

Eastleigh Borough Local Plan 2011-2029

Statement of Consultations February 2014

Appendices Volume 1

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STATEMENT OF COMMUNITY INVOLVEMENT CONSULTEES AND CONSULTATION LETTER

Emails			
First Name	Surname	Position	company
	Richard		Hargreaves Developments Limited
			Rapleys
			Mobile Operators Association
A J	Nairn		Chilworth Parish Council
Adam	Pyrke		Colliers CRE
Alexandra	Munday	Associate	Cluttons LLP
Alison	Wood	Policy Planner	Southern Planning Practice Ltd
Anne	Collins	Parish Clerk	Durley Parish Council
Bob	Sellwood		Sellwood Planning
Brendan	Gibbs	Clerk	Hamble-le-Rice Parish Council
Bryan	Jezeph		Bryan Jezeph Consultancy
Carly	Grainger	Clerk	Allbrook & North Boyatt Parish Council
Carole	Le-Marechal	Programme & Performance Manager	South Central Strategic Health Authority
Cheryl	Gosling	Clerk	Fair Oak & Horton Heath Parish Council
Chris	Huhne		House of Commons
Councillor Jane	O'Sullivan		
Damien	Holdstock	Consultant Town Planner	AMEC Environment & Infrastructure UK Limited
Daniel	Wiseman		
Danny	Stupple		
David	Sage		
David	Edwards	Senior Strategic Planning Manager	Taylor Wimpey Strategic Land
David	Wrighton		Churches Together Chandler's Ford
David	Lander		Boyer Planning Limited
David	Lowin		White Young Green Planning
Deb	Roberts	Technical Support Officer	The Coal Authority
Debra	Harrison	Planner	CSJ Planning Consultants Ltd
Diane	Andrewes		Eastleigh Southern Parishes Older Persons Forum and...
Diane	Bowyer	Researcher	DPDS Consulting Group
Dorothy	Walker		
Dr. Pauline	Holmes	Senior Planning Officer	Hampshire and Isle of Wight Wildlife Trust
E	Manship		Owlesbury Parish Council
E A	Simms		Mortimers Lane Action Group
E J	Tuffin		The Portswood Gospel Hall Trust
Ellie	Dickson	People Engagement Officer	Woodland Trust
Fred	Andress		Churchill Retirement Living Lt

Emails			
First Name	Surname	Position	company
Ginny	Hall		Mobile Operations Association c/o Mono Consultants
Giuseppe	Zanre	Planning Director	David Wilson Homes Southern
Graham	Smith	Planning Policy Manager	Test Valley Borough Council
Helen	Pearce	Planning & Sustainability	Southampton City Council
Ian	Lawson		Hampshire County Council
Ian	Cozens	Fuel Systems Division Technician	Eaton Aerospace Ltd
J A	Ayre	Clerk	Otterbourne Parish Council
Jackie	McGovern		BNP Paribas Real Estate
Jacqueline	Mulliner	Technical Director	Terence O'Rourke
Jagjit	Mandair	Primary Care Projects Facilitator	NHS Hampshire
James	Shelley		CB Richard Ellis
James	Stevens		
Janet	Morgan	Clerk	Botley Parish Council
Jenny	Whittle	Clerk	Bursledon Parish Council
Jimmy	Chestnutt	Chief Executive	Southampton and Fareham Chamber of Commerce and Industry
John	Brooks		Hursley Parish Council
John	Elliott		Winchester & Eastleigh Healthcare NHS Trust
Justin	Gartland		Nathaniel Lichfield and Partners
Keith	Best	Clerk to the Parish Council	Colden Common Parish Council
Kevin	Glyn-Davies	Clerk	Hedge End Town Council
Kristine	Salomon-Olsen	Head of Policy	Hampshire Chamber of Commerce
Lara	Beechey	General Manager	Holiday Inn Southampton-Eastleigh
Laura	Graham	Planning Consultant	Alliance Environment and Planning Ltd
Laura	Ross		Stewart Ross Associates
Laura	Cooke	Clerk	West End Parish Council
Laura	James	Energy Advisor and Project Coordinator	The Environment Centre (tEC)
Mark	Luken		The Luken Beck Partnership Ltd
Mark	Sennitt		Orchard Homes Ltd
Mark	Oliver		G L Hearn
Mark	Budden	Senior Director	C B Richard Ellis - South Central Region
Martin	Hawthorne		White Young Green Planning
Martin	Small	Spatial Planning Advisor	English Heritage
Mr & Mrs	Roberts		
Natasha	Hart	Senior Project Manager	Radian Housing
Nicholas	Reid		
Nick	Wilcox	Commercial Support Manager	South West Trains Ltd
Nicki	Oliver		Wickham Parish Council
Peter	Keenan	Senior Consultant	Roger Tym and Partners
Peter	Court	Associate Director Strategic Land	Bovis Homes Ltd

Emails			
First Name	Surname	Position	company
Peter	Storey	Clerk	Bishopstoke Parish Council
R W	Price		Connell Land & Planning
Rachael	Bust		The Coal Authority
Richard	Allen	Head of Safeguarding	BAA Group Airport Planning
Rose	Morton	Chief Executive	Citizens Advice Bureau
Rose	Freeman	Planning Assistant	The Theatres Trust
Steve	Austin	Town Planning Team	Network Rail
Steve	Lees	Head of Planning Policy & Transport	Test Valley Borough Council
Steve	Mursell	Clerk	Chandler's Ford Parish Council
Sue	Hobbs	Clerk	Hound Parish Council
Sunita	Aujla	Regional Development Manager	Downland Housing Association: Affinity Sutton Grou
T	Farthing		
Tim	Jenkinson		

Letters			
First Name	Surname	Position	company
Beverley	Green		Litman & Robson
Mike	Adams		Adams Hendry
Christine	McNulty		Humberts Planning
Derek	White		RMC UK Ltd
Graham	Bell		The Bell Cornwall Partnership
Paul	White		Miller Hughes Associates Ltd
			British Gas (Southern)
		Director of Children's Services	Hampshire County Council
			Baker Associates
			Broadway Malyan Planning
			Canford Cliffs Architects
Liz	Mason	Associate Director	CB Richard Ellis Limited
Andy	Evans		Miller Strategic Land
Duncan	Bennett		CgMs Consulting
			Dialogue
			Development Planning Partnership
			Dreweatt Neate
Rebecca	Maxwell		Drivers Jonas
			Gentle Associates Ltd
David	Staniland		George Wimpey Southern Limited
Scott	Chamberlin	Strategic Planning Direct	Gleeson Homes Limited
Mark	Exford		Goadsby and Harding Commercial
			James Barr Consultants
Angela	Turner		Jones Day

Letters			
First Name	Surname	Position	company
James	Owens		King Sturge
			Levvel
			Nigel Hecks
Clare	Bailey		Peacock and Smith
			Peter Brett Associates
Alex	Child		Planning Bureau Ltd
			Prides
			Shire Consulting
Chris	Corcoran		Southern Planning Practice
Tracy-Ann	Scanlan		Tetlow King Planning
			Tony Thorpe Associates
Steven	Brown		Woolf Bond Planning LLP
A	Collins		Upham Parish Council
Alan	Cox		Churches Together in Eastleigh
Richard	Kenchington	Footpath Secretary	Eastleigh Group of the Ramblers' Association
Derrick	Smithers		Age Concern
D M	Raddon		Age Concern Fair Oak
S	Sthankiya		Asian Welfare and Cultural Association
Jean	Bradlow	Director of Public Health	Hampshire Primary Care Trust
Heather	Clay		The Showmen's Guild of Great Britain
G H	Paisley	Planner, Network Developm	Scottish and Southern Energy plc
Bob	Douglas	(Water and Sewerage)	Southern Water
Chris	Kneale	Corporate Planning Manager	Southern Water
Chris	Snarr	Development Plans Section	Planning Inspectorate
A F	Phillips		BWNRA
Pauline	Rhodes		Fryern Residents Association
Rolf	Hawkins	Director of Property	Winchester Diocesan Board of Finance
Councillor Keith	House		
David	Ames		David Ames Associates
			Forestry Commission
		Area Planning Liaison Manager	The Environment Agency
Paul	Rollison	Head of Transport & Retail Services	One Community
Sara	Sawyer		First Wessex Housing Group
David	Sims	Development Analyst	Southern Water
Nicky	Hirst	Public Affairs Officer	Southampton & Fareham Chamber of Commerce & Indust
Eddie	Hill		Hamble Parking Group
Gareth	Cruddace	Chief Executive	Hampshire Primary Care Trust Headquarters
Nick	Davis		
Sam	Stone	Land Manager	Miller Homes Limited - Southern Region
Daniel	Wiseman	Planner	Turley Associates

Letters			
First Name	Surname	Position	company
Sarah	Hamilton-Foyn		Pegasus Planning Group
			Southern Electric
Graham	Ashworth	Head of Planning Policy	New Forest District Council
Chris	Benham	Assistant Planner	Strutt & Parker
Doreen	Matthews	Clerk	Ampfield Parish Council
Doug	Barrow	Principle Surveyor	Hampshire Constabulary
David	Rumble	Biodiversity Information Manager	Hampshire & Isle of Wight Wildlife Trust
Alex	King	Assistant Planner	Southern Planning Practice Ltd
Kenneth	Deacon		
Phil	Hull	Planning Director	RPS
Christine	Jackson	Area Director of Public Health (SW)	Hampshire Primary Care Trust
Mark	Fisher	Facility Development Manager	The Lawn Tennis Association
			DPP
Gemma	Grimes	Planning Advisor	The British Wind Energy Association
Mike	Smith	Town Planning Technician SE	Network Rail
A J	Fagg		



Regeneration and Planning Policy

«First_Name» «Surname»
«Position»
«company»
«address1»
«address2»
«address3»
«address4»
«Town»
«County» «Postcode»

Our Ref: S3/LDF
Your Ref:
Contact: Cliff Bowden
Direct Dial: 023 8068 8840
Direct Fax: 023 8068 8418
E-mail: Cliff.bowden@eastleigh.gov.uk

24 June 2009

Dear «dear»

DRAFT REVISED STATEMENT OF COMMUNITY INVOLVEMENT CONSULTATION

The Council's Cabinet approved a draft revised Statement of Community Involvement for consultation at its meeting of 18 June 2009. The document can be found on the Council's web-site at www.eastleigh.gov.uk/ebc-1465

Please either e-mail any comments to localplan@eastleigh.gov.uk or write to Cliff Bowden at the above address. Please ensure that we have your comments by no later than Friday 7 August 2009.

Should you require a hard copy of the document please contact Janice Bayliss on 023 8068 8252 or email her at Janice.bayliss@eastleigh.gov.uk

If this letter has not been correctly addressed would you please let us have the correct details so that we can amend our consultation data-base. I note that I don't have an e-mail address for you. Consulting electronically enables us to operate far more efficiently than by letter. I should be grateful if you could provide me with an e-mail address which you are happy for me to use for the purposes of consultation.

Yours «yours»

CLIFF BOWDEN
Senior Policy Planner
for the Head of Regeneration and Planning Policy

REVISED STATEMENT OF COMMUNITY INVOLVEMENT 2009 – REPRESENTATIONS AND RESPONSES

Responses to Draft SCI - Aug 2009

<i>First Name</i>	<i>Surname</i>	<i>company</i>	<i>Response</i>	<i>Officer Comments</i>
Rachael	Bust	The Coal Authority	No comments.	Make no changes.
Chris	Huhne	House of Commons	Pleased to see EBC involved.	Make no change.
Ken	Dufton	One Community	Seems to build well on previous statement and cover everything necessary. Need to delete Eastleigh and Test Valley and Hampshire PCT and replace with NHS	Agree. Recommend delete from Appendix 2, reference to Eastleigh and Test Valley PCT and Hampshire PCT. Replace with NHS
Hampshire.				
Rose	Freeman	The Theatres Trust	A paragraph in section 5 should contain contact details for community members and organisations to apply to join the LDF database. The Theatres Trust should be listed in Appendix 2 because they are a statutory consultee for all planning applications for theatres, including buildings converted for theatre use.	Agree. Recommend addition of the Theatres Trust to the bodies listed in Appendix 2 and insertion of suitable contact details for people who want to be added to the database of consultees.
Charlotte	Barrett	Highways Agency	No comments.	Make no changes.
Richard	Kennington	Eastleigh Group of the Ramblers' Association	We should refer in paragraph 9.4 to the fact that proposals affecting a right of way must be advertised on site and in a local paper. We ought to reflect in the document the fact that consultation with the Association on such proposals takes place about once a month.	There are numerous statutory requirements for the Council to consult specific bodies, including the Ramblers' Association. However the purpose of the SCI is not to list all of these, but to make it clear how the Council will undertake the more discretionary elements of community involvement. As a reflection of the fact that statutory consultations with the Ramblers' Association take place fairly regularly it is recommended that they be added to the list of statutory consultees. This is not an exhaustive list.

Kristine	Salomon-Olsen	Southampton & Fareham Chamber of Commerce & Industry	They are pleased to see their inclusion in the list of consultees.	Make no change.
Holly	Niner	Natural England	Suggests that we add the River Hamble Harbour Authority to the list of consultees and any known key local nature conservation group such as a relevant natural history group or bat/badger group.	Agree to include River Hamble Harbour Authority and the Woodlands Trust to list of
Gemma	Grimes	The British Wind Energy Association	Draws attention to the requirements of government policy and it recommends that we refer to, "The South West Public Engagement Protocol for Wind Energy" which is endorsed by the South West branches of the LGA and the RTP. Makes no specific suggestions for changes to the SCI.	The protocol is noted. Recommend no changes.
Graham	Smith	Test Valley Borough Council	No formal comments except to note we have omitted Valley Park Parish Council from the list in Appendix 2.	Recommend that we add reference to Valley Park parish council to Appendix 2.
Natasha	Hart	Radian Housing	No comments.	Make no changes.
Robert	Tutton		No comments.	Make no changes.
Brendan	Maher	EWS	No comments.	Make no changes.
Ian	Lawson	Hampshire County Council	No Comments.	Make no changes.
Alex	Chapman	Terence O'Rourke	In para 9.3 developers need further guidance on what pre-application community engagement the Council will expect. It would be useful to specify at which thresholds they expect particular types of community engagement to provide developers with some certainty. Reference should be made in Section 9 to the Council's approach to charging for pre-application meetings.	Recommend the following additional text: "Applicants and their agents are encouraged to enter into pre-application discussions. No fee is charged for these discussions. The Council's approach to addressing developers' responsibilities to undertake community involvement is for the applicant/agent to agree a comments sheets and analysis.
David	Sims	Southern Water	Southern Water wish to be notified of planning applications that could affect their assets and provision of water and wastewater services including development:- a) adjacent to Southern Water assets or on a site that has sewers or water mains crossing it. B) which could affect access to water and wastewater assets or the quality and potential yield of water resources. C) which could increase effluent discharge to sewers. Southern	The Council undertakes consultation with a number of organisations, many of which are not statutory consultees. The circumstances under which these consultations take place are agreed between the Council and individual consultees and they are subject to negotiation and change at short notice. To retain this flexibility it is considered inappropriate to list all the

Water welcome consultation on major planning applications that increase the demand for water and wastewater services.

circumstances under which these bodies are currently consulted, however it is recommended that a list of these organisations should be included at Appendix 2.

20 August 2009

CONSULTEES FOR THE AREA ACTION PLANS

EASTLEIGH TOWN CENTRE AAP

Town Centre query			
First Name	Surname	Position	company
Peter Oliver	Dickens		
Seyed Ali Orazani	Shojaei		
Neil Brian	Ackerman		
Lee	Ackerman		
Peter Richard	Delbridge		
Michael Simon	Delbridge		
Claire Elizabeth	Lainson		
Lee Malcolm	Lovell		
Amanda	Vines		
Sau Chung	Wong		
Sukhdev & Angela	Raj		
Michael Oliver	Bell		
Simon	Kaufman		
Arthur Abraham	Zonszajn		
Eleanor Betty	Hann		
Keith & Ann	Colbourne		
Warren Richard	Colbourne		
Jennifer Joanna	Allen		
Ramazan	Cinar		
Derek & Ian	Alexander and Engel		
Alfred	Lawson		
Anne	Abrahams		
Ranjit, Gurdeep & Makhan	Singh Gill		
Derrick	Cowley		
Dennis & Sandra	Cowx and Happle		
Amanda	Brooks		
Norman & Harvey	Bard		
Jitendra Amritlal	Pabari		
Harry	Ree		
Richard & Margaret	Clough		
Simon Jonathon	Field		
Nirmal Singh	Sahota		
Wendy Daphne	Rock		
Ann-Marie	Mead		
Nicholas James	Rogers		

Town Centre query			
First Name	Surname	Position	company
John Richard	Cosgrove		
Singh	Kathuria		
David Robert	Evans		
Robert	Evans		
David	Allen		
E	Moss		
		The Manager	
Rachel	Allen		
Susan	Harrington		
		The Manager	99p Store
Jackie	Medley		A H Rogers & Son
		The Manager	A Plan
		The Manager	Abbey
		The Manager	Accessorize
			Admiral Taverns
Phil	Watson		AIM Independent Limited
Richard	Davies		All Saints C of E Church
		The Manager	Alliance Pharmacy
		The Manager	Apex
		The Manager	Argos
			Arkenstone Estates
			ATS Euromaster Ltd
		The Manager	Barber's Salon
			Barclays Bank plc
J	Pabari		Bassett Watch
		The Manager	Bath Travel
			Bath Travel Service Limited
Paul	Harvey	The Manager	Bernard Chill & Axtell Solicitors
		The Manager	Bet Fred
			Bewise Limited
		The Manager	Blockbusters
			Blubeckers Limited
		The Manager	Bon Marche
Jane	Powell		Boots The Chemist (for Eastleigh Town Centre Partn
Tim	Burn		Boswells Light Snacks
			Brandwin
			Brenhaul Commercial Services Ltd
Dawn	Bradbeer	Assistant Manager	British Heart Foundation
			Briton House Properties
Gary	Collins		Burton Menswear
			C.F.C's Ltd

Town Centre query			
First Name	Surname	Position	company
		The Manager	Card Factory
		The Manager	Centre Security
		The Manager	Chamberlayne Arms
A	Illman		Charlie Girl Hair Studios
			Chickenhall Service Station
		The Manager	Childrens Hospice Shop
Sylvia	Alsaad	Principal	Chilworth Financial Management
		The Manager	Choices Sandwiches
		The Manager	Churchill's
Roger	Sleigh	Secretary	Churchill's Social Club
			CJC
		The Manager	Claire's Accessories
		The Manager	Clarks
		The Manager	Clintons
Michael	Jehan	Managing Director	Collective Purchasing Ltd
D	Smith	Company Secretary	Composite Limited
Colin	Bull		Connells
		The Manager	Consul Suncentre
R	Jones	The Manager	Co-operative Funeralcare
		The Manager	Corals
Robin	Arkle		Costa Coffee
		The Manager	Crazy Fruits
		The Manager	Crazy Hogs (Tattoo Parlour)
Gloria	Ochyra		CRY Charity Shop
Michelle	Steadman		Curves
Phillip	Davis	Managing Director	Danewood Limited
		The Manager	Daniel
			David Evans
David	Mellor		David Mellor - Jewellers
			De Rijke Transport Warehousing UK Ltd
Robert and Elizabeth	Davidson		Denton & Co Trustees
S	Nandha		Devi Investments Limited
		The Manager	Dolland and Aitchinson
		The Manager	Dorothy Perkins
			E J Tomes (Opticians)
C	Summerfield		Early Learning Centre
D	Bell		Earnshaw Engineering Ltd
		The Manager	Eastleigh & District Irish Club
	Poole		Eastleigh Baptist Church
Christopher	Harvey	Church Secretary	Eastleigh Baptist Church
Linda	Mandley	Administrator	Eastleigh Baptist Church

Town Centre query			
First Name	Surname	Position	company
		The Curator	Eastleigh Museum
Lisa	Tyson		Eastleigh Police Station
Caroline	Cole		Eastleigh Railway Institute
			Eastleigh Rugby Club
Steve	Darley		Eastleigh Sewing Centre
Jill	Dreyer		Eastleigh Shopmobility
		The Minister	Elim Pentecostal Church
		The Manager	Enfield Property Services Ltd
Melanie	Waters		Enham - Mount Industries
			Enterprise Inns PLC
S	Barnett	The Manager	Ernest Jones
		The Manager	Evans
			Farcastle Limited
		The Manager	First Choice
Dee	Buffone	Swan Centre Management	First Floor
		The Manager	Fleming Park Leisure Centre
		The Manager	Fox & Sons
			G W Martin & Co Ltd
		The Manager	Game
		The Manager	Gammon Bell & Co
		The Manager	Glass & Windows Centre
Zoe	Golding		Global Rock Challenge
			Go Kartin for Fun
		The Manager	Good Companions Public House
Sue	Raymond	Manager	Goodwillie & Corcoran
			Grademeet
Graham	High	Managing Director	Graham High Group Ltd
		The Manager	Grantham Arms Public House
		The Manager	Grantham Martin & Co
		The Manager	Greggs
Mark Warren	Roberts		Griffins
C	Kaufman		H R Supplies Limited
Bill	Gray	The Manager	H S B C
		The Manager	H Samuel
			H Young Transport Ltd
		The Manager	Hair 2K
		The Manager	Halifax Building Soceity
			Hampshire Constabulary
Stuart	Jarvis	Director of Economy, Transport and Environment	Hampshire County Council
			Hampshire Investments
			Hants & Dorset Paint

Town Centre query			
First Name	Surname	Position	company
		The Manager	Hedley Visick & Co
Jasmine	Bills	The Manager	Help the Aged
		The Manager	Hi-Style
			Hi-Tech Surface Treatments Ltd
Lara	Beechey	General Manager	Holiday Inn Southampton-Eastleigh
		The Manager	Holland and Barrett
Michael	Dennehy		Holy Cross R C Church
Mary	Diaper	Scheme Manager	Home-Start Eastleigh
Ash	Patel		Iceland
			Iceland Frozen Foods PLC
Colin	White		Imperial Club
Andrew	Foster	Director	In Chorus Ltd
		The Manager	Industrie
			Industrie Limited
Margaret	Grove		Ink World
Martin	Shaw	The Manager	ISL Office Solutions
		The Manager	Istanbul Grill Kebab
	Shaw		Itchen Stationers Ltd
			J P I Warehousing (Soton) Ltd
P	Saunders	Managing Director	J P S Fire & Security Ltd
Andrew	Hancock		James & Sons
		The Manager	Johnsons
		The Manager	Julian Graves Limited
			Julian Graves Limited
		The Manager	Just Run
Fred	Dowden	Owner	Kall Kwik
			Kamet Properties Limited
			Kestrel Removals
		The Manager	KFC Chicken
Kate	Beal	Creative Director	kmb Productions
		The Manager	L A Nails
Pauline	Cicu	The Manager	La Fenice - Italian Restaurant
		The Manager	Ladbrooks
Nick	Durning	Manager	Leightons Opticians
P	Brown		Leo Leisure Bingo
		The Manager	Lidl UK
		The Manager	Lindesay's Estate Agents
			Lionsgate Properties Limited
		The Manager	Lloyds TSB
		The Manager	Locomotive Engineers Club
		The Manager	MacDonalds
		The Manager	Maddisons

