BOA.	Potential in combination recreational impacts from all sites. South of Chestnut Avenue site adjoins a SINC and north of Fair Oak site adjoins SINC and ancient woodland. Potential impacts on local sites of nature conservation importance, potential for enhancement by mitigation.

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
11. Enhance the Borough's multifunctional green infrastructure networks.	Loss of golf course at Boorley Green and loss of playing pitches and heritage landscape at south of Chestnut Avenue. Opportunities to enhance GI network at all sites.	Loss of golf course at Boorley Green and loss of playing pitches and heritage landscape at south of Chestnut Avenue. Opportunities to enhance GI network at all sites.	Loss of golf course at Boorley Green and loss of playing pitches and heritage landscape at south of Chestnut Avenue. Opportunities to enhance GI network at all sites.	Loss of golf course at Boorley Green and loss of playing pitches and heritage landscape at south of Chestnut Avenue. Opportunities to enhance GI network at all sites.	Loss of golf course at Boorley Green and loss of playing pitches and heritage landscape at south of Chestnut Avenue. Provision of playing pitches at Woodhouse Lane. Opportunities to enhance GI network at all sites.	Loss of golf course at Boorley Green and loss of playing pitches and heritage landscape at south of Chestnut Avenue. Opportunities to enhance GI network at all sites.
12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening distinctiveness and its special qualities.	Complete loss of gap between Bursledon and Southampton. Increase in urbanisation/ loss of countryside/ reduction of settlement separation in the Boorley Green/ Botley area.	Although there is an increase in urbanisation/ loss of countryside/ reduction of settlement separation the Horton Heath/Fair Oak area, and the Botley/Boorley Green area, gap does still remain and settlement separation is maintained. Impact on unique landscape heritage at south of Chestnut Avenue.	Significant loss of gap in the Boorley Green, Hedge End and Botley area. Impact on unique landscape heritage at south of Chestnut Avenue.	Significant increase in urbanisation/ loss of countryside/ reduction of settlement separation in the south Bishopstoke/Horton Heath area of the borough. Almost loss of settlement separation between Botley and Boorley Green. In combination/cumulative impact on Boorley Green village from development at Boorley Green and south of Maddoxford Lane. Impact on	Significant increase in urbanisation/ loss of countryside/ reduction of settlement separation in the Hedge End/Botley and Horton Heath areas of the borough. Impact on landscape heritage at south of Chestnut Avenue. Settlement separation is maintained.	Reduced gap in the Horton Heath and significant increase in urbanisation/ loss of countryside/ reduction of settlement separation at Boorley Green/Botley areas of the borough. In combination/cumulative impact on Boorley Green village from development at Boorley Green and south of Maddoxford Lane. Impact on landscape heritage at south of Chestnut

SA Objective	Option A	Option B	Option C	Option D	Option E	Option F
	Major urban extension west of Bursledon	Major urban extension west of Horton Heath	Major urban extension north of Hedge End	Smaller urban extensions (1)	Smaller urban extensions (2)	Major urban extension west of Horton Heath plus smaller urban extensions
				landscape heritage at south of Chestnut Avenue.		Avenue.
13. Protect and enhance and manage buildings, monuments, features, sites, places, areas and landscapes of archaeological, historical and cultural heritage importance.	There is no known heritage interest at the Bursledon or Boorley Green sites. However, the whole of the south of Chestnut Avenue site is located within an identified historic landscape; the primary feature of the site is outside the development area and would be retained.	There are no known heritage interests of overriding constraint at Boorley Green. Heritage interest at Chalcroft, Horton Heath. The whole of the south of Chestnut Avenue site is located within an identified historic landscape; the primary feature of the site is outside the development area and would be retained.	There is no known heritage interest at the Hedge End or Boorley Green sites. However, the whole of the south of Chestnut Avenue site is located within an identified historic landscape; the primary feature of the site is outside the development area and would be retained.	There is no known heritage interests of overriding constraint at the Boorley Green, south of Maddoxford Lane, north of Fair Oak, and south of Bishopstoke sites. Heritage interest at Chalcroft Farm, Horton Heath. The whole of the south of Chestnut Avenue site is located within an identified historic landscape; the primary feature of the site is outside the development area and would be retained.	There are no known heritage interests of overriding constraint at the Boorley Green, Woodhouse Lane, and north of Fair Oak sites. Heritage interest at Chalcroft Farm, Horton Heath. However, the whole of the south of Chestnut Avenue site is located within an identified historic landscape; the primary feature of the site is outside the development area and would be retained.	There are no known heritage interests of overriding constraint at the Boorley Green, south of Maddoxford Lane and north of Fair Oak sites. Heritage interest at Chalcroft Farm, Horton Heath. However, the whole of the south of Chestnut Avenue site is located within an identified historic landscape; the primary feature of the site is outside the development area and would be retained.

APPENDIX VI - PREFERRED SITE ALLOCATIONS

Part 3 of this report presents an appraisal of the preferred approach to site allocations under 13 topic headings. This appendix supplements Part 3 by giving consideration to each allocation in turn.

N.B. This section has been updated since March 2014, i.e. it has been updated for submission to reflect issues raised through the consultation and also increased understanding gained as a result of the SLAA Update 2014. Specifically, appraisal text for the following site allocations has been supplemented to reflect issues raised: BO5, Botley Mill; WE6 Chalcroft Business Park, Burnetts Lane; and BO3 Botley Bypass.