Town Centre query			
First Name	Surname	Position	company
		The Manager	Magic Wok
Derek	Gibbs	The Manager	Manpower Business Services
Anna	Birks		Manpower UK Ltd
			Marcroft Engineering
		The Manager	Martin The Newsagent
			Martin the Newsagent PLC
			McArthurs Lintels
		The Manager	Mens Corner
Paul	Streams		Mobility Care
		The Manager	Monet
Kelly	Finigan		Monsoon
			Mount Industries/Enham Able
			Mursell Limited
		The Manager	Nashaa - Indian Restaurant
		The Manager	Nationwide
			Nationwide Building Society
		The Manager	Natwest Bank
		The Manager	NCH
Sophie	Pilgrim		New Look
		The Manager	Next
			NHS Partnership
		The Manager	Nicky's Diner - Café
Sherrill	Church		Once Upon a Party
Annette	Sibley	Branch Manager	Oswald Bailey
Melvyn	Osment	Sales Director	Oswald Bailey
			Outpatients Physiotherapy
Martin	Brand	Managing Director	Outstanding Results Ltd
Felicity	Gibbins		Oxfam
			Oxfam
M	Tomkins		Pampurred Pets
			Papertree Limited
Neil	Patterson	The Manager	Patterson Reaves & Partners
		The Manager	Pawnbroker
		The Manager	Peacocks
		The Manager	Peking Phoenix
Toby	Aykroyd		Pembridge Trading Limited
Liam	Kelly		Phillip Proctor Associates
Ian	Reade		Picture Framing Gallery
Paul William	Bonard		Polsons Solicitors
Gillian	Blackmore		Ponden Mill
		The Manager	Poppins Café
		The Manager	Post Office Customer Enquiries

Town Centre query			
First Name	Surname	Position	company
			Process Projects Ltd
B	Fegredo		Pumpster Property Acquisitions Ltd
			Quality Smiles Ltd
		The Manager	Quickfry Fish & Chips
Jean	Turner		R & H Libraries - HCC
			Recycled Rock & Aggregate Ltd
			Redcastle Limited
Daniel	Austin		Renesa Investments Limited
		The Manager	Right 4 Staff
Steve	Allan	Managing Director	Risks Contained Ltd
Bob	Barnes	Director	Robert Barnes & Co
Sue	Gentry		Robert Dyas
G	Roberts		Roberts Distribution Ltd
			Rockstone Securities Limited
			Rodneys Barber Shop
Richard	Showman	Managing Director	Rothman Pantall & Co
Charlotte	Simmons		Russell-Scotts Hair Ltd
Simon	Neve		Rydale Ringer
			S H Services
		The Manager	Saffron - Indian Restaurant
		The Minister	Salvation Army
			Samoth Limited
		The Manager	Save the Children
J	Potter		Savers
C A P	DeVeulle		Sea Corner Group Limited
Shelagh	Huntley		Shaw Trust
		The Manager	Shoe Zone
Carrie	Collings	Manager	Skoolkit
		The Manager	Slots of Fun
Stuart	Baldwin		Smile Support & Care
Alex	Hornby		Solent Blue Line
			Solent Blue Line
Donna	Saville	Manager	Solent Youth Action
Jay	Khan	Operations Director	Solutions Net Ltd/CuisineNet Ltd
			South Coast Furnishing Company
		The Manager	South West Trains
		The Manager	Southampton Kitchen/Bedrooms
Duncan	Eaton		Southern Daily Echo
Paul	Lewis		Southern Market Traders Ltd
			Southern Regional Examination Board (Oxford School
John	Broughall	Division Estates Officer	Southern Water Authority

Town Centre query			
First Name	Surname	Position	company
	Keeling		Specsavers
			Specsavers Optical Superstores Ltd
			Speeds Group Holdings Ltd
	The Minister		St Andrews Methodist Church
		The Manager	Standords Estate Agents
David	Silbermann		Statebrook Limited
Charles	Stone		Stones
		The Manager	Super Shop
		The Manager	Superdrug
			Team Sport Karting
		The Manager	Tesco
		The Manager	The Carphone Warehouse
			The Eastleigh and District Irish Club
Sally	Horn		The Edinburgh Woollen Mill
Lee	Ackerman		The Flower Shop
		The Manager	The Gateway
		The Manager	The Great Moghul
		The Manager	The Home Tavern
			The Laurel Pub Company
Martin	Apperley		The Litten Tree PH
			The Locomotive Engineers Club Ltd
Gregory	Nash	Director	The Point
			The Shaw Trust
Bev	Wilkins		The Winchester Letting Company
		The Manager	The Works
		The Manager	Thomas Cook
		The Manager	Thomson
Angela	Hughes		Thornton's
		The Manager	Timpson
		The Manager	TK Maxx
V	Wooldridge		Town Centre Office
Catrina	Megahey	Branch Manager	Travel Care
Laura	Coak	Assistant Manager	Travelcare
			Tuplin (Southampton) Ltd
			Unique Plumbing Supplies
R	Smith		Unitmead Properties Limited
N J	Altman		Van de Berg Mangement Ltd
			Victoria Forge Southampton
Julia	Allan	Centre Manager	Volunteer Centre Eastleigh
Alan	Arnold		W G Bush
		The Manager	W H Smith
		The Manager	Waterstones

Town Centre query

First Name	Surname	Position	company
Jane	Brindley		Wessex Galvanisers Ltd
			Westgate Properties
Derek	Willis		Willis Associates
Shabbir	Jafferli		Wilmshurst Chemist

SOUTH HAMPSHIRE STRATEGIC EMPLOYMENT ZONE AAP CONSULTEES

SHSEZ AAP consultees			
First Name	Surname	Position	company
Nick	Wilcox	Commercial Support Manager	South West Trains Ltd
Peter	Storey	Clerk	Bishopstoke Parish Council
Janet	Morgan	Clerk	Botley Parish Council
Jenny	Whittle	Clerk	Bursledon Parish Council
Cheryl	Gosling	Clerk	Fair Oak & Horton Heath Parish Council
Brendan	Gibbs	Clerk	Hamble-le-Rice Parish Council
Kevin	Glyn-Davies	Clerk	Hedge End Town Council
Sue	Hobbs	Clerk	Hound Parish Council
Laura	Cooke	Clerk	West End Parish Council
Helen	Pearce	Planning & Sustainability	Southampton City Council
Steve	Lees	Head of Planning Policy & Transport	Test Valley Borough Council
James	Owens		King Sturge
Chris	Corcoran		Southern Planning Practice
J	Tapscott		Over the Bridge Residents Association
Richard	Kenchington	Footpath Secretary	Eastleigh Group of the Ramblers' Association
Diane	Andrewes		Eastleigh Southern Parishes Older Persons Forum and...
Jimmy	Chestnutt	Chief Executive	Southampton and Fareham Chamber of Commerce and Industry
Steve	Austin	Town Planning Team	Network Rail
Ian	Lawson		Hampshire County Council
Bob	Douglas	(Water and Sewerage)	Southern Water
Chris	Kneale	Corporate Planning Manager	Southern Water
Dave	Lees	Planning & Development Director	BAA Southampton International Airport
Heather	Walmsley	Principal Engineer	Hampshire County Council
Stuart	Jarvis	Director of Economy, Transport and Environment	Hampshire County Council
Nick	Farthing		Transport Works
Mike	Dorgan		EDP Ltd
Richard	Matthews	Team Leader (Environment & Ext Contracts)	Hampshire County Council
Paul	Prowting	Assistant Planning Officer	Hampshire County Council
Jeff	Walters	Economic Development & Tourism Manager	Southampton City Council
Peter Oliver	Dickens		
Shabbir	Jafferli		Wilmshurst Chemist
Seyed Ali Orazani	Shojaei		
Neil Brian	Ackerman		
Lee	Ackerman		
Peter Richard	Delbridge		

SHSEZ AAP consultees

First Name	Surname	Position	company
Michael Simon	Delbridge		
Claire Elizabeth	Lainson		
Lee Malcolm	Lovell		
C A P	DeVeulle		Sea Corner Group Limited
Amanda	Vines		
Sau Chung	Wong		
Sukhdev & Angela	Raj		
Michael Oliver	Bell		
S	Nandha		Devi Investments Limited
Andrew	Hancock		James & Sons
Simon	Kaufman		
Arthur Abraham	Zonszajn		
Eleanor Betty	Hann		
Keith & Ann	Colbourne		
Warren Richard	Colbourne		
Jennifer Joanna	Allen		
Ramazan	Cinar		
Ranjit, Gurdeep & Makhan	Singh Gill		
Toby	Aykroyd		Pembridge Trading Limited
Derek & Ian	Alexander and Engel		
Alfred	Lawson		
Anne	Abrahams		
Derrick	Cowley		
N J	Altman		Van de Berg Mangement Ltd
Dennis & Sandra	Cowx and Happle		
Amanda	Brooks		
Norman & Harvey	Bard		
Jitendra Amritlal	Pabari		
Harry	Ree		
Daniel	Austin		Renesa Investments Limited
Richard & Margaret	Clough		
R	Smith		Unitmead Properties Limited
C	Kaufman		H R Supplies Limited
Simon Jonathon	Field		
Nirmal Singh	Sahota		
Ann-Marie	Mead		
Nicholas James	Rogers		
Wendy Daphne	Rock		
David	Allen		

SHSEZ AAP consultees

First Name	Surname	Position	company
Mark Warren	Roberts		Griffins
John Richard	Cosgrove		
Singh	Kathuria		
David Robert	Evans		
Robert	Evans		
E	Moss		
Simon	Neve		Rydale Ringer
Robert and Elizabeth	Davidson		Denton & Co Trustees
David	Silbermann		Statebrook Limited
B	Fegredo		Pumpster Property Acquisitions Ltd
John	Broughall	Division Estates Officer	Southern Water Authority
Councillor David	Airey		
Councillor Louise	Bloom		
Councillor Mrs Haulwen V	Broadhurst		
Councillor Alan	Broadhurst		
Councillor John L	Caldwell		
Councillor Tonia	Craig		
Councillor Glynn	Davies-Dear		
Councillor Cathie	Fraser		
Councillor David	Goodall		
Councillor Pamela	Holden-Brown		
Councillor Steve	Holes		
Councillor Keith	House		
Councillor Mrs June	Hughes		
Councillor Wayne	Irish		
Councillor Rupert	Kyrle		
Councillor Trevor	Mignot		
Councillor Godfrey	Olson		
Councillor Derek	Pretty		
Councillor Angela	Roling		
Councillor Julie	Skinner		
Councillor Roger	Smith		
Councillor Maureen	Sollitt		
Councillor Bruce	Tennent		
Councillor Chris	Thomas		
Councillor Peter	Wall		
Councillor Jane	Welsh		
Councillor Anne	Winstanley		
Councillor Joe	Wright		

SHSEZ AAP consultees

First Name	Surname	Position	company
D	Bell		Earnshaw Engineering Ltd
Melanie	Waters		Enham - Mount Industries
G	Roberts		Roberts Distribution Ltd
Stuart	Baldwin		Smile Support & Care
Jane	Brindley		Wessex Galvanisers Ltd
Phil	Watson		AIM Independent Limited
Sylvia	Alsaad	Principal	Chilworth Financial Management
Michael	Jehan	Managing Director	Collective Purchasing Ltd
D	Smith	Company Secretary	Composite Limited
Michelle	Steadman		Curves
Phillip	Davis	Managing Director	Danewood Limited
Zoe	Golding		Global Rock Challenge
Sue	Raymond	Manager	Goodwillie & Corcoran
Andrew	Foster	Director	In Chorus Ltd
P	Saunders	Managing Director	J P S Fire & Security Ltd
Fred	Dowden	Owner	Kall Kwik
Kate	Beal	Creative Director	kmb Productions
Martin	Brand	Managing Director	Outstanding Results Ltd
Bob	Barnes	Director	Robert Barnes & Co
Jay	Khan	Operations Director	Solutions Net Ltd/CuisineNet Ltd
Graham	High	Managing Director	Graham High Group Ltd
Julia	Allan	Centre Manager	Volunteer Centre Eastleigh
Mary	Diaper	Scheme Manager	Home-Start Eastleigh
Steve	Allan	Managing Director	Risks Contained Ltd
Richard	Showman	Managing Director	Rothman Pantall & Co
Donna	Saville	Manager	Solent Youth Action
Jackie	Medley		A H Rogers & Son
Richard	Davies		All Saints C of E Church
J	Pabari		Bassett Watch
Paul	Harvey	The Manager	Bernard Chill & Axtell Solicitors
Jane	Powell		Boots The Chemist (for Eastleigh Town Centre Partn
Tim	Burn		Boswells Light Snacks
Dawn	Bradbeer	Assistant Manager	British Heart Foundation
Gary	Collins		Burton Menswear
Roger	Sleigh	Secretary	Churchill's Social Club
Colin	Bull		Connells
R	Jones	The Manager	Co-operative Funeralcare
Robin	Arkle		Costa Coffee
Gloria	Ochyra		CRY Charity Shop
David	Mellor		David Mellor - Jewellers
C	Summerfield		Early Learning Centre
Steve	Darley		Eastleigh Sewing Centre
Jean	Turner		R & H Libraries - HCC

SHSEZ AAP consultees

First Name	Surname	Position	company
Caroline	Cole		Eastleigh Railway Institute
Sally	Horn		The Edinburgh Woollen Mill
S	Barnett	The Manager	Ernest Jones
Bill	Gray	The Manager	H S B C
Jasmine	Bills	The Manager	Help the Aged
Lara	Beechey	General Manager	Holiday Inn Southampton-Eastleigh
Michael	Dennehy		Holy Cross R C Church
Ash	Patel		Iceland
Colin	White		Imperial Club
Margaret	Grove		Ink World
Martin	Shaw	The Manager	ISL Office Solutions
Pauline	Cicu	The Manager	La Fenice - Italian Restaurant
Nick	Durning	Manager	Leightons Opticians
P	Brown		Leo Leisure Bingo
Martin	Apperley		The Litten Tree PH
Anna	Birks		Manpower UK Ltd
Derek	Gibbs	The Manager	Manpower Business Services
Paul	Streams		Mobility Care
Kelly	Finigan		Monsoon
Sophie	Pilgrim		New Look
Sherrill	Church		Once Upon a Party
Annette	Sibley	Branch Manager	Oswald Bailey
Felicity	Gibbins		Oxfam
M	Tomkins		Pampurred Pets
Neil	Patterson	The Manager	Patterson Reaves & Partners
Ian	Reade		Picture Framing Gallery
Gillian	Blackmore		Ponden Mill
Sue	Gentry		Robert Dyas
Charlotte	Simmons		Russell-Scotts Hair Ltd
Keith	Russ		Sainsburys
J	Potter		Savers
Shelagh	Huntley		Shaw Trust
Carrie	Collings	Manager	Skoolkit
Alex	Hornby		Solent Blue Line
Duncan	Eaton		Southern Daily Echo
Paul	Lewis		Southern Market Traders Ltd
Charles	Stone		Stones
Dee	Buffone	Swan Centre Management	First Floor
Lee	Ackerman		The Flower Shop
Gregory	Nash	Director	The Point
Angela	Hughes		Thornton's
V	Wooldridge		Town Centre Office
Catrina	Megahey	Branch Manager	Travel Care

SHSEZ AAP consultees

First Name	Surname	Position	company
Alan	Arnold		W G Bush
Bev	Wilkins		The Winchester Letting Company
Paul	Rollison	Head of Transport & Retail Services	One Community
Rachel	Allen		
Jill	Dreyer		Eastleigh Shopmobility
Laura	Coak	Assistant Manager	Travelcare
Christopher	Harvey	Church Secretary	Eastleigh Baptist Church
Linda	Mandley	Administrator	Eastleigh Baptist Church
Susan	Harrington		
Paul William	Bonard		Polsons Solicitors
Derek	Willis		Willis Associates
Stephen	Blyth	Senior Planner	Hampshire County Council
A	Illman		Charlie Girl Hair Studios
Melvyn	Osment	Sales Director	Oswald Bailey
Daniel	Brown		Speeds Group Holdings Ltd
Liam	Kelly		Phillip Proctor Associates
Lisa	Tyson		Eastleigh Police Station
Simon	Lawson		Alan Mead Recruitment (AMR)
Paul	Taylor		Alkoomi Limited
Edward	Fogg		Amity Supported Living Ltd
Bob	Foster		Bob Foster Associates Ltd
Nick	Harding	Commercial Manager	Bowmer and Kirkland Ltd
David	Palmer		BrandRisks Ltd
Shelley	Newstead		Common Threads Ltd
Sharon	King		DBA Management Services UK Ltd
Claire	Bradley		European Law Monitor/Europe Direct Dvisions
Nigel	Wall		Food Industry Machine Spares Ltd
Gavin	Shefford		Springcode
Lucy	Cooper		Grasslands Trust
Laurie	Dobson		ISV Software Ltd
Claire	Kennedy		MacIntyre
Mark	Biddlecombe		Mark Biddlecome t/a Positive Solutions
Phil	McGowan		New Media Software Ltd
John	Roberts		Openwork (J Roberts/C Hills)
Linda	Pragnell		Capitol Financial Solutions
Nick	Petty		Private Healthcare Managers Ltd
Peter	Lloyd		QSD Ltd/Design Set
Sharon	Johnson		SMJ Accounting Services Ltd
Jane	Newnham		Solent International Marine Consultants Ltd
Steve	Harvey		Van Leeuwen

SHSEZ AAP consultees

First Name	Surname	Position	company
Jeff	Gledhill		Videsco Ltd
Simon	Lye		Russ Berrie (UK) Ltd
James	Watson		
Julie	Marlow		
Ian	Rees		
Hayley	Williams		
M	Hayden		
Bob	Andrew		
Debbie	Bourne		
A W & C M	Spratt		
J	Perry		
Sara	Sawyer		First Wessex Housing Group
David	Sims	Development Analyst	Southern Water
Councillor Brian	Norgate		
Councillor Michael	Thornton		
Andrew	Moore		
Councillor Malcolm	Cross		
Councillor Keith	Day		
Councillor Luke	McNulty		
Councillor Tony	Noyce		
Jayne	Shelbourn-Barrow		Hampshire Teenage Pregnancy Partnership
Janie	Brown	Manager	Signposts Supported Employment Service
Sally	Lynskey	Chief Executive	Business Solent Limited
Tony	Lau-Walker	Chief Executive	Eastleigh College
Alan	Cole	Principal Researcher - Economy	Hampshire County Council
Nigel	Vaughan	Chief Executive	Solent Synergy
Tim	Levenson	Head of City Development and Economy	Southampton City Council
Steve	Davis	Director	Southampton Enterprise Hub
Peter	Birkett	Managing Director	The University of Southampton Science Park
Sarah	Watts	Public Affairs Officer	University of Southampton
Professor Christopher	Turner		University of Winchester
Paul	Chamberlain		The University of Winchester
Richard	Worley	Director	Blue Bishop Limited
Peter	Ellis		Admiral Taverns Ltd
David	Morris		Velmore Estates Ltd
Kristine	Salomon-Olsen	Head of Policy	Hampshire Chamber of Commerce
Ted	Dunne		Holy Cross R C Church
Paula	McCarthy		Help the Aged

SHSEZ AAP consultees

First Name	Surname	Position	company
Wendy	Linter		Collective Purchasing Ltd
Colin	Smith		Mott Macdonald
Mary-Anne	Toop		Hampshire County Council
Pete	Boustred		Hampshire County Council
Sean	Woodward	Chairman	Partnership for Urban South Hampshire
Sue	Clark	Principal Planning Officer	Environment Department
Nicky	Hirst	Public Affairs Officer	Southampton & Fareham Chamber of Commerce & Indust
Gareth	Cruddace	Chief Executive	Hampshire Primary Care Trust Headquarters
Daniel	Wiseman	Planner	Turley Associates
Natasha	Hart	Senior Project Manager	Radian Housing
Dave	Gaudoin	Station Manager (Winchester & Eastleigh)	South West Trains
Jonathan	Rickard	Head of Design and Compliance	Radian
Councillor Grahame	Smith		
Councillor Michael	Hughes		

AREA ACTION PLANS – LETTERS TO CONSULTEES

Letter regarding intention to prepare AAPs

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Cliff Bowden
Head of Planning Policy & Design

«First_Name» «Surname»
«company»
«Position»
«address1»
«address2»
«address3»
«address4»
«Town»

My ref S3/LDF/7b
Your ref
Date 22 December 2006

Please ask for David hogger
Direct dial 023 8068 8242
e-mail david.hogger@eastleigh.gov.uk
Fax

Dear «dear»

AREA ACTION PLANS

I am writing to let you know that the Council is preparing two Area Action Plans for:

- Eastleigh Town Centre, and
- Land to the east of Eastleigh, currently known as the South Hampshire Strategic Employment Zone

The proposed areas are shown on the enclosed plan, and overleaf is the draft timetable.

The Area Action Plans will set out proposals for development and regeneration. They will act as catalysts for development, setting out objectives and mechanisms for implementation.

It is proposed to publish an 'Issues and Options' document in May 2007 for consultation but if you have any comments to make at this early stage then please let us know.

Yours «yours»

David Hogger

**South Hampshire Strategic
Employment Zone AAP
023 8068 8242**



**JULIAN DAVIES
Eastleigh Town Centre
AAP
023 8068 8244**

Letter notifying consultees of publication of issues and options documents

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Cliff Bowden
Head of Planning Policy & Design

My ref DH/S3/FA/7a
Your ref
Date 10 May 2007

Please ask for David Hogger
Direct dial 023 8068 8242
e-mail David.hogger@eastleigh.gov.uk
Fax 023 8068 8079

Dear

EASTLEIGH TOWN CENTRE AREA ACTION PLAN **SOUTH HAMPSHIRE STRATEGIC EMPLOYMENT ZONE AREA ACTION PLAN** **ISSUES AND OPTIONS DOCUMENT**

The Council has published for consultation the Issues and Options documents which relate to the two above mentioned Area Action Plans.