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
HOUSING ALLOCATIONS			
AL1 – Land at Portchester Rise/ Boyatt Lane, Allbrook	1-6-C	The site is well contained however there are landscape concerns and it is not well located for public transport.	The criteria based policy addresses the issue of landscaping which will limit the environmental impact.
AL2 – Land east of Pitmore Road and north of Allbrook Farmhouse , Allbrook	1-8- C	Site in sensitive location in terms of topography and impact upon the river valley landscape. However some development already permitted to the south of the site which reduces impact of proposed development. Bus stop in close proximity with reasonable connections to Eastleigh town centre. Secures public open space for Allbrook.	The criteria based policy limits environmental and landscape impact by requiring landscape scheme, there is potential for some landscape impact on the river valley but criteria based policy for landscaping minimises impact. No impact on adjoining SINCS and open space landscaped to enhance nature conservation interest. Also improves local community facilities by requiring contributions to a new community centre. High quality design required in setting of Allbrook Farmhouse.
AL3 – Land north of Allbrook Hill and west of Pitmore Road	1-9-C	Topography of site varies - western part of site more elevated and form parts of landscape character of local gap whereas eastern part of site more contained. Could provide opportunity for car parking or open space for local residents.	Criteria based policy addresses issue of landscape character by requiring public open space on western part of site which contributes to open space in the parish. Off road parking improves transport congestion and road safety. High quality of design required
BI1 – Land west of Church Road, including The Mount hospital, Bishopstoke	2-1-U 2-3-C 2-4-C 2-5-C 2-18-U	The majority of the site is on previously developed land and has adequate access. There is mature planting on the boundary of the site however due to the topography of some sections there is potentially visual impact would could be mitigated against. There is also potential of contaminated land, development could bring an opportunity for environmental improvements or restoration.	The policy has social benefits through providing accommodation for elderly people, provision of allotments and access, and restoring a heritage asset. Public access is to be provided to the woodland within the site and the Itchen Way. The policy should also address the impact on the adjoining settlement There are positive environmental benefits through enhancement of biodiversity, landscape and heritage through use of previously developed site and increase knowledge and

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
			interpretation. These details are also addressed in the development brief for the site.
BI2 – Land south-west and north-east of Bishopstoke Cemetery, Stoke Common Road, Bishopstoke	2-10-C 2-21-C	The southern part of the site is well enclosed and the remaining parts of the site are more elevated and open in nature. There are also issues of access which would need to be dealt with.	The policy fails to address visual impacts. There are social and community benefits through provision open space and allotments and extension to the cemetery. A geotechnical study will ensure that there is no impact on natural resources. Public rights of way are retained and improved management of the adjoining SINC.
BO1 – Land north and east of Boorley Green, Botley	3-5-C 3-6-C 3-25-C	The topography of the site means development is likely to be visually prominent and have landscape impact. Roads would need to be upgraded and there is a lack of public transport in this area. There are existing public rights of way and pipelines which will affect areas for development. It would have impacts on the existing settlement of Boorley Green. The scale of development is of sufficient mass to deliver infrastructure and there are opportunities to improve green infrastructure links	The policy seeks to address the social and environmental impacts from the development through seeking to minimise visual impact and provide open space and sets out a requirement for a master plan and a development brief. The policy should also address potential impacts on the adjoining settlement. New community facilities and school are to be provided along with small scale business uses to provide local employment opportunities. Road network capacity addressed through contributions to Botley bypass and Sundays Hill bypass. Sustainable transport choices enhanced by links to Hedge End station.
BO2 – Land north –east of Winchester Street, Botley	3-8-C 3-9-C	The site is well related to the existing settlement and development would support the village and its facilities. There is an existing access to the site and contributions would be sought to deliver highway improvements which could include the Botley Bypass to be agreed by the highways authority. It is a well contained site but contains power lines which would limit development capacity. There is also an opportunity to enhance a heritage asset on the site and increase knowledge and interpretation of it.	The policy addresses environment, social and economic benefits through provision of transport infrastructure improvements through the Botley bypass; landscaping and social benefits from seeking to achieve a mix of housing, open space and footpath and cycleway links. Small scale business uses provide local employment opportunities. The site is within close proximity to an existing community. The policy seeks to protect the heritage asset on the site however this could encourage education about the asset.
BU1 – Land at Providence Hill and Oakhill, Bursledon	4-11-C 4-12-C 4-26-C	Although the site is physically separated from the settlement it is adjacent to residential development and is well related to the village centre. The access would require upgrading. The site is well contained and	The policy limits environmental impacts through seeking to achieve management of the woodland. The policy addresses access and road safety by seeking to provide a new pedestrian and cycle crossing over the A27. The policy sets out social

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
		screened. There are potential noise issues from the motorway.	benefits for the existing and new community through open space and improved links.
BU2 – Land north of Bridge Road (A27) and west of Blundell lane, Bursledon	4-4-C 4-6-C	Although the site is physically separated from the settlement it is adjacent to residential development and is well related to the village centre. The access would require upgrading. Although the site is well contained there are prominent views into the site and potential noise issues from the motorway. It is in good proximity to public transport. Part of the site is within a flood zone.	The policy limits environmental impacts through managing woodland, and through good design and landscaping. The policy addresses access and road safety through the provision of a new road crossing for pedestrians and cyclists. The policy sets out social benefits for the existing and new community, including open space. Development is restricted from areas at risk of flooding. Regard is given to the special landscape character of the River Hamble. However, the policy should address the issue of noise from the motorway.
BU3 – Land east of Dodwell Lane and north of Pylands Lane	4-1-C 4-2-C 4-25-C	The site is in close proximity to the strategic road network and is rural in character, development would therefore urbanise the area. The site is detached from the urban edge and there would need to be significant transport improvements.	Whilst there will be a loss of woodland from construction of bypass the policy limits environmental impacts through future management of the SINC and replacement planting. Access improvements are set out through provision of the Sundays Hill bypass and contributions to the Botley bypass. Pedestrian and cycle links to be provided to Manor Farm Country Park and adjoining residential areas. Reference is made to the protection of the Scout facility. It should have social benefits.
CF2 – Land at Common road industrial estate, Chandler's ford	5-6-U	The site is currently employment land which is poorly located and conflicts with neighbouring residential uses therefore this allocation would bring social and environmental improvements.	The policy recognises site constraints to help shape development. The policy includes environmental benefits by limiting development to parts of the site with low flood risk and social benefits for the wider community such as the improvement of amenity for neighbouring residential uses.
E1 – Land south of Chestnut Avenue, Eastleigh	6-24-C 6-23-C 6-22-C 6-21-C 6-29-C	The site is close to an existing settlement and has a well-defined urban edge. It is an historic park which is open on character and is in a prominent location. There are pipelines through the site which will effect location of development. The site contains a variety of sports pitches which will need replacing. Access improvements are also required.	Policy seeks to limit the impact on the environment, the site includes a heritage asset which the policy looks to limit the impact on through enhancement of the remaining space and shaping development to take into account key features, also limiting impacts of loss of open space or providing for replacement in the locality. The wider green infrastructure network is enhanced through links to Forest Park. The site