The documents set out the Council's vision for the two areas, highlight a range of issues to be addressed and suggest a number of options for the regeneration of the areas.


A public exhibition is being held between 9.30 am and 4.00 pm in the Swan Centre, Eastleigh town centre, on Thursday 17, Friday 18 and Saturday 19 May. Staff will be available to answer questions on the Thursday and Saturday.

The consultation period ends on Tuesday 26 June.

Copies of the document can be purchased for £25 from the above address or they can be viewed on the Council's website at www.eastleigh.gov.uk They will also be available to view at Eastleigh and Chandler's Ford libraries and the Council's Town Centre Office. The Council's website also includes an on-line questionnaire that you may like to complete.

We look forward to receiving your comments but if in the meantime you require any further information please do not hesitate to contact us.

Yours



DAVID HOGGER
South Hampshire Strategic
Employment Zone AAP
023 8068 8242



JULIAN DAVIES
Eastleigh Town Centre
AAP
023 8068 8244

PRESS ADVERTISEMENT, AREA ACTION PLANS

EASTLEIGH BOROUGH COUNCIL

NOTICE OF PUBLICATION OF THE ISSUES AND OPTIONS DOCUMENT FOR:

- (A) EASTLEIGH TOWN CENTRE AREA ACTION PLAN; AND**
- (B) SOUTH HAMPSHIRE STRATEGIC EMPLOYMENT ZONE AREA ACTION PLAN**

Planning and Compulsory Purchase Action 2004 Town and Country Planning (Local Development) (England) Regulations 2004 (Regulation 25)

The Council is publishing the Issues and Options documents in relation to the Two Area Action Plans (AAP) referred to above.

The AAPs set out the Council's vision for the two areas and identify a range of issues and alternative options for consideration.

Copies of the documents can be viewed on the Council's website at www.eastleigh.gov.uk They are also available for inspection at the Civic Offices, the Town Centre Office and local libraries during normal opening hours.

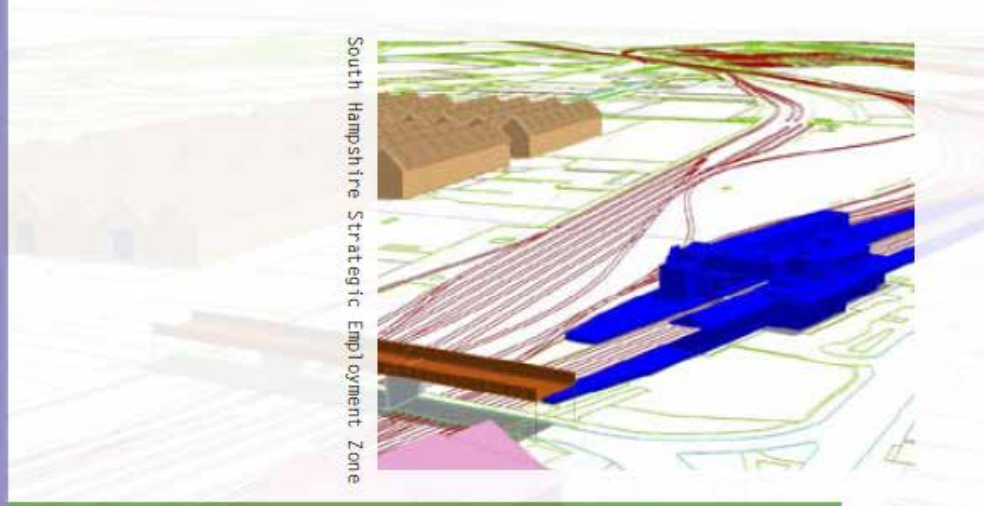
Representations should be sent to the address below by 5.00 pm on Tuesday 26 June 2007. A response form is available on the Council's website or can be collected from the Civic offices, Eastleigh.

CLIFF BOWDEN
Head of Planning Policy & Design

AREA ACTION PLANS CONSULTATION LEAFLETS

ISSUES AND OPTIONS CONSULTATION ■ ISSUES AND OPTIONS CONSULTATION ■ ISSUES AND OPTIONS CONSULTATION

Eastleigh Borough Council is preparing two planning documents to guide the regeneration of Eastleigh town centre and land to the east of the town centre.



The Council wants your views on the future of these two areas. See overleaf for how to get involved.



Issues and Options Consultation

The Issues and Options documents set out the background to both projects and identify potential land uses.

The public consultation on these documents lasts from 15th May until 26th June 2007.

**See the exhibition at the Swan Centre
in Eastleigh on**

Thurs 17th, Fri 18th and Sat 19th May

**Visit our website to view the
documents and comment online at**

<http://www.eastleigh.gov.uk/aap>

**The documents and questionnaires
will be available from
the Civic Offices and local libraries**

For further information please contact Cliff Bowden,
Head of Planning Policy & Design, Civic Offices,
Leigh Road, Eastleigh, Hampshire SO50 9YN

Telephone 02380 688061

Email localplan@eastleigh.gov.uk



The Issues and Options' area is shown outlined in red.



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Consultation

Public consultation on the Issues and Options runs from 15th May to 26th June 2007.

There will be a public exhibition at the Swan Centre, Eastleigh on: Thursday 17th, Friday 18th, and Saturday 19th May

Questionnaires are available at the Swan Centre Exhibition, from the Civic Offices or the Town Centre Office in Wells Place and from local libraries.

Visit our website to view the documents and comment online at www.eastleigh.gov.uk/laop

Please return your questionnaires by 26th June to Cliff Bowden, Head of Planning Policy and Design, Civic Offices, Leigh Road, Eastleigh SO50 9YN

This leaflet gives a summary of the Area Action Plan Issues and Options document for Eastleigh Town Centre.

We want to know if we have got the Issues and Options' right. Please take time to fill in a questionnaire.

Eastleigh Borough Council is preparing an Area Action Plan to provide the planning framework for the regeneration of Eastleigh town centre. The 'Issues and Options' document is the first stage in the preparation process.

Eastleigh Town Centre Issues and Options Consultation



Vision

The Council has a vision for Eastleigh town centre which will

- regenerate Eastleigh town centre, providing an attractive, distinctive, accessible, high quality environment and a wide choice of activities, based on a thriving local economy.

Energy

The town centre has seen many changes over the years and some major investment during the 1980s. How does it fit the concept of further development?

The town has a distinctive character, a local central area and village street layout. It is easy to walk around and the bus and taxi stations are close to the main shopping streets. It has a good range of shops and other facilities serving daily needs and an attractive recreation ground.

The town is a relatively green area with a relatively prosperous population.

Opportunities

Recent changes in the property market now make a mix of shopping and residential schemes more attractive to developers. With a mixed investment interest in the town centre, the Borough Council needs to take a major step forward in improving the town's facilities in partnership with the local community and investors. Part



of this project is not just to address the town's needs but also to help coordinate development in the town and taxi stations are close to the main shopping streets. It has a good range of shops and other facilities serving daily needs and an attractive recreation ground.

To move forward we must consider a number of particular issues which are listed here:

Social, Cultural, Business and Environmental

Many local people travel to other shopping centres within easy travelling distance. Many problems in the town have very few premises big enough to attract visitors' major centres. We need to find the best way of encouraging a modern mix



of shops and supporting uses. The town has level carrels and bars that many other centres of a similar size.

Good Design

Good design of new development will help to support prosperity and attractiveness. We need to encourage distinctive design which accommodates modern requirements. Part of the strength and character of the town comes from its compact layout.

Transport Solutions

The town centre is not competing as well as it should be in relation to competing centres. We need to identify how we can address a thriving town centre.



There will be opportunities for significantly more housing in the town centre. Encouraging the right mix and style of accommodation will be important.

Employment

Improving accessibility for all and reducing the need to travel is fundamental to the future success of the town.

Traffic congestion creates its own problems. A balance needs to be struck in encouraging accommodation for pedestrians, cars and public transport.



Skills, Jobs, Training and the Future

Providing cultural and leisure activities is seen as essential to benefit residents, visitors and visitors. The challenge is how to encourage facilities that appeal to a wider audience and age range.

Community Engagement

Local office employment is the town centre will benefit from development, particularly those traditional manufacturing that moved away from the town. We need to find ways to encourage new investment in modern office accommodation in modern office accommodation.



Future 30+ Years and the Future

Providing cultural and leisure activities is seen as essential to benefit residents, visitors and visitors. The challenge is how to encourage facilities that appeal to a wider audience and age range.

Community Engagement

Local office employment is the town centre will benefit from development, particularly those traditional manufacturing that moved away from the town. We need to find ways to encourage new investment in modern office accommodation in modern office accommodation.



Other topics to be discussed are:

- achieving more sustainable environment
- infrastructure issues including adequate drainage and water supply
- flood risk
- improving community safety
- how to deliver properly planned and phased, community viable development by companies working in partnership with the Borough Council.

What other topics do you think the Council should be considering? What are the most important issues?

These are questions we would like to consider in our consultation which will be held in the summer. For the full list please see the Area Action Plan Issues and Options document.

Land Use Options

Potential land uses include: business, general industry, office, housing, retail, leisure, conference, centre/hotel, education, retail, leisure, waste recycling and community uses.

To ensure an emphasis on the economic regeneration of the area the Council proposes that a high proportion of the land to be allocated for employment purposes, listed for the area could be:

- Option 1 Employment: Employment Led
mostly business, office and general industrial uses
- Option 2 Mixed Uses: Employment Led
mostly employment use but with about 5 hectares of housing and 2 hectares for leisure/community uses
- Option 3 Mixed Uses: With Housing
mostly employment use but with about 25 hectares of housing and 2 hectares for leisure/community uses
- Option 4 Mixed Uses: With Retail
mostly employment use but with about 10 hectares for retail uses, 5 hectares of housing and 2 hectares for leisure/community uses
- Option 5 Mixed Uses: With Leisure
mostly employment use but with about 10 hectares for leisure/community uses and 5 hectares for housing
- Option 6 Regeneration (without the Link Road)
provides for employment, leisure/retail around Chamberhall Lane and about 2.5 hectares of housing

- What are the most appropriate land uses for this area?

Delivery

The Area Action Plan needs to allow new proposals to be implemented. With a number of different land owners, with different aspirations over different businesses, the challenge is to ensure that the successful regeneration of the area is viable and sustainable.

Consultation

The public consultation on the Issues and Options runs from 15th May to 20th June 2007.

There will be a public exhibition at the Swan Centre, Eastleigh on: Thursday 17th, Friday 18th, and Saturday 19th May 2007.

Questionnaires are available at the Swan Centre Exhibitors, from the Civic Offices, the Town Centre Office in White Place and from local libraries.

Visit our website to view the documents and comment online at www.eastleigh.gov.uk/aap

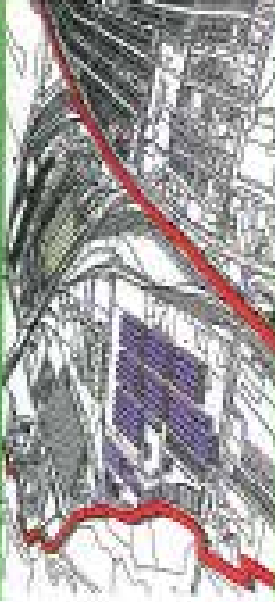
Please return your questionnaire by 20th June to Gill Scovden, Head of Planning, Policy and Design, Civic Offices, Leigh Road, Eastleigh SO50 6WA

This header gives a summary of the Area Action Plan Issues and Options document for the South Hampshire Strategic Employment Zone.

We want to know if we have got the Issues and Options right. Please take time to fill in a questionnaire.

Eastleigh Borough Council is preparing an Area Action Plan to provide the planning framework for the regeneration of a large area of land east of Eastleigh Town Centre. The Issues and Options document is the first stage in the preparation process.

South Hampshire Strategic Employment Zone Issues and Options Consultation



Vision

The Council's vision is for this area to:

- provide new employment opportunities also land for other appropriate uses; it will have good links to the Swan Centre;
- provide sustainable and adaptable employment resources to protect the Swan Centre and include a new rail line;

Hampshire County Council will develop the Chamberhall Lane Link Road to serve the regeneration and new development.

COMMUNITY PLAN/ CORE STRATEGY JOINT CONSULTATION WORKSHOP 22 MAY 2008 – CONSULTEES AND INVITATION LETTER

Workshop on 22 May 08 - initial invitees			
First Name	Surname	Position	company
			British Gas (Southern)
David	Howells		Hampshire Fire & Rescue Service
Carrie	Temple		RSPB South East Office
M	Finch		Airport Pressure Group
Sheila	Wort		Aviary Residents Association
Alan	Cox		Churches Together in Eastleigh
	Samuels		Hiltingbury East Residents Association
J	Ward		Mercury Area Residents Association
Bridget	Wilde		North Millers Dale Community Association
D	Gorrod		Old Bursledon Residents Association
J	Tapscott		Over the Bridge Residents Association
			Pilands Wood Community Association
S	Sthankiya		Asian Welfare and Cultural Association
Ian	Lawson		Hampshire County Council
Pauline	Rhodes		Fryern Residents Association
Councillor David	Airey		
Councillor Alan	Broadhurst		
Councillor Pamela	Holden-Brown		
Councillor Keith	House		
Councillor Peter	Wall		
Councillor Anne	Winstanley		
			Solent Blue Line
Nick	Farthing		Transport Works
Jane	Powell		Boots The Chemist (for Eastleigh Town Centre Partn
			Swaythling Housing Society
Mary-Anne	Toop		Hampshire County Council
Pete	Boustred		Hampshire County Council
			Southern Electric
Amber	Skyring		Atlantic Housing
Derek	Smithers		Eastleigh U3A
Keith	Willcox		

Workshop on 22 May 08 - initial invitees

First Name	Surname	Position	company
Mark	Seymour		Aviary Residents Association
Patricia and Peter	Ford		Greenfinch Residents Association
Maria	Hutchings		
Katie	Gosling		Environment Agency
Angela	Horn		Crestwood College for Business & Enterprise
Steve	Ransley		Hampshire Fire & Rescue
Nigel	Groves		Barton Peveril College
Kirsty	Rowlinson	Acting Chief Executive	Community Action Hampshire
Christine	Jackson	Area Director of Public Health (SW)	Hampshire Primary Care Trust
David	Rumble	Biodiversity Information Manager	Hampshire & Isle of Wight Wildlife Trust
C	Snell	Chair	Newtown Residents Association
Michael	Davies	Chairman	Hamble-le-Rice Parish Council
Tony	Lau-Walker	Chief Executive	Eastleigh College
Gareth	Cruddace	Chief Executive	Hampshire Primary Care Trust Headquarters
Debra	McAndrew	Childcare Development Coordinator	Hampshire County Council
Peter	Storey	Clerk	Bishopstoke Parish Council
Janet	Morgan	Clerk	Botley Parish Council
Jenny	Whittle	Clerk	Bursledon Parish Council
Cheryl	Gosling	Clerk	Fair Oak & Horton Heath Parish Council
Brendan	Gibbs	Clerk	Hamble-le-Rice Parish Council
Kevin	Glyn-Davies	Clerk	Hedge End Town Council
Sue	Hobbs	Clerk	Hound Parish Council
Laura	Cooke	Clerk	West End Parish Council
Robert	Ormerod	Community Strategy Manager	Hampshire County Council
Chris	Kneale	Corporate Planning Manager	Southern Water
Susan	Solbra	Corporate Strategy	Southern Water
David	Sims	Development Analyst	Southern Water
James	Blair	Development Department	Tourism South East
Stuart	Jarvis	Director of Economy, Transport and Environment	Hampshire County Council
Jean	Bradlow	Director of Public Health	Hampshire Primary Care Trust
Jeff	Walters	Economic Development & Tourism Manager	Southampton City Council
Richard	Kennington	Footpath Secretary	Eastleigh Group of the Ramblers' Association
Kevin	Evenett	Group Manager	Hampshire Fire & Rescue Service
Kate	Fryatt	HAT Coordinator	Hampshire County Council
Chris	Griffith-Jones	Head of Building Control	Winchester City Council
Tim	Levenson	Head of City Development and Economy	Southampton City Council
Steve	Lees	Head of Planning Policy & Transport	Test Valley Borough Council
Krista	Carter	Head Teacher	Crestwood College for Business & Enterprise
P	Stockley	Managing Director	Solent Blue Line (Velvet)

Workshop on 22 May 08 - initial invitees

First Name	Surname	Position	company
Clive	Watkins	Managing Director	Lambert Brothers Haulage Ltd
Shirley	Simpkins	Partnership Manager	Learning and Skills Council
Stephen	Warren	Passenger Transport	Hampshire County Council
G H	Paisley	Planner, Network Developm	Scottish and Southern Energy plc
Dave	Lees	Planning & Development Director	BAA Southampton International Airport
Jonathan	Prest	Principal	Barton Peveril College
Heather	Walmsley	Principal Engineer	Hampshire County Council
Sue	Clark	Principal Planning Officer	Environment Department
Nicky	Hirst	Public Affairs Officer	Southampton & Fareham Chamber of Commerce & Indust
Mary	Diaper	Scheme Manager	Home-Start Eastleigh
Dr. Pauline	Holmes	Senior Planning Officer	Hampshire and Isle of Wight Wildlife Trust
Natasha	Hart	Senior Project Manager	Radian Housing
Steve	Willis	Senior Youth Worker	Hampshire County Council
Dave	Gaudoin	Station Manager (Winchester & Eastleigh)	South West Trains
A R	Neve	Technical Director	Portsmouth Water plc
Steve	Austin	Town Planning Team	Network Rail

INVITATION TO AAP WORKSHOP 22 MAY 2008

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Regeneration & Planning Policy Unit

My ref S3/LDF/5
Your ref
Date 28 April 2008

Please ask for Cliff Bowden
Direct dial 023 8068 8840
e-mail Cliff.bowden@eastleigh.gov.uk
Fax 023 8068 8418

Dear

EASTLEIGH BOROUGH – THE NEXT 20 YEARS

You are invited to a Workshop to discuss the future of Eastleigh Borough over the next 20 years. The event will be held at the Railway Institute in Romsey Road, Eastleigh on **Thursday 22 May 2008** from 09.30 am – 13.00 pm. Refreshments will be provided and the morning will conclude with a buffet lunch at 12.30 pm.

The purpose of the Workshop is to discuss development of two key strategies that are closely interlinked and will provide a lead in how Eastleigh Borough changes over the next 20 years:

- the review of the existing Eastleigh Borough Community Plan, and
- preparation of the Borough Council's Core Strategy which will form part of the Local Development Framework that in due course will replace the adopted Local Plan.

We shall be looking at both the timetable for these documents and the matters that they will address.

This is a chance for you to discuss with other stakeholders and Council representatives what you believe are the main issues we need to address as a community over the next 20 years. It will be an excellent opportunity for you to influence the way in which the Council and the community respond to the challenges that we know we shall face over this period. These include the need to:

Cont'd ...

- secure improved economic performance
- ensure that our communities have the necessary skills and training
- secure accommodation for those in need
- protect the best of our natural environment
- address issues of climate change

An agenda will follow nearer the time.

Please let us know if you will be attending by completing and returning the enclosed slip or by e-mailing localplan@eastleigh.gov.uk by Wednesday 15 May 2008 so that we can ensure that we have sufficient space. **It is essential that you book your place in advance for this free event since spaces will be limited.**

I very much hope that you will be able to attend, and look forward to meeting you and to a lively debate.

Yours sincerely



CLIFF BOWDEN
Senior Planner
Regeneration & Planning Policy

CONSULTATION – ‘EASTLEIGH BOROUGH - OUR COMMUNITY, OUR FUTURE’

LETTER TO ALL CONSULTEES ON LDF/ LOCAL PLAN CONSULTATION DATABASE

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Regeneration & Planning Policy Unit

My ref S3/LDF/5
Your ref
Date 23 September 2008

Please ask for Cliff Bowden
Direct dial 023 8068 8840
e-mail Cliff.bowden@eastleigh.gov.uk
Fax 023 8068 8418

Dear

EASTLEIGH BOROUGH - OUR COMMUNITY, OUR FUTURE: CONSULTATION ON ISSUES FOR CORE STRATEGY AND COMMUNITY PLAN REVIEW

Eastleigh Borough Council is working with the Eastleigh Strategic Partnership on:

- A review of the Eastleigh Borough Community Plan, which was adopted in 2004
- A Core Strategy for the Borough which will form part of the new Local Development Framework that will replace the Eastleigh Borough Local Plan.

A consultation document has just been published seeking views on the issues that these documents should address. It is entitled: “Eastleigh Borough – Our Community, Our Future”, and you can view it on the Eastleigh Borough Council web site at www.eastleigh.gov.uk/ebc-4043 It is also available for inspection in Council offices and local libraries. Copies can be purchased from this address for £10.00.

You are invited to give us your views on the issues included in the document and any others you think we should address, by **Monday 10 November 2008**. There is a questionnaire response form that you can use, available on the web, or you are welcome just to write to us. Please send you comments to:

Cliff Bowden, Regeneration & Planning Policy, Eastleigh Borough Council
Civic Offices, Leigh Road, Eastleigh, Hampshire, SO50 9YN
e-mail: localplan@eastleigh.gov.uk or Tel: 023 8068 8840/8252

Yours



CLIFF BOWDEN Senior Planner

BOROUGH NEWS SEPTEMBER 2008

Everyone has a part to play...



here's your chance to help shape the borough's future!

Your views are invited to assist in setting the direction of the borough's planning policies for the next 20 years. They will also help to identify the issues that local organisations should work together on over the next 5 years to improve the quality of life for all who live, work or spend time in the borough

Please fill in our questionnaire to have your say on the borough's future



Why a consultation?

Your help is needed with a consultation being carried out jointly by the Eastleigh Strategic Partnership and Eastleigh Borough Council.

The purpose of this consultation is to get the views of local people on what should be the priorities amongst all the issues that need to be included in the Core Strategy and the Community Plan. To help you decide, the consultation takes the form of a table of key issues.

Why a Core Strategy?

The Core Strategy is a plan which outlines how the council proposes land is used in the borough over the next 20 years.

The Government's South-East Plan will tell us how much housing we must provide and how many new jobs will be needed.

The Core Strategy will identify broadly where those homes and jobs should be provided. It will also identify what other space will be required to meet other community needs.



Why a Community Plan?

If you are travelling to somewhere new, it helps to have a clear idea of what you hope to find there as well as a map to find your way.

The Community Plan does this for the borough as it travels into the future. The plan sets out an overall vision of what local people would like to see and experience in the future, along with a framework for the actions of local groups and organisations as they work together to make that vision a reality.

The Community Plan is overseen by the Eastleigh Strategic Partnership which brings together the business, voluntary, community, and government organisations that serve the borough



and its residents. The partnership's core members are Eastleigh Borough Council, Hampshire Constabulary, Hampshire County Council, Hampshire Primary Care Trust, Hampshire Fire and Rescue Service, and OneCommunity.

Most areas in England now have a community plan. The government refers to these plans as "sustainable community strategies". It does this to stress the importance of creating "sustainable communities", which are places where people want to live and work, now and in the future. The community plan for the borough really matters. It will influence the actions and spending decisions of local organisations as they strive to create a borough that current and future generations feel happy living and working in.



What you say matters

In the 2003 community plan consultation, people said that they wanted improvements around employment and learning, transport, housing, safety, health and wellbeing, sports, arts and the environment.

Below are just a few of the things that have happened:

Employment – courses to improve skills particularly for older people and women coming back to work. European funding to support new businesses

Housing – hundreds more affordable homes

Safety – overall reduction of crime rate by focus on crime hotspots, diversion of young people away from crime; graffiti removal, tackling underage drinking

Health and wellbeing – initiatives to reduce smoking, obesity, heart disease and strokes, skin cancer and accidents in the home

Sports – major increase in sports availability through improving and using school facilities

Arts – increase in dance and arts classes and support for youth theatre

Environment – big increases in recycling rates, and new recycling for glass, batteries and food waste.



Consultation questionnaire



Listed below are 20 top issues for the borough. Please tick your top **five**. If you think we have missed any important issues add them to the end before you pick your top five issues.

Issue <small>(The issues are not arranged in order of importance)</small>	Tick your 5 Priorities
Employment, skills and business support	
Increase skill levels and educational achievements	
Support new and existing businesses	
Accessibility and transport	
Encourage more people to use public transport	
Reduce road congestion	
Housing and accommodation	
Find the right sites for new homes	
Increase the numbers of affordable homes	
Help people on low incomes keep warm	
Safer communities	
Reduce anti-social behaviour and make your neighbourhood feel even safer	
Further reduce crime	
Health and well-being	
Encourage healthy lifestyles so people have a better life	
Tackle early preventable deaths from illness	
Improve arts and culture facilities	
Improve sports and outdoor facilities	
Environment	
Tackle climate change	
Reduce air and noise pollution	
Improve the quality of places in which we live	
Strong communities	
More opportunities and activities for young people	
More opportunities and activities for older people	
More support for families	
Help create a sense of community in local neighbourhoods	

Essential information – If you do not include your name and address, your response will be invalid.

Name or Organisation _____
 Address _____
 Postcode _____

Optional information – Male / Female (please delete) Age _____
 All personal information is strictly confidential and for internal use only.

Telling us what you think

Please return by 10 November 2008

The quickest and cheapest way to tell us your 5 priority issues is online at www.eastleigh.gov.uk/comcore
 Or fill in this questionnaire and send it FREEPOST to:
 Community Plan/Core Strategy, Freepost S.O. 6233, Eastleigh Borough Council,
 Civic Offices Leigh Road, Eastleigh SO50 9HN
 or bring it to any Eastleigh Borough Council office.

Need more information?

If you want to see the full consultation document or give a more detailed response:

- 1** You can view, complete or download the consultation and questionnaire online at: www.eastleigh.gov.uk/comcoreall
- 2** You can get copies sent to you by:
 - **phoning** us on 02380-688840
 - **writing** with your address to: Cliff Bowden, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9HN
 - **emailing** your address to localplan@eastleigh.gov.uk



You can find out more about the consultation and discuss the issues at these exhibitions:

● Dovetail Centre, Chandler's Ford	Thursday 2nd October	3.00 pm - 8.00 pm
● West End Parish Centre	Friday 3rd October	3.00 pm - 8.00 pm
● The Point, Eastleigh	Wednesday 8th October	3.00 pm - 8.00 pm
● Village Hall, Bursledon	Thursday 9th October	3.00 pm - 8.00 pm
● Bishopstoke Community Centre	Friday 10th October	3.00 pm - 8.00 pm
● Botley Centre, Botley	Monday 13th October	3.00 pm - 8.00 pm
● 2000 Centre, Hedge End	Friday 17th October	5.00 pm - 8.00 pm
● Hamble Memorial Hall, Hamble-le-Rice	Thursday 23rd October	3.00 pm - 8.00 pm
● Drummond Centre, Hedge End	Tuesday 28th October	3.00 pm - 8.00 pm
● Fair Oak Village Hall, Fair Oak	Wednesday 29th October	3.00 pm - 8.00 pm
● Abbey Hall, Netley	Thursday 30th October	3.00 pm - 8.00 pm

This information can be provided in alternative formats including large print, audio tape, Braille and other languages by calling **023 8068 8000**, emailing to direct@eastleigh.gov.uk or texting **07797 877001**

EASTLEIGH BOROUGH – THE NEXT 20 YEARS

Core Strategy and Community Plan Stakeholders' Workshop

Eastleigh Railway Institute, Thursday 22 May 2008

Around 60 people attended the workshop. Councillor Keith House, Leader of Eastleigh Borough Council and Chairman of the Eastleigh Strategic Partnership introduced workshop and set the scene for the debate. There were then two discussion sessions:

Core Strategy

After a brief presentation the workshop addressed two tasks, (1) to consider the pros and cons of focusing development in the built-up areas, and (2) place making, and the things we need to do to improve our towns and villages.

Main Points Raised

Task 1: Pros & cons of development being concentrated in built-up areas

- Eastleigh is considered to be an attractive place to live and work because it has good transport links.
- Concerns about concentration of development in the built-up areas/ high densities:
 - Traffic congestion
 - Note: types of jobs in the area affect recruitment patterns and journeys to work
 - Dense urban landscape provides a poorer living environment – danger of loss of urban greenspaces (including private gardens) – less attractive character
 - Difficult to generalise about local character, which varies – higher density may be acceptable in central areas with facilities
 - Important to retain local identity

- Concern about what is identified as brown field land
 - Loss of employment sites – but this may not matter if the nature of employment is changing
 - Need to retain a dispersed pattern of employment sites – should not concentrate in one place
 - The identified pros and cons depend on big assumptions about the community which are not substantiated
 - Higher density is only acceptable provided:
 - Access to services and infrastructure is guaranteed
 - Quality of life is maintained – green spaces are seen as very important in contributing to perceptions of character, and in providing space for play/ youth activity – its absence leads to youth problems
 - It retains and protects identity and sense of place
 - A strong relationship is created and maintained between economic development and the community – those who work in the area and those who live there – this has implications for the type of employment provided – there is an issue of transient workers.
 - Some green field development may be preferable to continued high density.
 - greenfield development likely to lead to more travel.
 - Transport must be good.
 - New development needs to be well designed and to create a sense of place.
 - Need to improve access to amenities, the quality of those amenities, concentrating development might help.
- Could enable better provision of accessible infrastructure
 - Could enable a wider range of dwelling types, social mobility and choice
 - Concentration could increase noise
 - Many people perceive a link between high densities and poor design
 - Concentration is likely to worsen parking problems
 - Concentration is likely to increase pressures on health services, education and other services to the community
 - Concentration might threaten local distinctiveness and civic pride
 - Concentration will increase land values and may lead to a reduction in leisure space.

Task 2: Place-making – the things we need to change to improve the Borough/ town/ village

- Quality of life: most important factor is the perception of community safety – need to consider the impact of reduced gardens, insufficient parking, poor noise insulation, lighting, footpaths and landscaping
- Provide capacity for young people, along with support for parents – assuring them that it's OK to say 'No' sometimes.
- Sort out road congestion – this is affecting the quality of life and economic activity.

Need to improve:

- traffic congestion – we must promote and provide realistic alternatives
- make better use of renewable energy – conserve non-renewables and water
- the image of the Borough, better planning, design, aesthetics, marketing/advertising
- we need to promote quality of life, water/river parks – provide new accessible, good quality open spaces.
- We need to identify key open space areas, bring them into public ownership and involve communities in managing them.
- “celebrate” our rivers and coast
- Avoid pitfalls of suburbanisation such as the impact of a strong equestrian industry on traditional meadows now overgrazed.
- Promote mixed communities by providing appropriate property types; integrating the community by imaginative use of communal space; creating focal points, and sense of belonging on safety.
- Promote sustainable communities by providing access to better public transport to access homes/work and other uses. Ensure living and working areas are cycle and pedestrian friendly.
- Promote safer communities by planning out crime and anti-social behaviour, reducing the fear of crime, finding places for use by the youth of our communities.

Community Plan

Task 3: Community Plan Refresh

Each participant was provided with a Discussion Paper setting out information on the Borough for 10 different themes (that is: the 8 themes in the existing Community Plan; a “Caring Community” theme for material that did not fit easily within these 8 themes; and a “Great Community” theme - for material that was relevant to most of the 9 other themes). At the workshop, participants were divided into 7 groups and then asked to agree as a group on around 10 key issues each for the Borough. The combined results are shown in the tables below, where the issues have been categorised into various groupings under the 10 themes.

Since the professional affiliations of the participants inevitably had an impact on the issues identified, the final table shows these affiliations under the relevant theme heading. Among other things, the table shows that health-related professionals were particularly under-represented at the workshop (although a number were invited), which explains why relatively few health issues were identified.

Key Community Plan Issues for the Borough Identified by Participants

(0) A GREAT COMMUNITY (CROSS-CUTTING ISSUES)

Community Plan

- ▶ Promote community plan to general public
- ▶ Joined up thinking limiting the aspects of the plan
- ▶ Talking to the people who are directly affected by the plan – but go to them not just expecting them to come to EBC events

Cross-cutting Principles / Issues

- ▶ Equality of access to: employment; education; shopping; leisure
- ▶ An informed community: people need information; new homes welcome pack; transport; services; amenities
- ▶ Encourage local services for local people
- ▶ To what extent do we try and influence and attitudes e.g. health, climate change etc.
- ▶ Innovative approaches and thinking to address a changing society
- ▶ Keeping up with lifestyle changes
- ▶ Recognising positive aspects and celebrating success

Community Identity and Place-shaping

- ▶ A great community: A sense of place. A sense of identity. Parish council's rock!!
- ▶ Avoiding a homogeneous South Hampshire – each settlement needs to be distinguished from the next – it's possible to go from Eastleigh to Southampton and Portsmouth without leaving the uniform urban matrix
- ▶ Better integrated communities i.e. mixed demographics and mixed dwellings

Young People as a Theme

- ▶ YOUTH: Should be addressed as separate theme – links to all the others
- ▶ Involving teenagers in the local community: THEME - 'Youth in the community'

Elderly People as a theme

- ▶ Elderly people and their needs should be addressed as a separate issue

(1) A GREEN COMMUNITY

Carbon Emissions

- ▶ Moving towards a low-carbon life style and reducing energy consumption
- ▶ Policies insisting on use of renewable sources
- ▶ Environment / energy: use of innovation; partnership approach
- ▶ Help with insulation costs for everyone and help / advice i.e. recognised suppliers
- ▶ Good quality of urban design
- ▶ Improving services for composting, removal of white goods
- ▶ Facilitate increased home working and flexible working

Green Infrastructure

- ▶ Green infrastructure: (net gain of) = multi-functional space providing health, biodegradable, recreational, social and cultural benefits, and economically / environmental significant ecosystem services, flood-risk mitigation (CRM), carbon sequestration, local climate etc.
- ▶ Increasing / improving green infrastructure – provides green spaces for people and wildlife as well as helping to dissipate heat and provide shading in hot weather
- ▶ Green infrastructure: ‘Joined up’ management of green space; across local authority areas
- ▶ Green infrastructure in urban areas not just rural
- ▶ Improve the urban fringe: involve the community in its maintenance; develop imaginative ways of looking after it

Open / Green spaces

- ▶ Identify and secure key open space areas for: sport; play; wildlife - near areas of potential development
- ▶ Create space and improve access to it including special aspects around housing
- ▶ Open spaces: bring into public ownership; involve community in the appropriate maintenance of them; bring community in touch with wildlife
- ▶ Engagement of young people in managing open spaces: improve attitudes; develop new skills; training opportunities
- ▶ Well used green spaces
- ▶ Green space: security; on-site staffing

Biodiversity

- ▶ Biodiversity: protection / enhancement; appropriate resources allocated; appropriate protection
- ▶ Designated site for biodiversity: need to be in better condition (including rivers); recognition at all stages of decision making; need to be more connected at a landscape scale; Climate Change and Relative Sea Level Rise (RSLR); sensitive sites need to have impacts of development reduced

Sea-level change

- ▶ Remember the Coast! Massive change!: Expanding marinas and sea level rise affecting globally significant wildlife resources inter tidal habitats
- ▶ Identify and allocate land to which coastal habitats (e.g. beach) and species can move as sea levels rise (or accept their recreational / wildlife loss)

Water supply and waste water

- ▶ Water resources management – sewerage and water supply – impacts on water quality / biodiversity
- ▶ Water supply: we need to balance water for people and water for the environment – how much are customers in Eastleigh prepared to pay to benefit the environment?
- ▶ Wastewater services: Unlike other wastes, the biological load of wastewater per person cannot be reduced (even if volume can). Provision of necessary facilities needs to be supported as the population grows
- ▶ How do we provide the renewable sources such as water with the increase in population? Use of grey water? How do we cope with waste?

Environmental Action

- ▶ Environment as a tool to stimulate community
- ▶ More environment: sustainable access to the community; education on our environment and climate change
- ▶ Assisting and helping the local community adapt to inevitable climate change – stormy weather, flooding, and heat waves

(2) HOUSING THE COMMUNITY

Housing Development Location

- ▶ Building / retaining spaces of communities. Over development of some villages = merges to next (Bishopstoke and Fair Oak for example)
- ▶ Don't spoil community identity by dense development etc
- ▶ How do we plan to keep the community density (such as Hamble)
- ▶ Retain green open spaces but build on fringe green field sites
- ▶ Retain space around existing older developments and between them
- ▶ Don't infill all gardens, garage and parking areas
- ▶ Do not encourage builders to infill and demolish older houses (not just listed houses)

Housing Development Infrastructure

- ▶ New housing developments: Infrastructure needs to be put in place before completion of houses, including footpaths, cycle ways and public transport
- ▶ Planning for an appropriate distribution of housing to secure sustainable communities
- ▶ Community structure housing, employment
- ▶ Shopping and recreational facilities for local areas
- ▶ Good mixed planning

Affordable Homes

- ▶ Type of housing stock not affordable for first time buyers
- ▶ Need housing for young people: Linked to this need tenancy training and paid or voluntary support work
- ▶ Housing: re affordable housing; more family housing; 3 bed housing rather than 1 or 2 bed apartments; People living longer, so no 3 bed houses available for new families

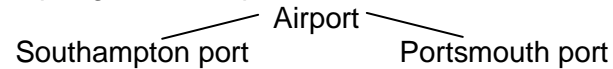
Quality / Sustainable New Homes

- ▶ Well built homes – considering noise, parking, green areas
 - ▶ Ensure quality of housing and space standards are not compromised
 - ▶ Buildings - quicker construction = compromised quality
 - ▶ Quality = sustainability (don't compromise)
 - ▶ Sustainable housing – energy efficient, mixed design
 - ▶ Provide sustainable development by putting pressure on developer to build more ecological homes
 - ▶ Renewable energy in homes. Force developers to do it
 - ▶ Energy efficient homes. Force developers to do it
 - ▶ Water Resources: new and existing housing needs to have rain water harvesting and water saving technology
 - ▶ New housing and commercial development to be both energy efficient to climate change e.g. no need for artificial cooling in hot weather
- ### **Housing and Support for Older and/or Disabled People**
- ▶ Housing for elderly and disabled
 - ▶ Suitable accommodation for the older person to give them a better quality of life
 - ▶ Provision of 'lifetime homes' adapted for accommodation older people
 - ▶ Making proper provision for housing and care for older people
 - ▶ Need to fund more services to help older people stay in their own homes: more advice; more gardening help; shopping service; handy person help

(3) A CONNECTED COMMUNITY

Transport Networks / Infrastructure

- ▶ Transport. Running an integrated transport system
- ▶ Develop regional transport infrastructure



- ▶ Efficient integrated transport links: Road Southampton; Rail Airport; Air Portsmouth
- ▶ Better transport system. Consider trams
- ▶ Improvement to strategic road network and links to key urban areas
- ▶ Improve access into the town: consider access to commercial areas; direct routes from major trunk roads
- ▶ Better road system: M27 J7-5; Chickenhall Lane Link Road
- ▶ Push on with all haste to build the Chickenhall Lane Link Road
- ▶ Reducing congestion to improve air quality

Public Transport

- ▶ Improved public transport systems: joined up so easy to use; good interchanges
- ▶ Well subsidised and integrated public transport system
- ▶ Public transport: Increased frequency; cover cost; better integration; parking provisions
- ▶ Transport: people will use the buses and trains if they are affordable, regular and reliable; make infrastructure better
- ▶ Accessible and affordable public transport
- ▶ Affordable public transport
- ▶ Better Transport: buses and trains
- ▶ Integrating ticketing Rail β à Bus
- ▶ Bus lanes needed
- ▶ Bus signalised priority

Car Travel

- ▶ Reduce need and desire to drive to work
- ▶ Reduce car travel using carrots not just sticks: carrots = getting the alternatives right (walking / public transport) and investing in them
- ▶ Strategies to reduce car use at stations: work from home; car share / pools; Long stay car parks (safe affordable place to leave car for walking / car sharing)
- ▶ Quotas for schools for travel by car
- ▶ Transport infrastructure that people want to use. Encourage rather than just being punitive against the car! “management by design”

Walking/ Cycling

- ▶ Improve pedestrian and cycle access
- ▶ Better footpaths
- ▶ Better cycle proficiency training

Schools

- ▶ Improve school transport and walking to school to reduce ‘the school run’
- ▶ School bus system with on board minder similar to US system
- ▶ Road safety training for school children

Transport Information

- ▶ Information on cycle, bus and pedestrian routes need to be better
- ▶ Better journey or trip planning for all transport e.g. better info about transport direct

Local Services / Facilities

- ▶ Provision of local services: schools; doctor surgeries / clinics; shops; young people’s facilities

(4) A PROSPEROUS COMMUNITY

Economic Regeneration

- ▶ Economic regeneration
- ▶ Re-focus from Pirelli / Railway town to Aerospace and Technology
- ▶ Exploit economic opportunity of climate change e.g. tourism up, agriculture – new crops

Sustainable Development

- ▶ Developing decentralised energy systems - local energy network and generation.
- ▶ Planning and pre-empting rural changes: e.g. promoting a sustainable rural economy e.g. wood bio-fuel supply, grazing stock for traditional land management – not just equestrian industry!
- ▶ Airport expansion up = local quality of life down (noise, pollution, wellbeing)

Built Environment

- ▶ Exciting urban environment
- ▶ Improve the identity of location - sense of place
- ▶ What heritage areas / buildings are we leaving for future generations?
- ▶ Landmarks / buildings that define Eastleigh (not just the railway)

Jobs and Skills

- ▶ Employment – better paid and skilled to replace losses
- ▶ Jobs - better jobs for local people and skills training to ensure they can get the job
- ▶ Employers being driven out of borough – needs being overlooked; need accessible and affordable sites and buildings;
- ▶ Skills gap – short of blue collar workers – can't afford apprenticeships
- ▶ Up skill the work force need to change from low skill to the skill needed by Hi-Tech modern commerce / industry

Work / Life Balance

- ▶ Better work / life balance: promote flexible working; IT improvement; work from home

(5) A LEARNING COMMUNITY

Education

- ▶ Education – Pre-school – primary – middle – senior – college, further education
- ▶ Skills set improvement
- ▶ Educate young people to actively take part in their community issues: environment; safety; respect
- ▶ Education: more vocational training; apprenticeship
- ▶ More interaction between business and schools
- ▶ Education – new curriculum (14-19) are demanding schools and colleges deliver in partnership = busing students between schools and between schools and colleges – transport issue!

Parenting

- ▶ Invest in parenting skills
- ▶ Reinstate STRONG and EFFECTIVE parenting skills

(6) A HEALTHY COMMUNITY

Health Education

- ▶ Health education
- ▶ Understand health benefits through informed facts
- ▶ Educating through school's health
- ▶ Pester power, children will change!

Independent Living / Older People

- ▶ Adult Care: support for independent living; facilities for older people

Environment and Health

- ▶ Sufficient health and provision to cope in times of extreme weather: e.g. heat problems for very old / very young people
- ▶ Improved air quality

Health and Safety

- ▶ Health and Safety "Overkill"

(7) AN ACTIVE COMMUNITY

Facilities and Activities

- ▶ Facilities – health, variety of shopping, entertainment – all ages
- ▶ Activities - for all ages
- ▶ More town centre activities in the evening to prevent young people 'taking over'
- ▶ Exciting urban environment art, variety of shopping
- ▶ Be prepared to take risks

Green / Open Spaces

- ▶ Access to green areas - publicise and provide access
- ▶ Open green spaces – mixed usage
- ▶ Provision of attractive, accessible, linked green space for a variety of people

Active Lifestyle

- ▶ Lifestyle changes. Health problems

(8) A CONFIDENT, SAFE COMMUNITY

- ▶ The issue of Community Safety – perception, management, design, control – needs to be addressed

Planning and Design

- ▶ Planning - full consideration of community safety including: ASB; gardens; thin walls; walk ways
- ▶ Safer homes, designs and systems, in case of emergency
- ▶ Better lighting to feel safe
- ▶ Mixed tenure and housing doesn't work: leads to conflict; integration doesn't work for people on the ground; leads to community safety issues

Police Community Safety Officers

- ▶ Good to see PCSOs on streets – need to maintain this

(9) A CARING COMMUNITY

Sustainable Communities

- ▶ Creating sustainable communities where people live, work, relax (play) together
- ▶ Develop a sense of community and responsibility. 'Buy in' to the community
- ▶ Involve the local community in decisions that affect them
- ▶ Parish councils: role needs to be addressed – they can make a vital contribution; Partners to the EBC/ HCC/police; Advocates for their community; Accountable to the community; Inventors in the community; Voice + representatives; Providers – for elderly / youth; Contributors to 'strategic' bigger picture
- ▶ Improved sense of community: more interaction; more trust; community / youth centres
- ▶ Development tolerance between different Age and Social groupings
- ▶ Create a better sense of place in places like Hedge End so that the Strategic Development Area residents are happy to stay there! 24/7!
- ▶ Promote neighbourhood identity – promoting work from home can have a negative affect in inter personal skills and communication
- ▶ Keeping a strong sense of community in areas where there will be growth

Community Facilities, Activities and Events

- ▶ More community halls for informal use i.e. not just for uniformed organisations
- ▶ More events, street parties, carnivals
- ▶ Encourage community activities: Carnivals;
- ▶ Street parties at reasonable cost
- ▶ RED TAPE!: Gets in the way of running community events e.g. carnivals etc.