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
			benefits from good access to local services and facilities in Eastleigh and provision of a local centre and primary school within the site.
E4 – Land at Toynbee road, Eastleigh	6-2-U	This site is poorly located for an employment use and is in close proximity to residential uses.	The policy addresses impacts from noise of the railway. There are social benefits improving road safety through the provision of a footbridge over the railway line.
E5 – land at Travis Perkins, Twyford Road, Eastleigh	6-26-U	The site is located in relatively close proximity to the town centre, and close to other residential development. The potential railway/aircraft noise are constraints on development as is the potential contamination of the site. The outstanding outline planning permission for residential development identifies that the site has previously been found to be suitable for redevelopment for residential uses. An employment re-use is also feasible.	The policy has positive social impacts through seeking to provide a new road crossing, new cycleway and footpath links to the town centre, mitigate off-site parking and not prejudicing future development. Noise impacts from the railway and airport are taken into account. It also seeks to address environmental impacts through recognising the local character which is to be reflected in the design.
E3 – land at Woodside Avenue, Eastleigh	6-27-U	The site is located within the built up area of Eastleigh and reasonably well related to services and facilities. There are a number of constraints on developing the site. However, there is also an outline planning permission which has previously established the suitability of the site for a mixed use redevelopment.	The policy has economic, social and environmental benefits through provision of employment land, provision of open space, retention of important trees and seeks to mitigate impact on biodiversity and limit impacts on new residents by setting development back from the road and mitigating for noise issues from the railway. New footpath and cycle ways encourage sustainable transport choices.
FO1 – Land off Hardings Lane and Winchester Road, Fair Oak	7-4-C 7-28-C	Parts of the site are elevated so could result in landscape impact and whilst ribbon development is present along Winchester Road the site is some distance from local facilities. Northern and western edges bordered by environmental designations. Hardings Lane unsuitable for access.	Criteria based policy requires enhancement and protection of SINC and main access from Winchester Road. Contributions to traffic improvements ease impact on local road network. Landscape impact could be addressed further.
FO2 – Land north of Mortimers lane, Fair Oak	7-8-C	The majority of the site is elevated and there are prominent views. Access improvements are required.	The policy seeks to limit the environmental impact of the site through allocation development to lower land in the south of the site.
FO4 – Land at Whitetree Farm, Fair Oak	7-15-C 7-17-C	This site contains the farmhouse and related structures and a field which is open in nature. There is potential for contaminated land within the site, there is potential for this to be remediated through development. A new access is	Social benefits are gained from the provision of a Parish Council Offices and compound. Environmental benefits are sought through remediation of any contamination.

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
		required.	
HE1 – Land west of Woodhouse Lane, Hedge End	9-3-C	This site adjoins an existing settlement and would support the existing centre. It has good connections to the railway stations at Botley and Hedge End. The road would need upgrading. A stream divides part of the site and there are mature hedgerows which provide good opportunities for green infrastructure delivery. Parts of the site are visually prominent.	The policy seeks to limit environmental impacts through the contributions to the Botley bypass and there are social and environmental benefits through provision of accommodation for elderly people, provision of community facilities and a primary school, open space and landscaping. Nature conservation interests along the stream corridor are to be enhanced.
HE2 – Land south of Foord Road and west of Dodwell lane, Hedge End	9-5-C 9-6-C 9-10-C 9-11-C	The site is well contained and there is mature planting on the sites boundary. The ground levels are lower than the surrounding area. There are potential noise issues due to the proximity of the site to the motorway and a new access is required.	The policy sets out the site constraints and the location of development. There may be some impact on nature conservation interests within the site. There are social benefits through provision of improved road links through the construction of the St Johns Road Dodwell lane link road and provision of open space
HE3 – Household Waste Recycling Centre, Shamblehurst Lane, Hedge End	9-1-U	Household waste recycling centre within the residential part of Hedge End. Existing uses on site would need to be relocated. Site well screened by trees, may be subject to contamination.	The policy requires trees bordering the site to be retained. The policy could make reference to possible contamination from previous use on site. Requires recycling centre to be replaced elsewhere.
HE7 – Land at Netley Firs, Kanes Hill, Hedge End	9-22-C	The site is well contained with existing access to the A27. Development is likely to have limited landscape impact and relationship to nearby residential properties will need to be carefully considered	The policy adequately addresses the environmental, social and economic issues by meeting the housing need for travelling showpeople. Screening of the site and the retention of trees mitigates against visual and noise impacts of surrounding uses.
HO1 – Land at Abbey Fruit Farm, Grange Road, Netley	10-6-C	The site is well contained and bounded by roads and rail and there are therefore noise issues. It is an existing employment site and horse riding school. It also adjoins a SINC and local nature reserve and there is a potential mineral deposit within the site.	The policy addresses mineral resource and economic impact. The policy retains employment supporting the local economy but there is the loss of a recreational facility. There are environmental benefits to the remediation of contaminated land. Addresses impact of noise from road and rail through landscaping. No reference to adjoining SINC. Provision of footbridge over railway and crossing point over Grange Road improves highway safety and improve sustainable travel options.
HO2 – Land at Former Netley court school, Victoria road,	10-1-U	The site is previously developed land and is centrally located. It is well served by public transport and is within a conservation area. There	No reference to the impact on biodiversity. The policy does give social, economic and environmental benefits through the restoration of a

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
Netley		are potential coastal management and biodiversity issues due to proximity to coast and European designated sites.	heritage asset and a positive contribution to the conservation area and supports the village. Residential care housing helps to meet the local housing need. Environmental impacts are limited through the restriction of building from coastal areas. A contribution towards coast protection works aids adaption to climate change.
WE1 – Land west of Horton Heath	7-24-C 7-25-C 7-29-C 7-33-C 7-34-C 11-4-C 11-5-C 11-6-C 11-35-C 11-39-C	This site adjoins areas to west of Horton Heath village which are generally flat or slightly undulating agricultural land, with mature trees and hedgerows north of Fir Tree Lane, along with under used public open space. The development is of sufficient scale to deliver community facilities, school and green infrastructure opportunities. A stream runs to the west of Chalcroft Farm. Chalcroft distribution park lies to the south a new link road would allow for intensification of employment uses here. The impact on the wider road network could be significant.	The policy addresses the social impacts by meeting the local need for community facilities through the provision of a district centre, primary and secondary school. Significant areas of public open space are provided throughout the site and enhancement of the watercourse for biodiversity benefits along with linear GI routes. Footpath and cycleway links and offsite highways contributions including a new link road will encourage use of sustainable transport and impact on local road network. Economic impacts are addressed by the expansion of Chalcroft Distribution Park.
WE2 – North of Barbe Baker Avenue, West End	11-18-C 11-17-C	The topography of the site could result in landscape impacts and there would be a loss of open space. Due to the elevated nature of the site noise from the motorway could be an issue. A new access is required.	The policy addresses environmental and social impact on site, loss of open space, noise from motorway which are limited through location of development to particular parts of the site to limit the impact on surrounding landscape and improvements in open space management and maintenance.
WE3 – Romill Close, West End	11-20-C	This site has a resolution to grant permission for housing but this has not been implemented.	The policy refers to site constraints such as noise from motorway. It is also partly within a conservation area and forms part of the narrow gap between West End and Southampton. Enhanced parking and turning of residents and pedestrian and cycle crossings over Mansbridge Road. Existing tree and woodland are retained to protect landscape settings.
WE4 – Coach depot Botley Road, West End	11-3-U	This site is currently in employment use and is adjacent to residential uses. It is not a positive contribution to the character of the area.	Economic impacts are limited through the requirement of relocation of other uses. Environmental benefits include landscaping planting and enhancement and contamination remediation.

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
WE5 –Moorgreen Hospital, Botley Road, Winchester	11-2-U 11-14-C 11-15-C 11-37-C	This site is accessible and well located to the village centre.	The policy has social and environmental benefits and enhancement of heritage asset through retention of workhouse buildings through the mix of housing, open space and space for a surgery extension if required. Site only released only if health care needs of the community can still be met. Loss of recycling facilities within the site prevented until alternative provision provided.
WE12 Pinewood Park, Kaneshill (Dumbleton Copse)	11-30-U	Residential development on a small part of the site is proposed to secure funding for the restoration and management of the rest of the area. Site is already a SINC and restoration of the copse would have biodiversity benefits.	The policy addresses the environmental, social and economic issues. Allows for Dumbleton Copse to be managed and brought back into community use.
EMPLOYMENT ALLOCATIONS			
BO5, Botley Mill	3-26-U	The mill at Botley is Grade II listed and is of considerable architectural and heritage interest and is important for Botley village and the conservation area. The mill is located in close proximity to Botley centre and to the River Hamble.	The policy provides for the retention and future use of this heritage asset whilst addressing the potential environmental and highway impacts on the River Hamble and A334 by improving pedestrian access to Botley Centre and improving highway safety. This would have positive economic and social benefits.
BU5 Riverside Boatyard, Blundell Lane, Bursledon	4-5-C	The site is constrained by its proximity to water; it is in flood zone 3 and has various environmental designations surrounding the site. It is also prominent within the landscape and is partly within a conservation area.	Policy is subject to the development management policies in the plan. Provides for public footpath links and enhancement of site of nature conservation value, setting of River Hamble and landscape impact.
CF3 Land at Steele Close, Chandler's Ford	5-3-U	The site is within flood zones 2 and 3. Significant noise disturbance from vehicular movements. Employment use may be suitable due to close proximity to strategic road network. A FRA is required.	The policy addresses environmental, social and economic impacts. Policy required no detrimental impact on air quality of the M3 and Leigh Road AQMA.
CF4 Land south of ASDA and east of Bournemouth Road, Chandler's Ford	5-8-C	The site is constrained by occupying an elevated location and forming part of a local gap. There is a high pressure gas main through the site and vehicular access would need to be improved. There is a SINC to the east of the site. The site could accommodate a modest scale of development for employment and there could be opportunities to improve	The policy addresses landscaping issues and any development would be subject to the development management policies in the plan. Cycleway contributions help to encourage sustainable transport choices.