Families and Parenting

- ▶ Creating (encouraging) family cohesion (improving parenting skills); making places for families to go together (do things together)
- ▶ Parenting skills
- ▶ More activities for children that is accessible

Young People's Facilities / Activities

- ▶ Provision of services for young people: facilities; support e.g. staff; natural open spaces; areas allocated for young people
- ▶ Facilities for young people. Places to meet and chill (Indoors with soft drinks etc) plus central entertainment and parks, open spaces▶ Better facilities for youth i.e. coffee or juice 'bars' to counteract late night racing etc.
- ▶ More local youth facilities especially in Eastleigh Town
- ▶ Youth facility in Eastleigh town
- ▶ More funding for youth activities

Young People's Representation

- ▶ Engage younger people in these [community decision-making] processes i.e. could have invited representatives from local college or schools 'today'
- ▶ Engage young people in the development of everything: their perception is often different to an adult
- ▶ Look at creative ways of engaging young people: on their level and in a way that is interesting to them
- ▶ Do not disenfranchise entire sector of the community i.e. The Young
- ▶ Young people (12-21) often feel disenfranchised from their communities because they feel excluded from decisions made over facilities for them: can we create a local borough forum for them?
- ▶ Need for a young persons' council

Older and Disabled People

- ▶ Age: Older population; Housing (downsizing; why not stay; family home; retirement villages/complex; transportation; new housing / speculated housing to be near facilities e.g. shops, buses, church etc; tension between different ages
- ▶ More / better facilities for the disabled persons across the borough i.e. dropped curbs and please listen to what the disabled person has to say

PROFESSIONAL AFFILIATIONS OF WORKSHOP PARTICIPANTS

0. A Great Community (24 people)

- ▶ EBC Councillor: 7
- ▶ Parish Councillor: 2
- ▶ Parish Clerk: 2
- ▶ HCC Planning Officer: 3
- ▶ EBC Planning Officer: 4
- ▶ SCC Planning Officer: 1
- ▶ EBC Chief Executive Unit: 2
- ▶ EBC Area Coordinators: 3

1. A Green Community (4)

- ▶ Environment Agency: 1
- ▶ Wildlife Trust: 1
- ▶ EBC Sustainability Officer: 1
- ▶ EBC Biodiversity Officer: 1

2. Housing the Community (3)

- ▶ Housing Association: 1
- ▶ Water Supplier: 1
- ▶ EBC Housing Officer: 1

3. A Connected Community (7)

- ▶ Public Transport: 1
- ▶ Highways Agency: 1
- ▶ Airport: 1
- ▶ Road Haulage: 1
- ▶ HCC Transport Officer: 1
- ▶ EBC Transport Officer: 2

4. A Prosperous Community (5)

- ▶ Hampshire Economic Partnership (HEP): 1
- ▶ SEEDA: 1
- ▶ Chamber of Commerce: 1
- ▶ EBC Economic Development Officer: 1
- ▶ SCC Economic Development Officer: 1

5. A Learning Community (3)

- ▶ Higher / Further Education: 3

6. A Healthy Community (0)

7. An Active Community (2)

- ▶ Ramblers Association: 1
- ▶ EBC Countryside Officer: 1

8. A Confident, Safe Community (2)

- ▶ Police: 1
- ▶ Hampshire Fire and Rescue: 1

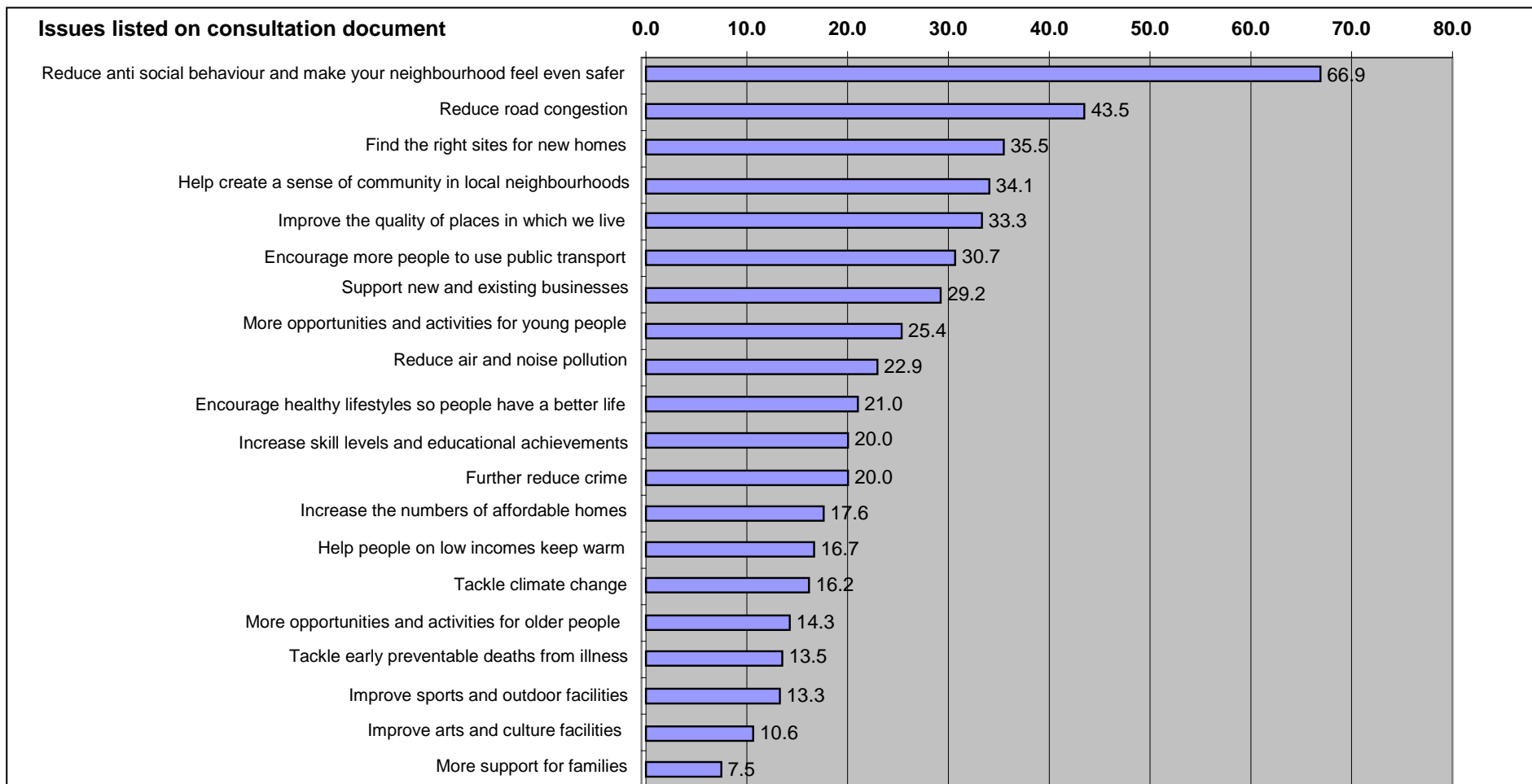
9. A Caring Community (8)

- ▶ Residents Association: 5
- ▶ One Community: 1
- ▶ Age Concern: 1
- ▶ Hampshire Youth Service: 1

Community Plan / Core Strategy Consultation: Online Responses

APPENDIX 11

Percentage (%) of respondents selecting issue as one of their top 5 priorities for the Borough from a list of 20:



Additional issues respondents chose to add to the original set of listed priorities:

Prevent overdevelopment / infilling, or preserve / improve access to green spaces = 3.9%	Support provision of, or land for, places of worship, churches or Christian schools = 2.4%
Provide better parking or improved / safer roads or ensure less speeding = 3.6%	Address needs of older, disabled or vulnerable people = 1.5%
Ensure better public transport or provision for walking / cycling = 3.6%	Provide better policing / law enforcement = 1.5%
Stop Strategic Development Area, reduce its impact or ensure has good infrastructure = 3.1%	Various other issues = 5.6%

COMMUNITY PLAN/ CORE STRATEGY/ DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029 - RELATIONSHIP BETWEEN ISSUES, VISION AND OBJECTIVES

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
A happy and healthy community ...				
<p>Issue 5: Find the right sites for new homes The South East Plan requires the Borough to accommodate around 7000 dwellings over the next 20 years. This does not include the Strategic Development Area located north-north-east of Hedge End also proposed in the South East Plan. The additional 7000 dwellings can be accommodated in various ways, within and adjoining the existing built-up areas of the borough.</p> <p>Issue 6: Increase the numbers of affordable homes "Affordable housing" means housing which is subsidised by developers and the government to bring it within the reach of those who cannot afford to buy or rent on the open market. The need for affordable housing in the borough is very substantial. It</p>	<ul style="list-style-type: none"> • The community is confident, diverse and welcoming, and fosters healthy, supportive relationships and a strong sense of community identity and pride • Community members take responsibility for their own decisions and actions, and look out for the needs of others as well as their own • Residents enjoy healthy lifestyles, they participate in a wide range of sport, play and recreation activities, and there are low levels of smoking, obesity and alcohol or drug abuse across the borough 	<p>Accommodating the South East Plan housing requirement The South East Plan requires the borough to accommodate 7080 dwellings over the next 20 years (in addition to the Strategic Development Area). This will help to meet the borough's housing needs, but will also have implications for water supply, drainage, transport and community infrastructure, and for the character of the borough's settlements.</p> <p>Testing the feasibility of the proposed Strategic Development Area (SDA) The SE Plan also requires the borough to accommodate the bulk of a new SDA north/north-east of Hedge End, extending into Winchester. It involves 6000 dwellings, 74,000 m² of employment and ancillary community infrastructure. The feasibility of this proposal needs to be tested in terms of the viability of providing transport and other infrastructure, and its impact on landscape, nature conservation and local communities. Contingency arrangements may need to be considered should it be found not to be feasible.</p> <p>Meeting local housing needs There is a very substantial need for affordable housing in the borough, with 4500 households</p>	<p>I. The South East Plan's housing requirements for the borough are met, including provision for those in need of affordable housing, and those with specialised accommodation requirements. The mix of housing accommodation available in the borough meets a variety of needs including those of people with families.</p> <p>II. Residents have easy access to:</p> <ol style="list-style-type: none"> a. the health and support services that they need; and b. safe and attractive leisure, recreation, community and 	<ol style="list-style-type: none"> 1. To identify residential development opportunities in sustainable locations within the borough to provide at least 7080 dwellings between 2006 and 2026, meeting local housing needs including: <ol style="list-style-type: none"> a. affordable housing; b. housing for special needs, including accommodation for elderly and disabled people; c. provision for gypsies, travellers and travelling showpeople as required by the South East Plan. 2. To test the feasibility of locating a strategic development area north/north-east

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>is usually provided as a proportion of new development, or by financial contribution from new development; other means of provision include buying into existing stock (which is expensive).</p> <p>Issue 8: Reduce anti-social behaviour and make your neighbourhood feel even safer Anti-social behaviour, particularly if related to the abuse of alcohol, can also have the effect of making the neighbourhood feel less safe than it really is.</p> <p>Issue 9: Further reduce crime Eastleigh is generally a safe place in which to live, but there are instances of criminal behaviour that fuel a fear of crime.</p> <p>Issue 10: Encourage healthy lifestyles so people have a better life The borough's residents generally enjoy good health, but there are still problems relating to poor diet and lifestyle, including circulatory diseases, some cancers, obesity, alcohol abuse, diabetes etc.</p>	<ul style="list-style-type: none"> • Agencies work together to support everyone, especially those from disadvantaged groups, enabling them to access services and play a full role in community life • Good mental, emotional and physical health for everyone is promoted, and all residents benefit from convenient, affordable access to the health-related services and advice they need • The work of volunteers and carers is valued and supported by the community • In all areas of the borough, residents and visitors have many opportunities to enjoy its rich culture and heritage • Crime and anti-social behaviour are low, fear of crime is low, and vulnerable people feel safe and are 	<p>on the Council's Homechoice (Housing) Register at the beginning of 2009. Provision is not keeping pace with the growth in need.</p> <p>In common with other areas of the country, the borough's population is ageing – with the proportion of those over 65 anticipated to increase from 15% in 2006 to 21% in 2026. Specialised provision will need to be made to meet their needs, and the needs of those with disabilities.</p> <p>The SHMA indicates a need to provide more family housing in the area as well as smaller units such as flats. There is a local issue with pressure for conversion of family houses in Eastleigh town centre to flats or multiple occupation – this meets some accommodation needs but also affects the character of the area.</p> <p>Provision will also need to be made to accommodate small numbers of gypsies, travellers and travelling showpeople, in accordance with the requirements of the South East Plan.</p> <p>Encouraging healthy lifestyles</p> <p>The borough's residents generally enjoy good health, but there are still problems relating to poor diet and lifestyle, including circulatory diseases, some cancers, obesity, alcohol abuse, diabetes etc. Tackling these issues involves partnership working between a number of agencies. The Core Strategy can contribute through ensuring provision of, and access to health care facilities and facilities for healthy exercise, including easy access to local areas of natural green space.</p> <p>Enhancement of and access to indoor and</p>	<p>cultural facilities sufficient to support and encourage healthy lifestyles, social interaction and community life.</p> <p>III. Fear of and opportunities for crime and anti-social behaviour are limited by design and layout of new development, and more effective community interaction with the perpetrators.</p>	<p>of Hedge End, and to consider contingency arrangements should its feasibility be in doubt</p> <p>3. To make provision for the development of facilities for:</p> <ol style="list-style-type: none"> a. young people as set out in the Borough Council's 'Play Strategy & Action Plan' and 'Children and Young People Strategy' b. elderly people as set out in the Borough Council's 'Live Long & Better in Eastleigh' strategy; c. disabled people as set out in the Borough Council's Disability Strategy; d. local educational needs as set out in the Education Authority's annual Schools Places Plan; e. health care; f. other local institutional needs; g. cultural needs as set out in the Borough Council's Cultural

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>Issue 11: Tackle early preventable deaths from illness The general health and life expectancy of Eastleigh Borough's population is good, but we still have the same health issues as everywhere else – heart and circulatory problems, cancer, smoking, obesity, diabetes, and alcohol abuse. Prevention of avoidable, premature deaths and the promotion of the best possible health status are two parts of the health agenda. This includes prevention of illness caused by lifestyle issues.</p> <p>Issue 12: Improve leisure, arts and cultural facilities The borough is developing a range of leisure and cultural activities, but these are not evenly distributed, and the issue is how to maintain and enhance these, and encourage people to use and enjoy them.</p> <p>Issue 13: Improve sports and outdoor facilities The borough is well provided with sport and recreation facilities. The areas for improvement revolve around encouraging people to use them, and enhancing their</p>	<p>protected from harm or abuse</p> <ul style="list-style-type: none"> • Housing needs are met, with provision for people with specific needs • Quality health, shopping, education and recreation facilities are locally available and readily accessible to all • People are able to live, work and travel safely throughout the borough 	<p>outdoor sport and recreation facilities</p> <p>The borough is well provided with indoor and outdoor sport and recreation facilities. The areas for improvement revolve around encouraging people to use them, enhancing their quality so that they will meet future requirements, and with regard to out-door recreation, achieving a comprehensive Green Infrastructure network as envisaged in the PUSH Green Infrastructure Strategy.</p> <p>Sailing, golf and equestrian activities provide economic as well as leisure benefits and opportunities.</p> <p>Provision of and access to community, cultural and leisure facilities</p> <p>The borough contains a variety of health facilities that generally meet local needs, but relies on Southampton and Winchester for hospital services.</p> <p>The borough contains high-quality education facilities up to sixth-form college level. There is an issue that pupil numbers have declined at schools in some smaller settlements, and a perception that more development in these areas would help to support and retain these facilities and others such as local shops.</p> <p>Most communities have access to a community hall, and these are generally of high quality. The town of Eastleigh contains a variety of cultural and leisure facilities; however, provision across the rest of the borough is uneven, and the Core Strategy needs to address quality of, access to and distribution of these facilities.</p> <p>The Point and other cultural and leisure facilities in Eastleigh provide a basis for further</p>		<p>Strategy and Public Arts Strategy</p> <p>h. other local community and leisure needs, in particular within the defined town, district and local centres</p> <p>4. To enhance provision and quality of, and improve access to the borough's formal indoor and outdoor sport and recreation facilities as set out in the Borough Council's Sport & Recreation Strategy</p> <p>[14. To promote designs and layouts of new development that meet the Building For Life criteria, creating high quality places, limiting opportunities for criminal or anti-social behaviour, and ensuring that new development is fully integrated with existing developed areas and transport systems.]</p>

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>quality.</p> <p>Issue 17: More opportunities and activities for young people Taking care of our young people and ensuring that they have the leisure facilities that they need, as well as opportunities to participate in the life of the community, may reduce their feelings of alienation and help to minimise the anti-social behaviour that this may cause.</p> <p>Issue 19: More support for families Stable and happy families help to create strong and cohesive communities.</p> <p>Issue 20: Help create a sense of community in local neighbourhoods With more development and changes in working patterns, community identity can become fragmented, and valuable social networks can be lost. There is also a need to welcome and integrate those who occupy the new housing development that will be taking place in the borough.</p>		<p>development of modern arts and culture that could also have economic benefits.</p> <p>Enhancing community safety</p> <p>Incidence of crime and antisocial behaviour in Eastleigh Borough is relatively low, but within the community there is a disproportionate fear of both. Addressing this issue involves partnership working between a variety of agencies. The Core Strategy can contribute through addressing design, and through enabling provision for facilities to engage those such as younger people who might otherwise be involved in such behaviours.</p>		
... with a thriving and inclusive economy ...				
Issue 1: Increase skill levels	• A flourishing local	...Accommodating new employment	IV. The borough plays	XII. To provide sites

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>and educational achievements</p> <ul style="list-style-type: none"> - 10.3% of Eastleigh Borough's population have no qualifications compared to 9.6% in the South East and 13.8% nationally. If the borough is to encourage knowledge-based and further high tech employment uses, there will be a need to improve local skills. - An ageing population may also give rise to a need for adult learning opportunities. However, many local people are highly skilled, and travel outside the borough to find work. There are developing local skills in media and the arts. To reduce commuting distances and make best use of local skills, there is a need to consider what types of employment should be provided in the borough for example knowledge based, advanced manufacturing and creative media. <p>Issue 2: Support new and existing businesses</p> <ul style="list-style-type: none"> - The continued success of Eastleigh's economy depends on having enough land to support economic activity. However, there is a lot of pressure to develop employment land for other 	<p>economy benefits all sections of the community, so that poverty and social exclusion are reduced, local people have a wide range of employment opportunities, and there is an increased proportion of high quality jobs</p> <ul style="list-style-type: none"> • The borough plays an important role in the sub-regional economy, with developments at Eastleigh River Side and elsewhere providing jobs and services for local residents and the south Hampshire sub-region • Residents of all ages have access to a wide range of high quality education and learning opportunities • Businesses and other organisations work with local young people to enhance their qualifications and skills, so they can compete for, and 	<p>allocations</p> <p>Eastleigh is a primary focus for the sub-region's economic development needs. The PUSH apportionment of the sub-regional total has led to a very substantial requirement for additional employment floorspace in the borough, a proportion of which is to be provided through regeneration and development at Eastleigh River Side: 332,000m² net additional employment land is required to serve sub-regional needs (comprising 160,000m² of B1 offices, 50,000m² of B2 manufacturing and 122,000m² of B8 warehousing) – also potentially a further 74,000m² within the North/North-east Hedge End SDA subject to the outcome of feasibility testing. However, it has become apparent that Eastleigh River Side is unlikely to accommodate the employment floorspace originally anticipated; also that extensive new green field allocations may inhibit both the development of Eastleigh River Side (green field sites being more attractive to developers than regeneration sites) and the local economy (a surplus of employment land on the market can depress land values to a degree that prevents sites coming forward).</p> <p>Addressing out-commuting, using local skills, facilities and opportunities and helping to increase sub-regional GVA</p> <p>Of the 60,800 jobs in the borough, over 30% are in retail, and many are low-skilled and low-paid. A further 30-35% are in administrative/ education/ health/ financial and professional services, but many local people are highly skilled, and travel outside the borough to find work. There are also developing local skills in media and the arts. There are existing high-</p>	<p>an important role in the south Hampshire economy, with developments at Eastleigh River Side and phased release of sites elsewhere providing high quality jobs and services for local residents and the south Hampshire sub-region that help to meet the requirements of the South East Plan including contributing to an increase in sub-regional GVA.</p> <p>V. The number and range of jobs in the borough has increased, and there is a higher proportion of better paid jobs than at the start of the plan period. Provision is made to ensure the retention and further development of business sectors for which the borough already has skills and facilities, such as the marine, aviation and rail industries. There is an increase in the proportion of high quality businesses in the borough that</p>	<p>for at least xx. sq. m. of new employment by 2021, with indicative provision for the remaining sub-regional economic development requirement up to 2026, including provision of at least xx sq.m. of premises for start-up and expansion of small firms.</p> <p>XIII. To encourage forms of employment that will make best use of existing skills and facilities within the borough, to increase the proportion of higher skilled jobs from xx% in 2006 to xx% in 2026, and to encourage forms of employment that will help to boost sub-regional GVA to an annual increase rate of 3.5% by 2026.</p> <p>XIV. To promote the regeneration of Eastleigh River Side, in accordance with the requirements of the South East Plan, ensuring:</p>