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
		biodiversity.	
E6 Eastleigh Town Centre	N/A	N/A	The policy seeks to retain the retail function of the town centre which brings social benefits ensuring its vitality and viability. There is no reference to traffic congestion.
E7 urban renaissance quarter	N/A	N/A	The policy provides for social and health provision for Eastleigh but there is no recognition of highway and environmental impacts. High quality design is required
E9 and E10 Eastleigh River Side and development opportunities adjoining Eastleigh Riverside	6-10-C 6-11-C 6-13-C 6-32-C 6-33-C 6-34-C	Potential to contribute significantly to economic growth of the sub-region. Access is constrained.	The policy reflects the size of the site and its diverse characteristics and opportunities. It can make a contribution to the economic growth of the sub region. The policy reflects in part the significant highway issues but other policies cover this in more detail. Waste management uses and renewable energy are encouraged in this location. Environmental impacts are addressed as no impact should be had on the sensitive Itchen Valley designation.
E12 Southampton Airport	N/A	N/A	The policy states that any proposal must not unacceptable increase environmental impacts including noise on the boroughs residents and no adverse impact on the Itchen Valley. Airport expansion would support the sub regional economy.
FO5 Hammerley Farm, Anson Road, Horton Heath	7-33-U	The site already contains some employment uses in the redundant farm buildings that are poorly maintained. There is some potential for redevelopment and providing employment in new buildings could enhance the area. However there are concerns about viability.	The policy addresses the environmental, social and economic issues. Local employment supports the local economy and the enhancement of neighbouring heritage asset (Saxon Court)
HA2 Mercury Marina and Riverside camping and caravan park	8-3-C	The site is a sensitive location within the open countryside separating Bursledon from Hedge End and partly within the Old Bursledon conservation area. Site lies within flood zones 2 and 3, Blundell lane is also liable to flood. Achieving highway access may be problematic. The site nevertheless has some development potential for employment in association with the adjoining boatyard	The environmental sensitivity of the site is recognised. Outstanding design required in the conservation area and river Hamble Valley. SINC and shores subject to designation managed and enhanced and sequential approach to flood risk adopted across the site. Public slipway give access to recreation sailing opportunities.
HE4 – Land off Peewit Hill Close and Dodwell	9-6-C 9-7-C 4-21-C	Site is flat, open and lies adjacent to motorway so suffers from noise pollution and air quality issues	Policy provides for link road and requires landscape screening where site is visually exposed to motorway.

Policy Reference	SLAA Reference	Appraisal commentary (site)	Appraisal commentary (policy)
Lane		precluding any residential development. Could be required for St Johns link road.	High quality design as entrance to settlement in open location.
HE5 Land adjoining Botleigh Grange office Campus west of Woodhouse Lane, Hedge End	9-20-C	The site is close to a range of services and facilities, close to residential areas and well screened by trees. In principle it is suitable for employment although views to the south and a nature conservation designation to the north would have to be carefully considered.	The policy addresses the environmental, social and economic issues by providing local employment of high quality design which has regards to heritage asset. Enhancement of adjacent SINC.
HE6 Land at Netley Firs, Kanes Hill, Hedge End	9-22-C	The site is well contained with existing access to the A27. Development is likely to have limited landscape impact and relationship to nearby residential properties will need to be carefully considered	The policy addresses the environmental, social and economic issues by providing local employment and enhanced landscape screening.
WE6 Chalcroft Business Park, Burnetts Lane	11-40-C	Site currently occupies a rural location with poor road connections. The site is surrounded by a woodland belt designated as a site of importance for nature conservation. There are opportunities to both gain environment and vehicular improvements as well as extending the site and	The policy reflects the opportunity that proposed development to the north of the site presents in improvements for vehicular access and extension of site. Gives rise to opportunity to intensify the site. The policy references the SINC and the need to avoid adversely affecting it.
WE7 Land adjoining the Chalcroft Business Park	11-40-C	Area bounded by distribution park access road, railway line and Burnetts Lane. Mature trees border the site.	Provides for employment. Impact on neighbouring residential development addressed by landscape screening. New road link to Bubb Lane to address traffic impact.
WE9 Land at Ageas Bowl	11-32-C	Underused site enclosed by woodland. Potential impacts on landscape and SINC. There is significant opportunity due to proximity to Ageas Bowl and sporting facilities but cannot negatively impact on Ageas Bowl.	The requirement to open up culverted watercourse has a positive environmental impact. The potential impact on existing travel plans at the Ageas Bowl are recognised and there is potential conflict with the SINC where no adverse impact. Pedestrian access to telegraph woods provide for local GI.
WE8 Land west of Tollbar Way and south of Berrywood Business Park, Hedge End	11-9-C	The site is within the strategic gap and adjoins Berrywood business Village. There may be some potential for small scale employment use. Issue of flooding would need to be fully assessed and safeguards required regarding Moorgreen Meadows SSSI.	The policy provides for local employment opportunities and addresses landscape impact by requiring reinforcement of boundary hedgerows and a requirement for high quality design.