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>uses such as housing.</p> <ul style="list-style-type: none"> - Eastleigh Borough will need to accommodate about 332,000 square metres of new employment development over the next 20 years. A lot of this could be provided through redevelopment and new green field development within the South Hampshire Strategic Employment Zone (<i>Eastleigh River Side</i>), but more land may be needed. - The Borough Council already helps small businesses, for example through the provision it has made at Wessex House in Eastleigh, but more land needs to be found to accommodate those which prosper and need to grow. We also need to provide for the expansion needs of existing employers in the borough and those likely to be displaced through regeneration schemes. <p>Issue 12: Improve leisure, arts and cultural facilities The borough is developing a range of leisure and cultural activities, but these are not evenly distributed, and the issue is how to maintain and enhance these, and encourage people to use and enjoy them.</p> <p>Issue 18: More opportunities and activities for older</p>	<p>keep, jobs</p> <ul style="list-style-type: none"> • High quality businesses provide advanced, knowledge-intensive or low-carbon technologies and services, or are active in the creative industries <p>Support for local businesses provides advice and a variety of sites and premises to meet business needs, including small-scale starter and ‘move-on’ units</p> <ul style="list-style-type: none"> • High quality retail, leisure, community and cultural facilities ensure the vitality and attractiveness of Eastleigh town centre and other district and local centres • The borough’s historic heritage is protected, in particular where it contributes to the area’s character or provides economic benefits 	<p>quality marine- and aviation-based industries in the borough, as well as a tradition of rail-related uses – note also that regional policies promote marine-related employment. Proximity to the universities of Southampton and Winchester suggests potential for increasing science-based and research activities – also media and the arts. Provision of local job opportunities in advanced manufacturing, knowledge-based industries, research, creative media and the arts etc may help to reduce out-commuting and contribute to an increase sub-regional GVA as required by the South East Plan.</p> <p>Regeneration of Eastleigh River Side</p> <p>Eastleigh River Side comprises a large, predominantly industrial area of some age along with a number of vacant and green field sites east of Eastleigh town centre, alongside the main line railway, and bordering the Itchen Valley. It includes Southampton Airport, and the former railway works. Road access is currently poor, with related issues of congestion and poor air quality in Eastleigh town centre and on Southampton Road. Provision needs to be made to bring forward proposals for a link road and/ or other access improvements that will enable development/ redevelopment of all or parts of this area.</p> <p>Pressure on existing employment land for other non-employment uses.</p> <p>Xx000 ha of employment land has been lost to other uses (mainly housing) between 200x and 200x. It has not been replaced. In addition, water-frontage sites important for uses that need access to the water such as the marine industry are vulnerable both to pressures for alternative forms of development and rising</p>	<p>provide advanced, knowledge-intensive and/or low-carbon technologies and services, or are active in the creative and media industries.</p> <p>VI. The full regeneration potential of the Eastleigh River Side area has been realised. Existing out-dated structures have been replaced by high quality new development, primarily providing high tech industrial employment such as advanced manufacturing including airport-related uses, but with some commercial, residential and leisure uses related to Eastleigh town centre. The area is served by enhanced rail infrastructure and road access, and takes full advantage of proximity to an exceptional array of public transport facilities, Eastleigh town centre and the attractive and sensitive natural environment of the</p>	<p>a. Development of the site primarily for employment uses but with potential for some commercial, leisure and residential related to Eastleigh town centre;</p> <p>b. The high quality redevelopment of existing outmoded buildings, and development of vacant and green field parts of the site;</p> <p>c. Enhanced access, making full use of existing rail, bus and airport infrastructure, providing new road access that overcomes existing congestion and air-quality issues, and ensuring strong pedestrian links to Eastleigh town centre;</p> <p>d. A sensitive relationship to the Itchen Valley, avoiding damage to biodiversity interests whilst enabling pedestrian links to the Itchen Valley Country Park.</p> <p>8. To retain existing and proposed</p>

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>people Older people have particular needs and requirements, which are likely to evolve with successive generations (e.g. in terms of leisure and cultural interests).</p>		<p>sea-levels.</p> <p>Provision for local employment needs in particular those of small and expanding businesses</p> <p>The Borough Council already helps small businesses, but more land needs to be found to accommodate those which prosper and need to grow. Provision also needs to be made for the expansion needs of existing employers in the borough and those likely to be displaced through regeneration schemes e.g. at Eastleigh River Side.</p> <p>Airport expansion</p> <p>Southampton Airport has expanded its passenger numbers and site facilities substantially over recent years, and plans to increase passenger numbers yet further. It has a relationship with the Port of Southampton through transporting cruise passengers which could also be enhanced by rail and other public transport improvements. It is a major local employer, and supports related enterprises such as engineering and support services including catering, cleaning etc. Issues include:</p> <ul style="list-style-type: none"> - Surface access to the airport - there is a need to enhance access to the airport by modes other than the car, in particular by rail from the eastern part of the sub-region; - Airport car parking – quantity, location and accessibility; - Requirements for additional airport facilities, which are likely to impinge on land allocated for employment at the Northern Business Park; and 	<p>Itchen Valley.</p> <p>VII. High quality retail, leisure, community and cultural facilities ensure the vitality and attractiveness of Eastleigh town centre and other district and local centres. Modern arts and cultural activity are prominent features of Eastleigh town centre, and help to support and develop locally-based creative and media industries.</p> <p>VIII. Existing employment sites that provide a good working environment and are sustainably located are retained and enhanced, including the retention of existing waterfront industrial sites for marine industries that need access to the water.</p> <p>IX. There are sites and premises to meet local business needs, including small-scale starter and 'move-on' units to help maintain the locally high rate of</p>	<p>industrial sites which are sustainably located and provide a good working environment</p> <p>9. To support the expansion of Southampton Airport up to the 2015 scale of development proposed in the Southampton Airport Masterplan 2006 subject to the limitations imposed by environmental and access constraints, and provided that the use for airport purposes of land at the Northern Business Park currently allocated for employment results in the creation of jobs and floorspace that contribute to the totals required for the borough</p> <p>10. To regenerate Eastleigh town centre by promoting within it high density, high quality retail, office, leisure and cultural development, enhancing accessibility to it from</p>

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
		<p>- Aircraft noise, which impinges on residential areas in the borough.</p> <p>Regenerating retail and other economic activity in Eastleigh town centre and other district and local centres</p> <p>In common with many other centres, Eastleigh town centre and some of the other district and local centres in the borough are suffering the effects of the current economic recession. The South East Plan identifies Eastleigh as a sub-regional centre where town centre capacity should be developed to provide high-density, high quality retail, leisure and office employment schemes.</p> <p>Need for additional education and training facilities</p> <p>10.3% of Eastleigh Borough's population have no qualifications compared to 9.6% in the South East and 13.8% nationally. If the borough is to encourage knowledge-based and further high tech employment uses, there will be a need to improve local skills. An ageing population may also benefit from further education/ training opportunities.</p>	<p>business start-ups.</p> <p>X. Southampton Airport continues to thrive and to play an important role in the local and sub-regional economy, with some increase in passenger numbers, enhanced on-site facilities and improved access arrangements in particular by rail and bus, but also by road. Land at the Northern Business Park is developed for high-quality employment uses, forming part of the wider Eastleigh River Side regeneration area.</p> <p>XI. There are adequate and accessible education and training facilities to enhance local skills, and to provide for the needs of local businesses and all sections of the community.</p>	<p>other parts of the town and the borough, and improving the quality of the public realm, focusing in particular on modern art and culture.</p> <p>11. To regenerate the centres of Chandlers Ford, Fair Oak, Hedge End, Lowford and West End by promoting within them high quality retail, leisure and community facilities, enhancing accessibility and undertaking environmental improvements.</p> <p>12. To enable the provision of education and training facilities to enhance local skills, including those of younger and older people, and meet the needs of local employers.</p>
... in an attractive and eco-friendly environment				
Issue 3: Encourage more people to use public	• The borough has an identity distinct from	Maintaining the identity of, and separation between settlements	XII. The borough has an identity distinct	13. To maintain the separate identity of

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
<p>transport</p> <ul style="list-style-type: none"> - In order to limit further increases in traffic growth, and possibly even achieve some reductions in the amount of traffic using the road, people need to be encouraged to use alternative forms of transport, in particular rail and bus transport, walking and cycling. - Encouragement also needs to be given to the use of rail freight for transport of industrial goods. <p>Issue 4: Reduce road congestion The South East Plan proposes significant housing and employment growth in Eastleigh Borough. Unless managed carefully, this will add to existing issues of road congestion and rail capacity.</p> <p>Issue 7: Help people on low incomes keep warm People on low incomes are struggling with rising fuel prices. Energy saving for economic as well as environmental reasons is important to all residents</p> <p>Issue 8: Reduce anti-social behaviour and make your neighbourhood feel even safer Anti-social behaviour,</p>	<p>Southampton, and its settlements have a strong sense of place in their countryside settings</p> <ul style="list-style-type: none"> • Demand for energy is low, with high standards of sustainable construction in new developments and improved insulation in existing buildings • More power is generated from local renewable sources and new district energy systems are helping to save energy • Utilities such as water and other infrastructure are provided in a sustainable manner to meet all local needs • Pollution of air, land and water is low • Most people are using sustainable forms of transport, including cycling and walking, with new development being located and laid out to reduce the need to travel by car • New development 	<p>The borough has areas of countryside that provide settings for the borough's settlements, and separation between these and Southampton. The borough's location on the border of a major conurbation means that parts of its countryside are taking on a more urban fringe character, and these areas are under increasing threat from encroachment of non-rural activities and from poor management.</p> <p>Creating quality places and improving the quality of the borough's built environment</p> <p>The borough will accommodate a lot of new development over the next 20 years, which will need to be well designed and integrated with existing developed areas and transport systems, and meet modern sustainability requirements.</p> <p>In addition, some premises within the borough's urban areas are reaching the end of their useful life or are not of very high quality, for example in Eastleigh town centre, Eastleigh River Side and some local centres e.g. Fair Oak and parts of the centres at Chandler's Ford and Hedge End. Encouraging high quality redevelopment and regeneration of these areas will help to enhance the character and image of the borough.</p> <p>Enhancing community safety</p> <p>Incidence of crime and antisocial behaviour in Eastleigh Borough is relatively low, but within the community there is a disproportionate fear of both. Addressing this issue involves partnership working between a variety of agencies. The Core Strategy can contribute through addressing design, and through enabling provision for facilities to engage those such as younger people who might otherwise</p>	<p>from Southampton, and its settlements have a strong sense of place in their countryside settings.</p> <p>XIII. New development achieves high standards of design, creating an attractive and healthy environment with a strong sense of place. Areas of poorer quality development, including Eastleigh town centre and some district and local centres, are redeveloped with high quality buildings and facilities, accompanied by improvements to the public realm and enhanced accessibility by modes other than the car.</p> <p>XIV. The built heritage of the borough is enhanced and valued for its environmental qualities, its cultural and leisure interest, and for the contributions it makes to local distinctiveness and identity, and to</p>	<p>the borough's settlements, and ensure their separation from Southampton by retaining countryside areas between them free of significant built development.</p> <p>14. To promote designs and layouts of new development that meet the Building For Life criteria, creating high quality places, limiting opportunities for criminal or anti-social behaviour, and ensuring that new development is fully integrated with existing developed areas and transport systems.</p> <p>15. To protect and enhance existing conservation areas, listed buildings, ancient monuments and other heritage assets, to promote the rail and aviation heritage of the borough, and to maximise the cultural and economic benefits of these assets.</p>

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<p>particularly if related to the abuse of alcohol, can also have the effect of making the neighbourhood feel less safe than it really is.</p> <p>Issue 9: Further reduce crime Eastleigh is generally a safe place in which to live, but there are instances of criminal behaviour that fuel a fear of crime.</p> <p>Issue 14: Tackle climate change It is important that we take local action now to reduce factors which contribute to the causes of climate change. Much of our lifestyle involves consuming natural resources some of which are not renewable. There is a strong national imperative to recycle materials, and avoid depleting natural resources, in order to ensure supplies for future generations.</p> <p>Issue 15: Reduce air and noise pollution The location, type and scale of development within the borough and the associated infrastructure requirements are all important issues for air and noise pollution control within the borough</p>	<p>achieves high standards of landscaping and design, creating an attractive and healthy environment</p> <ul style="list-style-type: none"> • The borough is adapting successfully to climate change, managing the natural evolution of biodiversity, limiting flood risk and reducing the consumption of resources, including water. • Residents benefit from easy access to the natural environment, and the borough's network of green spaces and routes is well-managed, well-used and integrated with adjoining areas • The borough's biodiversity and landscape are protected and enhanced 	<p>be involved in such behaviours.</p> <p>Enhancing the built heritage of the borough The built heritage of the borough includes its conservation areas, listed buildings and ancient monuments, and its rail, marine and air transport heritage. Measures to maintain and enhance the character and quality of these features and to develop their leisure potential could have economic as well as environmental and cultural benefits.</p> <p>Protecting and improving the quality of the borough's natural environment The South Hampshire sub-region borders substantial areas of landscape and nature conservation value including the New Forest and South Downs national parks, and itself contains nationally and internationally significant biodiversity resources centred on the coast and the river estuaries.</p> <p>Eastleigh Borough is well-provided with recreational green spaces and areas of countryside (including coastal areas) that provide valuable biodiversity resources and landscape amenity within and beyond the borough's settlements. Countryside areas provide settings for the settlements, and separation between these and Southampton. Biodiversity resources of national, European and international significance are centred on the rivers Itchen and Hamble and the coast, and are under pressure from abstraction, sewage disposal and other pollutants, and recreational activity. The borough also contains areas of relic heathland and ancient woodland including remnants of the ancient Forest of Bere, fragmented now by development and transport</p>	<p>the local economy.</p> <p>XV. Residents benefit from easy access to the natural environment, and the borough's network of green spaces and routes is well-managed, well-used and integrated with spaces and routes beyond the borough's boundaries.</p> <p>XVI. The borough's biodiversity and landscape are protected and enhanced so far as possible whilst accommodating new development, and development does not have an adverse impact on international, European or national biodiversity interests within or beyond the borough. In particular, recreational green spaces and routes are enhanced to provide attractive and viable alternatives to sensitive sites within and beyond the borough, such as</p>	<p>16. To ensure retention and provision of high quality and accessible Green Infrastructure, in order to:</p> <ol style="list-style-type: none"> meet the informal recreational needs of the resident population, and those of the sub-region through cross border integration of recreational routes and facilities; enhance the landscape quality of the urban areas and provide links between these and the countryside; provide sufficient accessible recreational green infrastructure to mitigate potential impacts of development within the borough on European nature conservation interests within and beyond its boundaries; protect and enhance the landscape and biodiversity resources of the borough; and promote

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<p>Issue 16: Improve the quality of the places in which we live</p> <p>The borough will accommodate a lot of new development over the next 20 years. It is important to ensure that this:</p> <ul style="list-style-type: none"> - provides a high quality environment - makes a positive contribution to the character and identity of settlements and communities in the borough. - is of sustainable design and construction <p>Some premises within the urban areas are reaching the end of their useful life or are not of very high quality, for example in the town and local centres. Encouraging high quality redevelopment of these will also help to enhance the character of these areas and the borough as a whole.</p>		<p>routes but still of considerable local nature conservation value. Some areas of countryside, particularly those adjoining Southampton and bordering the borough's settlements, are under threat from non-rural activities and poor management. Development in the borough has the potential to increase recreational and other impacts on the countryside, the coast and biodiversity interests within and beyond the borough.</p> <p>Mitigating the impact of climate change</p> <p>The effects of climate change in the South Hampshire sub-region are expected to include:</p> <ul style="list-style-type: none"> - more extreme weather events - wetter winters - drier summers - higher average temperatures - more winter flooding <p>Currently only some 8% of the borough's land area is at risk from flooding, mainly in the river valleys. However, larger areas are at risk from surface water flooding, particularly parts of the urban area of Eastleigh, and with sea-level rise, larger parts of the coast are likely to be at risk.</p> <p>The Core Strategy needs to include provisions to mitigate the impacts of these effects on water supply and sewerage, developed areas, biodiversity and human health.</p> <p>Addressing factors contributing to climate change - achieving reductions in energy use and carbon emissions</p> <p>The main sources of Eastleigh's carbon</p>	<p>parts of the borough's coast and river valleys, and the New Forest.</p> <p>XVII. The borough is adapting successfully to climate change, managing the natural evolution of biodiversity, limiting flood risk and reducing the consumption of resources, including non-renewable energy sources and water. Measures are in place to address the 'urban heat island' effect in built-up areas, and the health implications of hotter summers.</p> <p>XVIII. Demand for energy is low, with high standards of sustainable design and construction in new developments and improved insulation and other modifications in existing buildings.</p> <p>XIX. More power is generated from local low and zero carbon sources and new district energy</p>	<p>management of the countryside within urban fringe areas to enhance its appearance and amenity value, ensure its productive use, and maintain its role in providing separation between settlements</p> <p>17. To adapt so far as possible to climate change and promote sustainable use of resources by:</p> <ol style="list-style-type: none"> a. limiting development in areas at risk from flooding, or which would increase flood risk elsewhere; b. managing impacts on biodiversity; c. limiting the use of non-renewable natural resources including those used in energy generation and transport, and reducing domestic and non-residential water consumption by at least 30% immediately, and 46% from 2016; and d. promoting the

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		<p>emissions are domestic and industrial/commercial electricity and gas. Vehicle emissions are also a contributor. Total emissions for the borough were calculated at 667 kilo-tonnes in 2006, with an average of 5.6 tonnes per capita. This was slightly less than the Hampshire and regional averages, but not a cause for complacency. Eastleigh Borough Council is committed to the Government's target to reduce emissions by 80% by 2050, and the Core Strategy needs to address means of reducing energy consumption, and encouraging production and use of renewable energy.</p> <p>The Council is actively pursuing measures to ensure sustainable construction of new buildings and adaptation of existing buildings to optimise efficiency of energy use and minimise energy costs for those on low incomes. The Core Strategy needs to reflect and develop these initiatives.</p> <p>Use of other natural resources</p> <p>To address wider sustainability issues, the Core Strategy also needs to consider use of other finite or limited natural resources including land, building materials and water, and provision for facilities for the separation and collection of waste materials.</p> <p>Provision of public utilities</p> <p>Growth in development in the borough and other parts of the south Hampshire sub-region will mean increased requirements for water supply, sewage disposal, gas and electricity supplies and telecommunications.</p> <p>The South East is recognised as an area of water stress. Within Eastleigh Borough, the</p>	<p>systems are helping to save energy and reduce green house gas emissions.</p> <p>XX. Per capita consumption of scarce and non-renewable resources including water is reduced. Policies promote the efficient use of land, and require sustainable construction methods that include use of recycled materials, and measures to limit the use of water and supplement supplies e.g. by means of rainwater collection. Reductions in water use and enhanced waste water processing facilities help to limit the impacts of abstraction and waste water disposal on the River Itchen and coastal waters.</p> <p>XXI. The collection and disposal of waste by the Borough Council, including separation and recycling of waste</p>	<p>recycling and re-use of waste materials, including building materials</p> <p>18. To promote the efficient use of land in the borough consistent with achieving high standards of design and layout of new development.</p> <p>19. To reduce carbon dioxide emissions to at least 25% below 1990 levels by 2015 by:</p> <ul style="list-style-type: none"> a. reducing emissions from domestic and non-domestic buildings through use of sustainable construction methods; b. limiting the use of private transport; and c. enabling the development of environmentally acceptable schemes for the generation of renewable energy <p>20. To ensure adequate and timely provision of transport and other utilities</p>

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		<p>Environment Agency's Review of Consents affecting the River Itchen has reduced the amount of water that can be abstracted during drought summers. Efficiencies will need to be achieved in water supply and distribution, new sources of water will need to be found, and water supply infrastructure will need to be renewed. Measures will also be needed to reduce the use of water, including increased use of metering.</p> <p>Treatment of waste water is likely to be limited by environmental constraints, and the PUSH Integrated Water Management Strategy suggests a potential need for alternative discharge locations. Additional waste water treatment capacity will be needed, along with improvements to sewers and pumping stations.</p> <p>The borough is served by major gas pipelines and electricity power lines. However, there are no facilities for generating energy from renewable sources.</p> <p>Air Quality and other forms of pollution</p> <p>The principal source of air pollution in the borough is traffic, and the main air pollutant is nitrogen dioxide. Air Quality Management Areas have been declared in Eastleigh town centre (Leigh Road, Romsey Road, Southampton Road and Wide Lane), properties close to the M3 between junctions 12 and 14, and properties at Hamble Lane between Portsmouth Road and Jurd Lane. A key element of the plan to reduce air pollution in Eastleigh town centre is the construction of a new link road through the Eastleigh River Side regeneration area. The Core Strategy needs to support the AQMA initiatives with this and other proposals to help reduce/ re-direct traffic.</p>	<p>material continues to be managed efficiently in accordance with the Borough Council's Waste Strategy and the Hampshire Minerals and Waste Development Framework.</p> <p>XXII. Utilities such as water and other infrastructure are provided in a sustainable manner to meet local needs. Effective telecommunications infrastructure throughout the borough enables flexibility in working practices and promotes economic growth.</p> <p>XXIII. Pollution of air, land and water is low, and the impact of traffic noise and other forms of noise pollution are minimised. Land contamination is remediated by new development e.g. at Eastleigh River Side.</p> <p>XXIV. Most people</p>	<p>infrastructure with new development including:</p> <p>a. New transport infrastructure to enable regeneration of Eastleigh River Side, including new and enhanced rail infrastructure;</p> <p>b. A bypass for Botley as part of new access arrangements for the SDA.</p> <p>21. To encourage the provision and updating of telecommunications infrastructure subject to environmental constraints.</p> <p>22. To limit development likely to give rise to pollution of air, land or water and to promote measures to reduce existing levels of pollution, in particular within the designated Air Quality Management Areas, the borough's water courses and areas of contaminated land; also to limit the incidence and impact of noise and light</p>

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		<p>Road, rail and air traffic also gives rise to noise pollution.</p> <p>The quality of water bodies in the borough is in need of improvement. The River Itchen (a designated Special Area of Conservation) suffers from over-abstraction and the effects of sewage effluent from the Chickenhall Lane sewage works</p> <p>There are issues of land contamination on older industrial sites, including Eastleigh River Side, which need to be remedied.</p> <p>Substantial use of motorised transport and related issues of road congestion</p> <p>The 'hub and spoke' principles set out in the South East Plan rely on achieving connectivity between the main city centres and outlying settlements. However, it is increasingly apparent that the main road networks across the sub-region and through this borough are at or approaching capacity, in particular the motorways and their approaches and some local roads. There may also be limitations on increased use of the rail network.</p> <p>Eastleigh is one of the largest exporters and importers of labour in Hampshire with over 30,000 out-commuters and 28,000 in-commuters daily. Additional growth will add to this impact. Some alleviation may be possible through junction improvements (currently in progress at Junction 5 of the M27) and widening/ hard-shoulder running, but in order to accommodate levels of growth required in the South East Plan, measures must be taken to reduce use of the private car and HGVs.</p> <p>Access to strategic sites</p>	<p>and businesses are using sustainable forms of transport, with new development being located and laid out to reduce the need to travel by car, more goods being transported by rail freight and shipping, and greater use of telecommunications for business and social purposes in order to limit the need to travel. Strategic development sites are accessible by a variety of transport modes. The use of rail and bus to access Eastleigh town centre and Eastleigh River Side is maximised, including strong rail and bus links with the Strategic Development Area (if feasible) and other strategic sites. The SDA also has strong bus and rail links to Southampton.</p> <p>XXV. The Borough Council is working with the Highway Authority, neighbouring</p>	<p>pollution.</p> <p>23. To promote and encourage measures to limit use of cars and HGVs, through:</p> <ul style="list-style-type: none"> a. enabling and encouraging improvements to public and other transport networks within and through the borough, including the rail network (passenger and freight), bus networks and walking and cycling routes; b. linking and encouraging coordination of alternative modes of transport; c. ensuring that new and existing developed areas, including workplaces and retail centres have ready access to alternative modes of transport including walking and cycling; d. promoting travel planning; and e. limiting the need to travel by encouraging home working.