OPEN SPACE/ PUBLIC REALM			
BU6 Land at Long Lane Bursledon	4-9-C	Residential uses would not be appropriate for this site due to character of area and location. There is limited potential to improve access. Potential for public open space/ community uses.	Provides for new public open space to serve local residents. The potential highways impacts and recognition that the site is within a conservation area is not addressed in the policy however these issue will be dealt with under policy DM23 – transport and DM10 – heritage assets
E8 public realm improvements in and around Eastleigh town centre	N/A	N/A	The policy identifies the areas where environmental improvements will be sought to enhance the character of the town centre.
E13 Land south of M27 junction 5	6-19-C	Former school playing fields no longer in active use. Open location forming part of gap between Eastleigh and Southampton. Adjacent to the M27 motorway.	Policy suggests playing fields could meet potential loss of pitches at E1 (Stoneham Park)
E14 western extension to Lakeside Country Park	6-28-C	There is a high level of flood risk and significant biodiversity interest which may limit development potential could be suitable for open space needs.	The policy does not address the flood risk on the site however this will be dealt with under policy DM4 – flood risk. New cycle and footpath connections link to wider GI network.
HA3 – Hamble airfield	8-2-C	Large former airfield - the northern most part of the site forms part of the gap separating Hamble, Netley and Bursledon. Allocated in Minerals and Waste Plan for gravel extraction restored to countryside after use.	Policy sets out appropriate after uses to allow for minerals resource to be extracted.
HE10 Land at Kanes Hill, Hedge End	9-19-C	The site is well related to Hedge End and Thornhill but located within a vulnerable gap between Southampton and Hedge End so needs to be carefully designed. A geological study is required.	The policy fails to address the gap issue It requires a geological study to ensure there is no impact on soil quality. These issues will however be dealt with under policies S8 – Countryside and countryside gaps.
WE11 Land at Ageas Bowl and Tennis Centre	11-31-C	Already a significant sporting centre location within gap between Southampton and Hedge End is a notable constraint. Extant planning permission for hotel and sporting related activities	The policy fails to address potential impact on the SINC however this will be dealt with under policy DM9 – biodiversity. Social and community impacts are addressed by enhanced sporting facilities. Flood risk is minimised by requirement for SUDS within the site.
MIXED USE/ SPECIAL POLICY AREA			
BU7 Residential extensions and replacement dwellings, Old Bursledon conservation area	N/A	N/A	Policy seeks to protect the historic character of the area and will have environmental benefits
CF1, Central Precinct, Chandler's Ford	5-5-U	The existing buildings are of poor quality and considered suitable for development. Constraints on site	The policy addresses the social and economic impacts and retains retail services for the local community but

		include noise and air quality. There is opportunity for intensive and attractive development with retention of retail on the ground floor. Access to the commercial development at south east of site needs to be ensured. A development brief has been adopted.	does not reference flooding issues or impact on SINC. These will however be dealt with under policy DM9 – biodiversity and DM4 – Flood risk.
CF5 Land east of Stoneycroft Rise and south west of Chestnut Avenue	5-7-C	The site is constrained by visual impacts and erosion of gap, with a number of significant buildings. The site is in close proximity to community use. Development should not be above the tree line. Buffer planting offers opportunities to improve biodiversity habitats,	The policy addresses landscape and social impacts along with biodiversity impacts. Wider landscape impact addressed through buffer and cycle and footpath links provide for access. Operation parameters will be restricted to protect amenity of neighbouring uses. Replacement household recycling centre must be in place before loss.
E2 Land at Civic Offices and former magistrates court, Leigh Road, Eastleigh	6-7-U	The site is located in a built up area, accessible to services and the strategic road network. A range of uses are suitable – mixed use with residential on part, the developer would need to demonstrate there is no longer a requirement for employment. Constraints include, noise, air quality from motorway and setting of a listed building	Provides for employment uses. The policy does not address the flood risk in the south east corner of the site. Air and noise pollution are addressed through design and layout. Improvements required to setting of listed building.
E15 Aviary Estate	N/A	N/A	The policy in part addresses the heritage assets of the area but could encourage enhancement of the area.
FO3 Land at Scotland Close Fair Oak	7-12-C	There are a variety of ecological interests on the site, soft landscaping a prominent feature. Site includes constraints such as difficulties in access, topography and contamination. Further studies are required.	The policy addresses the significant issue of contaminated land and the requirement for further studies and remediation. Measures to improve the biodiversity corridor along the southern boundary are also suggested. The social and economic impacts are addressed however the highways constraints could be develop further.
WE10 Household Waste Recycling Centre, Botley Road	11-38-C	Site is wooded lying directly adjacent to M27 to the east. Road network can be congested on days when an event is taking place at the Ageas Bowl.	Provides for replacement facility. The policy party addresses traffic congestion by requiring parking and access to satisfaction of authority. Whilst there will be some loss of trees, requires as many trees as possible be retained and their future management agreed.
TRANSPORT			
BI3 Riverside road junction, Bishopstoke	N/A	N/A	The policy addresses in part the improvements required to relieve peak hour traffic congestion on the Bishopstoke Road corridor. Other

			<p>policies include further improvements.</p> <p>Junction will remain near to capacity during the evening peak even with improvements.</p>
BO3 Botley Bypass	N/A	N/A	<p>There a significant transport related issues that can be addressed through provision of Botley Bypass. This policy reserves the route of the Botley Bypass. Economic, environmental and safety benefits are likely, although there are some environmental drawbacks in relation to biodiversity.</p>
BO4 Junction improvements Botley Road/Bubb Lane roundabout (Denhams Corner)	N/A	N/A	<p>Whilst the Denham's Corner roundabout capacity can be increased its capacity may exceeded if the Botley bypass is built. The introduction of a mini-roundabout in Botley centre is like to have environmental impacts.</p>
BU4 Sundays Hill Bypass	N/A	N/A	<p>Provides mitigation for the impact of development in surrounding area. Will result in loss of woodland which would need to be replaced or mitigated against.</p>
E11 Junction Improvements Eastleigh	N/A	N/A	<p>Junction improvements on Bishopstoke Road will require widening of existing bridge to east of Chickenhall Lane.</p>
FO6 Junction improvements Fair Oak	N/A	N/A	<p>Measures to restrict traffic along Fir Tree Lane and Blind Lane have not yet been identified.</p>
HA1 Railway station parking Hamble	N/A	N/A	<p>Sustainable transport choices improved by providing better access to the station</p>
HE8 Dodwell Lane to St Johns Road Link	N/A	N/A	<p>Reduces rat-running on local roads improving road safety. Includes footpath and cycle route to aid sustainable transport choices.</p>
HE9 St Johns Road, West End Junction	N/A	N/A	<p>Measures proposed hep address capacity at junction at peak times.</p>
HE10 Hedge End Station	N/A	N/A	<p>Policy allows for increased capacity and improvements to amenity at the station whilst supporting sustainable transport choices</p>

APPENDIX VII – SEQUENTIAL / EXCEPTIONS TEST (FLOOD RISK)

N.B. This section has been added since March 2014.