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		<p>The SE Plan contains proposals for major strategic developments in Eastleigh Borough:</p> <ul style="list-style-type: none"> - a Strategic Development Area north-north-east of Hedge End, which will need to be linked to the motorway network, and is also likely to increase traffic on local roads including those through the historic centre of Botley; - regeneration of former railways works and industrial areas north of the airport (Eastleigh River Side) - regeneration of Eastleigh town centre. <p>In addition:</p> <ul style="list-style-type: none"> - SE Plan requirements for further housing and employment development in the borough are likely to entail the identification of new strategic sites; - SE Plan requirements for development outside the borough are also likely to have an impact – for example development at Whitely is also likely to increase traffic through Botley. - vehicular access to Southampton Airport and Southampton Airport Parkway railway station has significant implications for Junction 5 of the M27 and for the rail network. <p>These proposals have considerable transport implications including a likely need for new transport infrastructure. However, current and likely future restraint on public spending means that there will be considerable limitations on the new transport infrastructure that can be provided over the next decade.</p> <p>Accessibility to public transport and integration of public transport and other</p>	<p>authorities and bus and rail operators to promote smarter choices, real-time travel information, travel planning, and improvements to and coordination of services. The provision of more rapid and efficient public transport enables road-space on key road links to be dedicated to buses, cycleways and footpaths.</p> <p>XXVI. Where possible, through traffic is directed away from congested and sensitive areas such as Eastleigh town centre and residential areas.</p> <p>XXVII. Provision has been made to maintain and enhance rail infrastructure within the borough, and to increase use of the railway network for both passenger transport and freight.</p> <p>XXVIII. The borough contains a network of</p>	

Our Community Our Future Issue	COMMUNITY PLAN VISION	Core Strategy Issues	Core Strategy Vision	Core Strategy Objectives
		<p>non-motorised transport networks</p> <p>There is an exceptional array of public transport systems within the main town of Eastleigh (bus, rail and airport) offering access to an array of local, national and international destinations. Linkages between these could be improved, and the potential to re-locate the central bus station in Eastleigh nearer to the railway station needs to be investigated. Access to rail and bus in the rest of the borough is reasonable but could be improved. There are issues of capacity, connectivity and service frequency that need to be resolved to optimise use. Better integration of these services, and links between these and footpath/ cycleway routes would also help to encourage greater use. There needs to be investigation of the potential to give more priority to buses, cycleways and footpaths on key road links in the borough.</p> <p>Rail network</p> <p>The borough contains an array of rail infrastructure including a main-line railway, other railway routes and stations, rail and rolling-stock repair facilities and sidings. There is a particular concentration of rail infrastructure at Eastleigh River Side which limits options for improving road access, but could provide opportunities for rail-related uses such as (ongoing) maintenance of the railways and rolling stock, and rail freight.</p> <p>Improvements are needed to the main Weymouth-London Waterloo line to enable passage of freight between the Port of Southampton and the Midlands. Improvements are also needed to rail access to and through the borough from the east, to improve links to Eastleigh town centre, strategic employment</p>	<p>footpath and cycle routes that link residential areas to local centres, workplaces and public transport facilities, and also provide safe and attractive recreational routes to major areas of open space and the coast. For recreation, there is also a network of bridleways that provide safe and attractive off-road routes for recreational horse-riding. Footpaths, cycleways and bridleways are also linked to areas outside the borough.</p>	

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		<p>opportunities at Eastleigh River Side and the airport via Southampton Parkway. These would include a new rail chord through Eastleigh River Side.</p> <p>Airport expansion</p> <p>Southampton Airport has expanded its passenger numbers and site facilities substantially over recent years, and plans to increase passenger numbers yet further. It has a relationship with the Port of Southampton through transporting cruise passengers which could also be enhanced by rail and other public transport improvements. It is a major local employer, and supports related enterprises such as engineering and support services including catering, cleaning etc. Issues include:</p> <ul style="list-style-type: none"> - Surface access to the airport - there is a need to enhance access to the airport by modes other than the car, in particular by rail from the eastern part of the sub-region; - Airport car parking – quantity, location and accessibility; - Requirements for additional airport facilities, which are likely to be located on land currently allocated for employment at the Northern Business Park; and - Aircraft noise, which impinges on residential areas in the borough - Public Safety Zone and building height restrictions to the north of the airport affecting Eastleigh River Side. <p>Footpaths, cycleways and bridleways</p> <p>There are networks of footpaths and cycleways in the borough, although they are currently</p>		

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		<p>somewhat disjointed. There are also issues of implementation and maintenance, and integration of these routes with public transport systems – also of integrating them into existing developed areas, where there are physical constraints to (for example) the establishment of new cycleways. The Borough Council has existing strategies to enhance and extend these which should be reflected in the Core Strategy, including for example the creation of the ‘Strawberry Trail’.</p> <p>The provision of bridleways is limited, but equestrian activity is popular in the borough, and provision and enhancement of a bridleway network would help to enhance an important recreational resource.</p>		

From Draft Eastleigh Borough Local Plan 2011-2029 (October 2011) Appendix B:

Issues	Vision: In 20 years’ time...	Objectives
General		
<p>G1 Maintaining the identity of, and separation between settlements The borough’s countryside is important to its character and to its sense of identity. It separates the settlements, and it also separates most of the borough from Southampton. However, parts of the countryside are suffering the effects of being close to urban areas, in particular around Southampton. These include pressure for development, non-rural uses such as industry, and poor land</p>	<p>1. The borough will be a place that, while playing a key role in south Hampshire, has retained its own identity. The individual identities of its settlements will also have been retained by keeping them physically separate from each other and from Southampton, and encouraging the development of each community’s distinctive character.</p>	<p>i. To maintain countryside gaps clear of urbanising development between the borough’s settlements, and between these and Southampton.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>management.</p> <p>G5 - Creating quality places and improving the quality of the borough's built environment The borough is likely to accommodate significant new development over the next 20 years. In addition, some buildings in the borough are reaching the end of their useful life or are not well-designed (e.g. in Eastleigh and some local centres). New development will need to fit in with, and where possible improve existing settlements and transport systems. It must also meet modern sustainability requirements. For example, we shall need to consider design, including landscaping and the provision and protection of green spaces and landscape features in urban areas, density (of housing, perhaps along with internal space standards), accessibility, safety, car parking, external space standards etc.</p> <p>G6 - Historic environment The borough has an interesting heritage in its older settlements, and its marine, rail and aviation activities. These help us to understand the borough and its communities, and provide economic assets. There is scope to enhance the enjoyment of this heritage, and for this to provide some economic benefits in the form of jobs, as well as funding to help maintain these assets.</p>	<p>2. The borough will be making the most of its existing resources, and where possible enhancing them. Its key features including the Airport, the world-class sailing facilities of the River Hamble, the Rose Bowl, the Fleming Park Leisure Centre, the country parks and its marine, aviation, rail and built heritage will continue to contribute to the economic, community and environmental well-being of the borough and the wider sub-region.</p>	<p>ii. 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, whilst also maintaining and enhancing the borough's historic heritage and promoting its economic benefits.</p>
A green borough		
<p>G2 - Managing the countryside The countryside provides vital green space for the borough's residents, and for people in Southampton and other neighbouring</p>	<p>3. The borough's countryside and coast will be attractive, well-maintained, multi-functional areas that:</p>	<p>iii. To ensure that the countryside and undeveloped coast are kept clear of urbanising development, and are</p>

Issues	Vision: In 20 years' time...	Objectives
<p>areas. Parts of it have been identified as important for PUSH's Green Infrastructure strategy. It is also important for biodiversity. However, some areas are poorly managed and could do with some improvement.</p>	<ul style="list-style-type: none"> · separate settlements; · help to meet the recreational needs of Eastleigh Borough, Southampton City and others from the wider sub-region, and · support the production of food and renewable energy. <p>Green routes (footpaths, cycleways and bridleways) will connect the urban areas to the wider countryside and the country parks, and provide links beyond the borough to other green areas such as the Forest Park in Test Valley Borough, and the South Downs National Park to the north. There will be improved routes along the coast and through the river valleys.</p>	<p>managed and maintained to enhance their 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.</p> <p>iv. 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.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>G3 – Encouraging healthy lifestyles The borough's residents generally enjoy good health, but there are still problems relating to poor diet and lifestyle. The borough is well provided with indoor and outdoor sport and recreation facilities, and access to them is generally good (in terms of both travel distances/ times and affordability). The areas for improvement revolve around encouraging people to use them, enhancing their quality so that they will meet future requirements, and with regard to out-door recreation, achieving a comprehensive Green Infrastructure network as envisaged in the PUSH Green Infrastructure Strategy. However there are some types of facility where demand currently exceeds supply such as allotments. There may also be an emerging demand for other local food growing facilities such as community farms. Recreational activities on the coast and in the countryside can have implications for other interests such as biodiversity, landscape and heritage. Health in the borough is also affected by other issues such as unemployment, housing availability and the built quality of accommodation (e.g. fuel poverty can have an adverse impact on health). The design and layout of new development can have implications for health, in terms of providing opportunities for access by walking and cycling.</p>	<p>4. Residents will have every opportunity to pursue healthy and active lifestyles, making full use of the borough's excellent range of well-provided and accessible outdoor and indoor sporting, play and recreational facilities. Some of these, for example the sailing facilities on the Hamble, the Rose Bowl, Fleming Park and the country parks will also cater for people from the wider areas of south Hampshire and beyond. People will be able to enjoy activities such as horse-riding and sailing without damaging the countryside, the coast or the rivers. More people will be growing their own food and consuming food grown locally.</p>	<p>v. 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.</p> <p>xxiv. To support the Council's health strategy by ensuring that new development is designed and laid out in a way that encourages healthy lifestyles.</p>
<p>G4 - Biodiversity The borough contains some rare and valued habitats and species particularly in and around the rivers and the coast, but many are showing signs of decline. The condition of the protected River Itchen is a cause of some concern, and there are recreational</p>	<p>5. The borough's biodiversity assets, including the coast, the Hamble River and estuary, the Itchen Valley and other locally important biodiversity assets, will be protected, enhanced</p>	<p>vi. To protect and enhance existing biodiversity in the borough, and to ensure the creation of new biodiversity interest through the development and landscaping of green spaces and routes and the</p>

Issues	Vision: In 20 years' time...	Objectives
<p>pressures in the River Hamble. More development within the borough could add to pressures on the borough's own biodiversity and that of neighbouring areas. These include the Solent coast and the New Forest.</p>	<p>and enjoyed, and new biodiversity assets will be created with new development.</p>	<p>enhanced management of existing areas green spaces and the wider countryside.</p>
<p>G7 - Climate change and natural resources Climate change in south Hampshire could affect water supply and disposal, flooding, biodiversity, landscape, agriculture and our health. The main issues we must address are how to:</p> <ul style="list-style-type: none"> - limit emissions of carbon dioxide and other greenhouse gases from existing and new development and activity in the borough. This means finding ways of limiting the use of fossil fuels such as oil, gas and coal. These will include better construction standards and limiting the need to travel; - find ways of generating zero and low carbon energy, so that we can contribute to the national aim of generating 15% of our energy from such sources by 2020; - limit the use of water, in order to reduce the impacts on the River Itchen, which supplies a lot of our water, and takes away our waste water; - make sure that new development doesn't worsen climate change, for example by locating it close to facilities and workplaces to limit the need to travel; - make sure that new development doesn't suffer from or worsen the effects of climate change, in particular 	<p>6. The Borough Council's Climate Change Strategy will have resulted in a significant drop in carbon dioxide emissions from transport and home and business energy consumption, and an increase in the proportion of energy generated locally from zero- and low-carbon sources. The borough will be adapting to and dealing with the local impacts of climate change, including flooding and urban heating. Pollution of all sorts (air, water, soil, noise, light) will have been reduced.</p>	<p>vii. To support the Council's Climate Change Strategy by:</p> <ul style="list-style-type: none"> · 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; · Making sure that new development meets agreed and accepted sustainability standards, including measures to limit carbon dioxide emissions and the use of scarce resources such as water and non-renewable building materials, and ways of adapting to climate change including urban cooling and avoidance of development in areas at risk from flooding. <p>viii. To support the implementation of the Borough Council's Air Quality Management Area Action Plans and other local initiatives to reduce pollution e.g. in connection with water quality and land contamination.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>flooding;</p> <ul style="list-style-type: none"> - find ways of mitigating and adapting to climate change, for example using tree planting and establishing green routes and networks - limit use of other non-renewable natural resources such as building materials and land, and support projects to separate and recycle waste materials. <p>G8 - Air Quality and other forms of pollution The borough suffers from air pollution in places, particularly next to the main roads. Air Quality Management Areas have been designated to help reduce this problem. There is some pollution of rivers and streams, and we should support the Environment Agency in their efforts to deal with this. In the older industrial areas, and places where rubbish has been dumped the land has become contaminated. Noise pollution affects parts of the borough, particularly next to transport routes and beneath the airport flight paths.</p>		
A prosperous place		
<p><u>Accommodating the PUSH requirements for economic growth:</u></p> <p>P1 – New employment floorspace There may be a need for additional employment floorspace to accommodate future economic growth.</p> <p>P2 – Eastleigh River Side For some time this has been identified as a</p>	<p>7. 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</p>	<p>ix. To meet the needs of local employers and encourage new enterprise through enabling the continued development and redevelopment of existing employment sites, and allocating green field land sufficient to accommodate future business needs.</p> <p>x. To ensure that new employment sites are</p>

Issues	Vision: In 20 years' time...	Objectives
<p>key strategic employment site for south Hampshire. It has potential for high quality redevelopment, although given that much of it is already in use for employment, net employment growth is likely to be limited.</p> <p>P3 – Local growth sectors There are particular business sectors in the borough that are growing and will help to increase prosperity locally and in south Hampshire. These include financial & business services, transport & communications, engineering & high tech and the marine sector. The marine, aviation and environmental sectors are also developing advanced engineering businesses that will be key to improving the local economy. Because the borough is close to Southampton and its port, there is also likely to be demand for distribution and logistics floorspace.</p> <p>P4 – Pressure on existing employment land for other non-employment uses Approximately 160,000 sq. m. of employment floorspace has been lost to other uses (mainly housing) between 2001 and 2011. It has not been replaced. Ongoing pressures for residential development within the urban areas are resulting in continued losses of employment sites. A variety of sites and premises will be needed to support the PUSH economic strategy and enable economic recovery.</p> <p>P5 – Quality of local jobs The Eastleigh Economic Profile suggests that not all the jobs available within the borough are sufficiently well-paid or require sufficient qualifications to meet the needs of</p>	<p>expanded businesses at Eastleigh River Side, Southampton Airport and elsewhere, and employment in non-industrial sectors including health, education and cultural enterprises, and the visitor economy such as hotels. There will be support for existing and starter businesses that:</p> <ul style="list-style-type: none"> - use and develop local skills in advanced marine, aeronautical and railway engineering; - introduce new technologies, including new environmental technologies; and - contribute to south Hampshire's needs for storage and distribution. <p>8. Jobs will be provided in places that enable full use of the borough's exceptional; array of transport connections (main-line railways, bus routes, the airport and the motorways). However, the need to travel will also be limited as businesses will be located close to where people live, providing quality jobs that can use local residents' skills, and developing new technologies and ways of working.</p>	<p>located in places that are readily accessible to local communities by modes of transport other than the private car, as well as to wider transport and information technology networks.</p> <ul style="list-style-type: none"> xi. At Eastleigh River Side, to promote development that will regenerate the area and complement Eastleigh town centre whilst also benefitting the economy of the borough and south Hampshire. xii. To protect existing sustainably located employment sites for employment uses.. xiii. To promote the creation of high quality, well-paid jobs that utilise and develop existing and emerging skills and technologies in the borough. xiv. To encourage local enterprise and the development of new businesses and technologies, including those in enterprises other than industry.

Issues	Vision: In 20 years' time...	Objectives
<p>many of the borough's working residents. This means that many travel outside the borough to work. A lot of people also commute in to the borough.</p> <p>P6 – Non-Use-Class B employment Many jobs in the borough are not office or industrial jobs (planning land use classes B1-B8). For example, around 30% are in retail. We need to understand how these non-industrial jobs contribute to the local economy and to the prosperity of the area. We also need to consider whether there are other jobs of this type that could contribute to the local economy, for example marine leisure, creative industries and tourism.</p> <p>P7 – Provision for the needs of local employers The Borough Council already helps small businesses, but more land needs to be found to accommodate those and other employers who are prospering and need to grow. We also need to provide for any businesses that could be displaced by regeneration schemes e.g. at Eastleigh River Side.</p>		
<p>P9 – Regenerating Eastleigh town centre and other district and local centres Eastleigh town centre and the borough's district and local centres are suffering the effects of the current economic recession and changing shopping habits as more people shop on the internet, although the town centre seems to be surviving quite well compared to other centres in Hampshire. We must nevertheless find ways of ensuring that these centres are viable and prosperous:</p>	<p>9. Eastleigh town centre and other district and local centres will be prosperous and thriving places serving the economic, community and cultural needs of residents and south Hampshire. The existing out-of-town shopping facilities that serve the borough and south Hampshire will remain but will not include new retail development that threatens the other</p>	<p>xv. 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.</p>

Issues	Vision: In 20 years' time...	Objectives
<ul style="list-style-type: none"> - Eastleigh town centre: there are long-standing proposals to regenerate Eastleigh, by providing high-density, high quality retail, leisure, residential and office employment schemes. There are limits on how much it can grow because of surrounding residential development. However there are redevelopment opportunities. There may also be potential to link across the railway to Barton Park. With the success of The Point and the Swan Centre, there is potential to create a modern cultural centre. - District and local centres: these bring local shops with easy reach for many people. However, some of these centres and parades are suffering from poor environmental quality, with buildings and external spaces in need of improvement and renovation, and pressures for uses other than shops. Some have lost shops, and the range of goods they provide has reduced. Eastleigh must remain the borough's main retail centre, but there is some potential to improve the larger district centres such as Hedge End centre. The local centres could also become more of a focus for community facilities such as medical and leisure uses. - Out-of-centre retailing: the borough already has large out-of-town shopping areas, e.g. at Hedge End, Chandler's Ford and Bursledon. There is pressure from developers for more. If this is not controlled it could affect the viability of shops in Eastleigh and the other centres. 	<p>shopping centres in the borough.</p>	<p>xvi. To promote the regeneration of district and local centres, in particular at 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 and community facilities and services.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>Transport</p> <p>P10 – Congestion of major roads through the borough. The M3, the M27 and many other local roads suffer congestion, particularly at peak hours. There is substantial commuting into and out of the borough. We need to find ways of limiting use of the car and other motor vehicles, for example by:</p> <ul style="list-style-type: none"> · encouraging efficiency and use of public transport;, · providing public transport, footpath and cycleway links between homes and employment, retail, community and leisure facilities; · improving the quality of jobs within the borough (see issue P5 above); and · enabling more flexible ways of working including working from home, for example by encouraging the roll-out of high-speed broadband facilities in the borough. <p>But we also need to make sure that there are adequate transport links within the borough, and between the borough and other parts of the local area and beyond, to serve the needs of the community and business</p> <p>P11 – Access to new development sites We must be sure we can provide adequate access to new development sites, bearing in mind that there will be little or no public funding to improve existing networks.</p> <p>P12 – Accessibility to public transport and integration of public transport and other non-motorised transport networks The borough contains an exceptional array</p>	<p>10. There will be safe and attractive public transport, cycleway and footpath facilities that will provide viable alternatives to the private car, and help relieve congestion on the borough's roads. The Borough Council will be working with transport operators to improve and provide bus routes and local park & ride facilities, and to increase use of rail transport and improve the local rail network, in particular rail connections from the east through to Eastleigh, Southampton Airport Parkway and Southampton. The borough's major road links, in particular the motorways, will be enhanced where possible, including improvements to Junction 5 of the M27 which together with improved rail access from the east, will help to improve the accessibility of the south Hampshire 'gateways' at Southampton Airport and the Port of Southampton.</p>	<p>xvii. To manage use of the private car and encourage the use of public transport and other modes, achieving an attractive, accessible and coordinated network of bus, rail, footpath and cycleway routes, and encouraging improved accessibility of the gateway sites of Southampton Airport and Southampton docks by public transport from the east.</p> <p>xviii. To work with BAA to arrive at a mutually acceptable plan to develop and expand use of Southampton Airport and enhance its contribution to the local economy without materially worsening its traffic and environmental impacts.</p> <p>xix. To ensure that all new development can be accessed safely by a variety of modes of transport.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>of public transport systems (bus, rail and airport) offering access to local, national and international destinations. Access to rail and bus in the borough is reasonable but capacity, links between these systems and service frequency could be improved to encourage use. We need to investigate whether we can give more priority to buses, cycleways and footpaths on key road links in the borough.</p> <p>P13 – Rail network We need to work with Network Rail and the rail companies to increase passenger use. This means looking at ways of improving the services they offer, and how we get to stations (including car parking). It could also mean improving the rail network, for example investigating ways of improving rail access from the east to Southampton Airport.</p> <p>P14 – Southampton Airport The airport is important for the economy of the borough and south Hampshire. It is owned by BAA who have plans to expand the business. We shall need to consider the implications of these plans which include:</p> <ul style="list-style-type: none"> · a likely requirement for additional airport-related development on land currently allocated for employment at the Northern Business Park; · a need to enhance access to the airport by modes other than the car, in particular by rail from the eastern part of the sub-region; · airport car parking – quantity, location and accessibility; · aircraft noise, which impinges on areas 		