Introduction

Listed are those proposed site allocations where the developable area will include areas wholly or partly affected by flood risk (i.e. flood zones 2 or 3), and hence require a 'Sequential Test', taking into account the nature of the flood risk²⁵ and the vulnerability of the proposed use. Some sites – see Table 1 – that pass the sequential test are then passed through the 'Exceptions Test'.

Flood risk vulnerability and flood zone 'compatibility'

	Essential infrastructure	Highly vulnerable development	More vulnerable development	Less vulnerable development	Water compatible development
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a	Exception Test required	x	Exception Test required	✓	✓
Zone 3b	Exception Test required	x	x	x	✓

Sequential / Exceptions test findings

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

Flood Risk:

A very small part of the site lies within Flood Zone 2, defined by the NPPF as being at a medium risk of flooding. With residential uses proposed the development type is 'More Vulnerable'.

Site characteristics

9.2 hectares – currently used for grazing as well as accommodating some housing

Overview

The site is currently grazing land with significant tree coverage with a number of dwellings located in the eastern part of the site. A site of this size in this location would make a useful contribute to the borough's housing land supply.

Sequential Test

This site would make a valuable contribution to housing land supply in this part of the borough. Whilst technically the site boundary does encompass a small part of flood zone 2 in the eastern part of the site; in allocating the site the assumption was made that there would be **no** development in this area at risk of flooding adjoining Blundell Lane. This requirement is set out in policy BU2 (vi). The development capacity of the site has been calculated accordingly. Any planning application would have to meet this requirement and development would not be permitted in the flood zone.

Conclusion

It is considered given that no development will be permitted in the part of site at risk of flooding that this would enable the development to be delivered without an impact on flood risk as no development will take place in the flood zone. Based on this the proposed allocation passes the Sequential Test.

Policy CF3 Land at Steel Close Chandlers Ford

Flood Risk

The site lies within Flood Zone 3, defined by the NPPF as being at high risk of flooding. With employment uses proposed the development type is 'Less Vulnerable'.

Site characteristics

²⁵ Flood risk has been established using up-to date flood modelling, including that undertaken as part of the PUSH SFRA (2007) and that subsequently undertaken by the Environment Agency.

1.3 hectares - brownfield site currently in employment use

Overview

The site is currently in employment use and provides for a small scale employment uses immediately adjacent to motorway road network as identified in the Employment Land Review.

Sequential Test

Aspiration of the Hampshire Fire and Rescue service to relocate the fire station and offices to the main HQ off Leigh Road means this site will be available for development within the plan period. Given the size of the site and the close proximity to the strategic road network and to the Eastleigh town the site would provide a valuable contribution to employment land supply in this part of the borough. Furthermore the site is unlikely to be acceptable for residential development given the significant noise disturbance from traffic movements. In allocating the site the assumption was made that the application of the sequential approach and flood risk assessment would result in the location of low risk uses such as open space or car parking in the highest risk parts of the site, the setting back of buildings from the watercourse and lowering the bank of the watercourse to provide a flood storage area. The development capacity of the site has been calculated accordingly. Any planning application would have to be accompanied by a detailed Flood Risk Assessment. It is therefore considered that flood risk can be managed on this site through flood resistant/resilient design.

Conclusion

It is considered that the measures outlined above are feasible and would enable the development to be delivered. There are no alternative available sites at lesser risk of flooding in the borough. Based on this the proposed allocation passes the Sequential Test.

Policy WE8 Land west of Tollbar way, West End

Flood Risk

Part of the site lies within Flood Zones 2 and 3, defined by the NPPF as being at medium to high risk of flooding. With employment uses proposed the development type is 'Less Vulnerable'.

Site characteristics

0.8 hectares – greenfield site adjacent to existing employment site

Overview

The site is adjacent to an existing employment site and provides for an extension to allow for small scale employment uses as identified in the Employment Land Review.

Sequential Test

Given the size of the site and its location adjacent to an existing employment site at Berrywood Farm the site would provide a valuable contribution to employment land supply in this part of the borough. It could help to meet the needs of small local employers and those seeking to work locally through the small extension of an existing employment site. The site lies close to the strategic road network and close to proposed housing allocations. Other suitable locations for small scale employment uses in this part of the borough, particularly with the advantage of adjacent established employment uses are not available. In allocating the site the assumption was made that the application of the sequential approach and flood risk assessment would result in the location of low risk uses in the highest risk parts of the site. Any planning application would have to be accompanied by a detailed Flood Risk Assessment. It is therefore considered that flood risk can be managed on this site through flood resistant/resilient design.

Conclusion

It is considered that the measures outlined above are feasible and would enable the development to be delivered. There are no alternative available sites at lesser risk of flooding in the borough. Based on this the proposed allocation passes the Sequential Test.

Policy CF2 Land at Common Road Industrial Estate, Chandlers Ford

Flood Risk

This site lies partly within Flood Zone 3, defined by the National Planning Policy Framework (NPPF) as being at a high risk of flooding. The site also includes a culverted section of the Monks Brook. As the proposed use is residential it is classified as 'more vulnerable.'

Site characteristics

0.8 hectares currently in employment use – proposals would allow for residential development.

Sequential test

The site comprises a number of industrial premises which sit uncomfortably with surrounding residential

development. Its redevelopment for residential purposes would provide a contribution towards housing needs in the community and would improve the amenity for surrounding residential occupiers. The scale of development proposed is very small. This is therefore considered a sustainable residential proposal for the Chandlers Ford area where the number of brownfield sites suitable for residential development is limited and there are no suitable alternatives to the allocation. Based on this the proposed allocation passes the Sequential Test.

Exception Test

Because of the location of the site within a residential area closely surrounded by dwellings, economically viable options for alternative uses less vulnerable to flooding are very limited. It is considered that flood risk can be managed by applying on site measures that would be detailed through a flood risk assessment including a site specific sequential approach. Areas at risk of current and future flooding can be kept free of any development to maintain flood conveyance and storage, and ensure that development is safe from flooding. The course of the culvert can be accurately identified to inform the site layout and a buffer can be kept free of any obstructions that could hinder access to the culvert. The potential to de-culvert the watercourse can also be considered. Details of a full surface water drainage system incorporating sustainable drainage must be provided within the required Flood Risk Assessment that would accompany any planning application submitted for the site. It is anticipated that through design and flood resistance and resilience methods planned into a development the Exception Test can be met. This could include sleeping accommodation at first floor level and flood resilient construction. With such methods incorporated and identified in any detailed Flood Risk Assessment (which would have to accompany a planning application) an appropriate, deliverable and safe development can be achieved on this site. The capacity of the site has been estimated having regard to the need for measures to address flood risk.

Conclusion

The small scale of development proposed on the site, along with the site specific sequential test and the potential for design, layout, landscape and resilience measures is such that it should be considered appropriate for residential development when balanced with the wider objectives of the NPPF and the Local Plan.

Policy HA2 Mercury Marina and Riverside Camping and caravan site

Flood Risk

Part of the site lies in flood zone 2 and 3 defined by the Environment Agency Flood Map as having a medium to high probability of flooding. The current sea level is 3.0mAOD which is likely to increase to 3.5mAOD and 4.1mAOD for the years 2070 and 2115 respectively. This increase is shown in the PUSH SFRA climate change flood outline which indicates the extent of Flood Zone 3 further inland by 2115. With the site allocated for marina uses, parking/boat storage these development types are 'water compatible'. The policy also allocates the site for holiday/hotel accommodation which is considered a 'more vulnerable' use.

Site characteristics

The site includes a large area of car parking/boat storage, marina facilities and a cluster of poorly maintained buildings towards the northern edge of the site which house a variety of marine related businesses. Redevelopment of the site could replace and/or improve the management of some of these buildings.

Sequential test

It is recognised that part of the site is in a poor state of repair with buildings which would appear to be coming to the end of their life. The redevelopment of these buildings for marine related employment uses is appropriate in an area important for marine industries and recreational sailing. Holiday accommodation would be closely linked to the sailing and marine uses in this area and therefore needs to be located adjacent to the river. There is a need for holiday accommodation to support the marine industries and recreational sailing in this area. Most locations adjacent to the river are at some risk from flooding. An alternative green field site to the north off Blundell Lane, Bursledon was considered for the hotel use but does not have the requisite close relationship to the parts of the river navigable by visiting yachts, and also provides a poor environment because of its proximity to the motorway. The proposed site is available, is already partly in holiday use and has an excellent and established relationship with a marina. There are no alternative sites that have these characteristics.

Exception Test

It is considered that flood risk can be managed by applying on site measures i.e. the site specific sequential approach. Areas at risk of current and future flooding can be kept free of any development to maintain flood conveyance and storage, and ensure that development is safe from flooding especially since the proposal

includes a number of water compatible uses. Design and resilience measures should be carefully considered as part of any planning application along with the submission of a detailed flood risk assessment.

Conclusion

Given the need to bring back into use and repair a number of buildings within the site, along with the water compatible uses and the importance of marinas and recreational sailing in this location it is considered that the mix of uses on this site when the site specific sequential test and design and resilience measures are applied is acceptable when balanced with the wider objectives of the NPPF and the Local Plan.

Policy WE1 Land west of Horton Heath

Flood Risk

The majority of the proposed development site is located within Flood Zone 1 defined by the NPPF and NPPG as having a low probability of flooding. However Flood Zone 3, with the highest probability of flooding partly falls within the site outline adjoining part of Chalcroft Farm. The site is allocated for a mix of uses including residential, school, employment, local facilities such as shops, community halls and open space and sports facilities falling into a range of vulnerability classifications. There are several ordinary watercourses located throughout the site to which there should be regard and consultation with the County Council.

Sequential test

The Sustainability Appraisal considered a range of alternative spatial strategy options to accommodate the required quantum of growth for the borough. This site formed part of one of these options (option E) included in this assessment. The Council chose Option E as its preferred spatial strategy when assessed against the reasonable alternatives. The reasons include the provision of new employment and community facilities at Horton Heath and the provision of locally needed transport infrastructure.

Exception test

Given the scale of the development proposed and the size of the site it would be feasible to ensure that all residential properties, school and other community/employment uses are located away the part of the site within flood zone 3. Master-planning has indicated that the small part of the site which lies in flood zone 3 is likely to be used as public open space.

Conclusion

Given the overall size of the site and small part at risk from flooding it would be feasible to apply the site specific sequential test it would therefore be considered appropriate for mixed use development when balanced with the wider objectives of the NPPF and the Local Plan.

Conclusion

With the exception of a very small number of sites the council has been able to allocate the vast majority of development in Flood Zone 1. Of those sites allocated for development on land in Flood Zones 2 and 3 this document has demonstrated that the Sequential and Exception Test approach outlined in the NPPF and NPPG has been undertaken and met. It has shown that the development type/scale to be allocated can, in principle, be delivered appropriately in relation to flood risk. Detailed Flood Risk Assessments will remain a necessary and important part of the planning application process for all these sites.