Issues	Vision: In 20 years' time...	Objectives
<p>of the borough north of the airport; and</p> <ul style="list-style-type: none"> Public Safety Zone and building height restrictions to the north of the airport affecting Eastleigh River Side. <p>P15 – Footpath/ cycleway/ bridleway network The borough contains a network of footpaths, cycleways and bridleways, but it is fragmented in places. We need to look at how to provide new links, maintain existing links, and links with other transport systems such as railway stations and bus routes. We also need to use these networks more effectively to link homes, workplaces, local centres and recreation areas.</p> <p>P16 – Parking There are outstanding proposals for park and ride facilities in the borough to serve Southampton, at the Windhover roundabout and junction 5 of the M27. There is doubt whether these are still needed. There is a general issue of how people can get to public transport facilities such as railway stations and the airport, and whether it is better to provide more parking to serve them or other ways of getting to them.</p>		
A healthy community		
<p><u>Meeting local housing needs</u></p> <p>C1 – Enough homes We need to provide for the development of homes to help meet the borough's housing needs and the wider needs of south Hampshire. This will affect the character of the borough's settlements where most of this growth will take place. It will also affect</p>	<p>11. The borough's residents will have an adequate supply of homes, including affordable homes, provided through a sustained programme of urban renewal and new residential development within and extending the borough's urban areas. Housing</p>	<p>xx. To identify and allocate land sufficient to accommodate 9,400 dwellings between 2011 and 2029.</p> <p>xxi. To ensure the provision of a balanced mix of dwelling types and sizes to meet local needs, including adequate internal</p>

Issues	Vision: In 20 years' time...	Objectives
<p>roads and public transport, water supply, drainage , and community facilities such as schools, health provision etc. Some green field sites will be needed. In identifying these, we also need to bear in mind other uses that need land such as economic development.</p> <p>C2 – Affordable homes Like everywhere else there is a huge demand for affordable housing in this borough, and provision is not keeping up. We rely on market housing sites to provide affordable homes, but there are limits on what developers can afford and the number of sites coming forward. We also need more rented accommodation, because many cannot afford the alternatives such as part ownership. There are also special needs to meet, for example for older and/or disabled people, and possibly also for gypsies, travellers and travelling showpeople. There is a local issue with Houses in Multiple Occupation (HMOs) in Eastleigh town centre. While HMOs meet particular accommodation needs, they can also change the character of the area.</p> <p>C3 – Adaptable homes The proportion of older people is increasing, and disabled people have ongoing special needs. We should encourage houses to be provided that can be adapted as peoples' needs change, as well as places designed especially for them. The concept of 'lifetime homes' should be investigated.</p> <p>C4 – Adequate homes The PUSH Strategic Housing Market Assessment suggests that more family</p>	<p>developments will be designed and laid out to maintain and create local identity, and so that residents have opportunities to meet and develop as communities.</p>	<p>and private external space, facilities to encourage home working, dwellings capable of adaptation to meet changing needs, and specialist accommodation for older people and those with special needs.</p> <p>xii. To maximise the opportunities to provide affordable housing on new housing sites.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>housing should be provided in south Hampshire instead of smaller units such as flats. Internal space standards in new dwellings are also a cause for concern.</p>		
<p>C5 – Education There is a shortage of pre-school and child-care places throughout the borough. However, there are surplus places at many junior schools and some secondary schools. In some smaller settlements such as Botley, there are concerns that some schools may not be viable unless there is development to support them.</p> <p>P8 – Workforce skills We need to make sure that the borough's workforce has the right skills to meet the needs of local employers (and to help reduce journeys to work). Residents will also need help in adapting to likely future changes in employment opportunities. The borough is close to the universities in Southampton, Portsmouth and Winchester. We need to develop our links with them and with our own local colleges to support skills training.</p>	<p>12. The borough's wide range of high performance education facilities will be enabling residents to develop their full potential, including skills to meet the needs of local employers and maintain the borough's high levels of economic activity.</p>	<p>xxiii. To encourage the development of education facilities to serve identified local needs, including child-care, early learning, and skills training including the development of workforce skills needed by local employers.</p>
<p>C6 – Health There are local concerns that not enough health facilities are being provided to meet the needs of a growing population in the borough. People feel they have to travel too far to access hospitals, and would like more locally provided services, particularly in the southern part of the borough. The future of potentially redundant health facilities in the borough needs to be resolved. With our ageing population, we shall need special care facilities, including for people with dementia. It might be difficult to provide</p>	<p>13. There will be convenient access to local medical facilities, helping to limit the need for longer trips to hospitals in Southampton, Winchester or Portsmouth, although the need to focus specialised facilities in key locations will be recognised. GP services and other community facilities will be co-located so far as possible, to help take advantage of linkages</p>	<p>xxv. To work with the relevant health authorities to ensure the provision of accessible health 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.</p>

Issues	Vision: In 20 years' time...	Objectives
<p>these within the urban edge if land prices remain high, but they need to be located so that they are accessible to local services including public transport. We also need to keep up with changes in the way health care is likely to be provided in the future.</p>	<p>between them and limit trips.</p>	
<p>C7 – Culture The success of The Point, the Swan Centre etc in Eastleigh could encourage further development of modern arts and culture that could also have economic benefits for the town. However, provision across the rest of the borough is uneven, and policies need to address the quality of these facilities in terms of the standard of provision, and their distribution and accessibility.</p>	<p>14. The borough will be home to a variety of high quality arts and cultural facilities focused in Eastleigh at The Point, at the borough's schools and colleges including The Berry Theatre at Hedge End, and in district and local centres. These will serve residents of the borough and south Hampshire, and will also be helping to stimulate new enterprise</p>	<p>xxvi. 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.</p>
<p>C8 – Enhancing community safety Incidence of crime and anti-social behaviour in Eastleigh Borough is relatively low and decreasing, but within the community there is a disproportionate fear of both. Addressing this issue involves partnership working between a variety of agencies</p> <p>C9 – Quality of life Whilst deprivation in the borough is low overall, there are some places, for example parts of Bursledon, Eastleigh, Bishopstoke and Netley, where people do not have as high a quality of life as in other areas of the borough.</p>	<p>15. People will feel safer as the Borough Council continues its work with its partners on the Community Safety Partnership Plan, and new development is laid out in a way that limits potential for criminal or anti-social behaviour. The quality of life will have improved for the borough's more deprived residents, with more and better quality jobs in the borough, more affordable housing, better education and skills training and better access to services and facilities.</p>	<p>See objectives ii, xiii, xxii, xxiii, xxv and xxvi.</p>

LETTER TO EASTLEIGH BOROUGH TOWN/ PARISH COUNCILS

**Regeneration and Planning Policy**

Our Ref:	JN/S3 LDF5
Your Ref:	
Contact:	Julia Norman
Direct Dial:	023 8068 8242
Direct Fax:	023 8068 8418
E-mail:	julia.norman@eastleigh.gov.uk

Date: 6 December 2010

Dear

A new plan for Eastleigh Borough – Parish Council inputs

As you will know, we are working on new planning policies for the borough to replace the existing local plan. We should like to arrange an informal meeting with your Parish Council to discuss planning-related matters that are of concern or interest to you.

The planning policy system introduced by the last government involved replacing structure plans and local plans with regional plans and 'local development frameworks' (LDFs). LDFs comprise a number of separate documents that must include a 'core strategy' and can include other documents that address, for example, site allocations and policies to manage development. The Borough Council has just updated its proposals for the borough's LDF, which now includes a core strategy and a sites & policies document, and is to extend to 2031.

However, the new government is to introduce changes to the planning policy system that amongst other things could devolve more planning powers and responsibilities to local communities. It is already in the process of revoking the regional plans (in our case the South East Plan) and abolishing the regional assemblies and development agencies. The Localism Bill to be brought before Parliament shortly is likely to change once more the way planning policy documents are prepared. Details are not yet available, but we understand that it is likely to introduce the concept of 'neighbourhood plans', and replace LDFs with 'local development plans'.

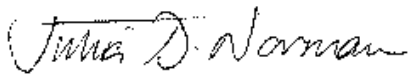
Whatever the planning policy system is, we want to be sure that our policies for the borough fully reflect the needs and priorities of our local communities. We should therefore like to open discussions with you so that we can understand these needs, and also introduce to you some wider policy and development issues that could have implications for your parish. We should also like to understand work you may be doing or contemplating on your parish plan.

I have set out below a draft agenda that gives you some idea of the range of matters we should like to raise. You are of course welcome to add to/ amend this to include any matters particular to your parish.

I should be most grateful if you could let me have dates between now and the end of March 2011 when we could come and meet you. As these are to be informal meetings, we should prefer them to be separate from your normal parish council meetings, and not open to members of the public at this stage. We are happy to meet your full parish council, or your planning committee, or other representatives as you prefer. There will be two of us, and we can come along to evening meetings if those are more convenient for you.

If you would like to discuss this before arranging the meeting, please do not hesitate to contact either Tony Wright (tel. 02380 688245, tony.wright@eastleigh.gov.uk) or myself (tel. 02380 688242, julia.norman@eastleigh.gov.uk) .

Yours sincerely,



Julia Norman
Local Development Framework Manager

for the Head of Regeneration and Planning Policy

Draft Agenda for Informal Parish Council Meetings:

Introductions

- Purpose of meeting

National planning policy update, including:

- revocation of Regional Spatial Strategies
- the Localism Bill

Where we are locally:

- Local Plan and 'saved' policies
- Community Plan
- Partnership for Urban South Hampshire strategy
 - housing numbers
 - employment floorspace
- LDF (to 2031)
 - housing numbers
 - employment floorspace
 - form (DPDs), programme and consultations

About the parish:

- Facts and figures including maps of the parish
- Issues we know about

Over to you...

- parish concerns/ issues
- local priorities
- new development potential

OPINION SURVEY JULY – SEPTEMBER 2011



The poster features a green background with a white house silhouette. At the top left and right are icons of four houses in purple, brown, red, and green. The text 'Help shape the future of your borough' is centered, with 'Have your say!' and 'July 2011' to its right. The main image shows a family of five (father, mother, and three children) riding bicycles on a path. The bottom section is a dark brown banner with the Eastleigh Borough Council logo and website address on both sides.

Help shape the **future** of your borough
Have your say!
July 2011

EASTLEIGH
BOROUGH COUNCIL

www.eastleigh.gov.uk

EASTLEIGH
BOROUGH COUNCIL

Eastleigh Borough Homes for local people



Dear resident!

Here at Eastleigh Borough Council the views of local people are really important to us. At the moment we are working on a long-term plan looking at where we need to build housing over the coming years to 2029. With a growing population and people living longer, we have to plan for enough homes for people to live in.

But this isn't just about building homes; it's also about providing a good quality of life for local people.

Eastleigh borough is a great place to live and we want residents to be able to stay in the area where they have friends and family and where they are close to jobs, schools, shops and facilities.

We will be consulting you in the autumn on plans for the borough, but before we prepare them we'd like your feedback on two specific options for locating new housing. There is a form at the back of this leaflet which we would like you to fill in and send back to us.

Help shape the future of the borough
and have your say!

Keith House
Leader of Eastleigh Borough Council

Our vision for the future



People enjoy living here in the borough. There is a good quality of life with a wide range of facilities, shops, access to open countryside, the coast and good transport links. If we want to keep it this way we must plan for the future and this includes providing new homes, jobs and other amenities. We know as a council that we will need to make some difficult choices, but providing homes is essential in order to safeguard the quality of life for all local people.



How much housing?

The Government's proposed changes to the planning system will mean we no longer have to accept regional housing figures, but we still have to meet the housing needs of our residents. Across Hampshire, councils are committed to building enough homes and we need to share development.

Around 122,000 people currently live in the borough. More people are living on their own and more of our residents are living longer. This number will grow to approximately 138,000 over the next 20 years. This means we need to provide more homes for future generations and suitable accommodation for older people. We also need to make sure that enough new homes are affordable. Many residents can't

afford to buy a home here and there are already over 5,000 families on our housing register.

We have worked out that over the next 18 years we need around 9,400 more homes to meet local need and support economic growth in our area. About 2,300 of these homes already have planning permission, or are on land allocated for development. We think a further 2,500 can be accommodated in our existing towns and villages.

That means we need to look for greenfield sites for about 4,700 new homes. Approximately 1,000 of these can probably be accommodated on small/medium-sized sites around existing towns and villages. The remaining 3,700 homes need to be accommodated on larger, strategic sites.

What we look at

The Council has to look at a range of factors when assessing if a site is suitable for housing development. These include:

- The impact on the landscape, nature conservation, recreation and heritage, or on gaps separating communities.
- Ease or difficulty of access by road and other means of transport, and

what effect development would have on roads.

- If it is close to shops, schools, services, amenities and workplaces, or if further development could help to improve or provide these.
- If it is affected by flooding, major pipelines, contamination, noise or other disturbance, hazards or pollution.



Options

From our studies we have come up with two alternatives for locating the greenfield development we need. We have looked at a range of sites and consider these particularly suitable. We understand you will have a view on these and we are keen to know your preference.

Option A: Allington Lane and sites at Eastleigh and Hedge End (3,700 homes)

Focusing some greenfield development at Allington Lane (1,400 homes), with the idea that after 2029 it will expand to form a new town of up to 5,000 homes. To maintain a supply of housing in the meantime, there would also need to be further development on sites at Eastleigh (1,300 homes) and Hedge End (1,000 homes).

The Allington Lane site: (1,400 homes)

The Allington Lane site is in a mainly rural part of the borough that is not identified as a gap between communities. Access to it would eventually require a new road across the Itchen valley to Eastleigh River Side (the industrial area north of the airport). This could link into, and help provide, the Chickenhall Lane Link Road that is needed to get new development into that area. Over time, the new development would need to provide its own shops, schools, employment and services.



Option B: Booterley Green and sites at Eastleigh and Hedge End (3,700 homes)

Distributing development between sites at Booterley Green, Eastleigh and Hedge End.

The Booterley Green site: (1,400 homes)

Development at Booterley Green would bring with it some local services for the area, which currently has very limited provision, such as a school, play facilities and local shops. Again, this option includes the large sites at Eastleigh and Hedge End.

The other sites included in Option A and Option B

Included in both options A and B are developments in Hedge End and Eastleigh.

The Eastleigh site: (1,300 homes)

The site at Eastleigh is in part of the former Stoneham Park, south of Chestnut Avenue. Development here would help support local schools and services.

The Hedge End site: (1,000 homes)

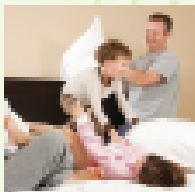
The site at Hedge End, west of Woodhouse Lane, would incorporate new playing fields for the local community.



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Where should new housing go?

We have studied a large number of sites within the borough's boundaries. Some of these have been suggested by landowners, others are sites that we have identified. You can see our Strategic Land Availability Assessment (SLAA) on our website at www.eastleigh.gov.uk/slaa and at our offices.



Tell us what you think

We've mentioned that there will be further consultation in the autumn, but at the moment we are keen to know your views in relation to the two specific sites, either Allington Lane or Boorley Green.

Please tick either option A or B, fill in your name and address details for your preference to be valid and tear off the form and send it back to us.

For more information visit www.eastleigh.gov.uk/localhomes



Housing development opinion survey

Please fill in your details below, one response per household. For your response to be counted a name and address must be supplied.

Name

Address

Postcode

Email

Which of the two strategic options we have identified do you prefer?

Option A

Option B

If you wish, please explain the reasons for your choice.

Would you like to be included on our consultation list for the next stages of the planning process?

Yes

No

Returning this form

Please return this form by Friday 9 September 2011.

By post: Return your form to Housing Opinion Survey, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN.

Online: You can fill in this form electronically on our website by visiting www.eastleigh.gov.uk/Localhomes

In person: Hand this form in at our Civic Offices at the address above, or at your local parish or town council office.

Text: Send your text to 07797 877001. Start your message with EBOS followed by A or B, plus your name and address including postcode.



EASTLEIGH BOROUGH HOUSEHOLD SURVEY JULY – SEPTEMBER 2011 – ANALYSIS OF RESULTS

Eastleigh Borough Local Development Framework Strategic Direction – Household Opinion Survey - Response

Appendix to report to Cabinet on 15 September 2011

Between 22 and 31 July a leaflet containing information about two possible locations for future housing development in the borough and a consultation response form was delivered to all 53,000 homes in the borough. Responses were limited to one per household. Residents were given a number of different methods by which they could respond:

- By post to the Council at the Civic Offices
- By hand to the Civic Offices or to parish council offices
- SMS text message
- Online, via a Council website homepage link

Residents were invited to indicate a preference for locating development at Allington Lane, West End (location A) or north east of Boorley Green, Botley (location B) and to comment on the reasons for their preference.

Total responses

- A total of 1,518 responses indicating a preference for locations A or B have been received. 30 respondents did not select a preference but added comments in protest about the process.
- Five responses were from addresses outside Eastleigh Borough. Only the responses of Eastleigh Borough residents have been included in this analysis.
- Four responses came from duplicate addresses. Only one response from each household has been included in this analysis. All of the duplicate responses stated the same preference.
- In total, 1,509 responses have therefore been included in the analysis.

Overall response for each option

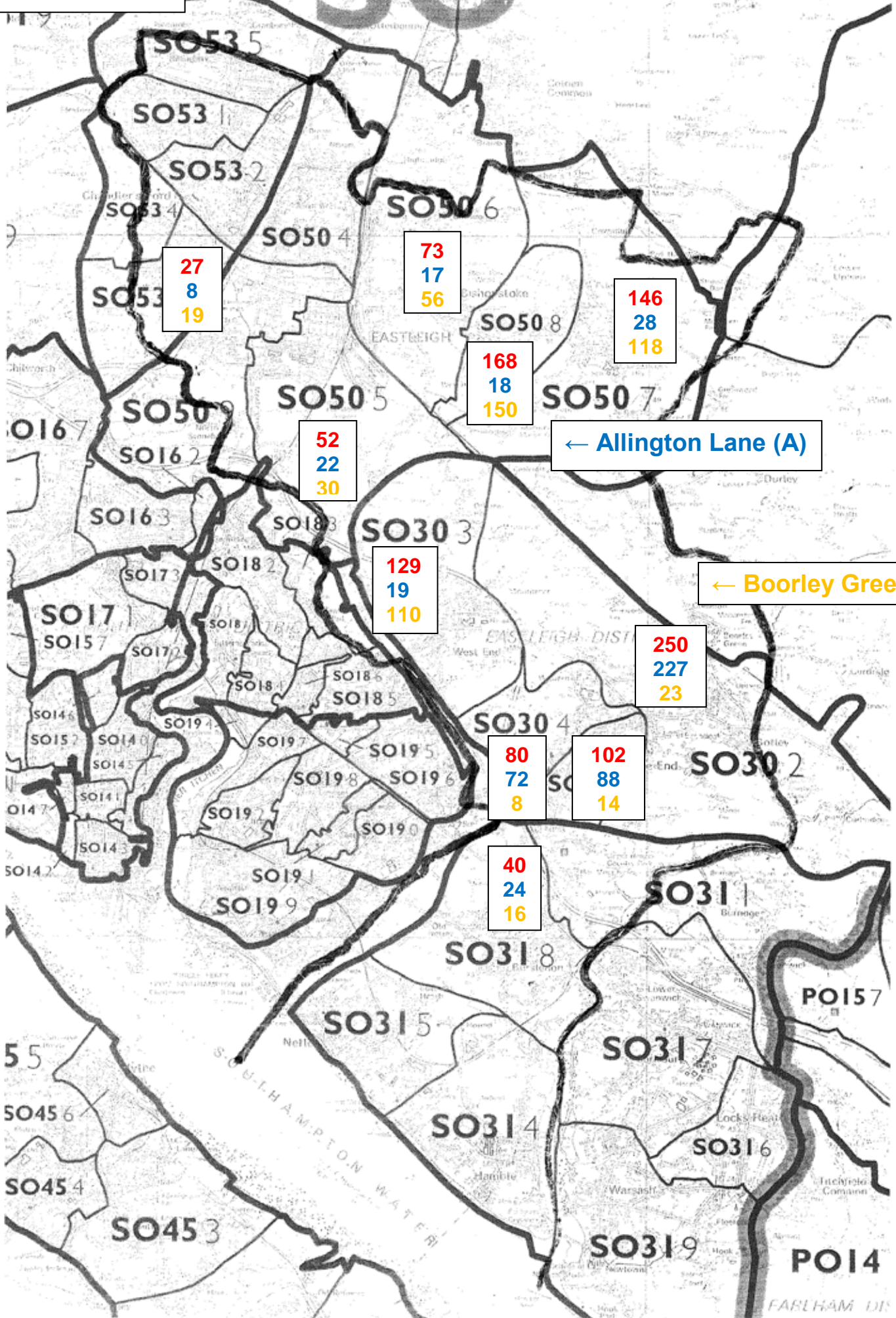
- 739 respondents gave option A (Allington Lane) as their preferred choice for development.
- 770 respondents gave option B (Boorley Green) as their preferred choice for development.
- 31 more respondents have expressed a preference for development north east of Boorley Green than have expressed a preference for development at Allington Lane.

Response by Postcode

Postcode	Area	Total	Option A	Option B
SO18 3	West End	54	7	47
SO19 6	Bursledon	3	3	0
SO30 0	Hedge End	102	88	14
SO30 2	Hedge End/Botley	250	227	23
SO30 3	West End	129	19	110
SO30 4	Hedge End	80	72	8
SO31 4	Hamble	28	18	10
SO31 5	Netley	18	12	6
SO31 8	Bursledon	40	24	16
SO32 2	Botley	85	80	5
SO50 4	Eastleigh	69	29	40
SO50 5	Eastleigh	52	22	30
SO50 6	Eastleigh/Bishopstoke	73	17	56
SO50 7	Fair Oak	146	28	118
SO50 8	Fair Oak	168	18	150
SO50 9	Eastleigh	38	23	15
SO53 1	Chandler's Ford	39	13	26
SO53 2	Chandler's Ford	55	13	42
SO53 3	Chandler's Ford	27	8	19
SO53 5	Chandler's Ford	35	11	24

- There were 146 responses from the postcode which Allington Lane comes under (SO50 7). 118 of these voted for option B (Boorley Green) with the remaining 28 voting for option A (Allington Lane).
- There were 250 responses from the postcode which Boorley Green comes under (SO30 2). 227 of these voted for option A (Allington Lane) with the remaining 23 voting for option B.
- A map showing the response by postcode area in the borough appears below.

Total – Red
Option A – Blue
Option B - Orange



Comments from Postcode Areas

Responses from the postcode which Allington Lane comes under – SO50 7

Option A – 28 votes from SO50 7

- “The Eastleigh bypass road towards the airport side of Eastleigh is well overdue. We would say about 30 years, so we favour the building of Allington Lane if this comes with extra services and a new link road.”
- “This option would provide the much needed relief road for access to Eastleigh (Chickenhall Link).”

Option B – 118 votes form SO50 7

- “Allington Lane is one of the last areas of open countryside between Eastleigh and Hedge End. If you build on this site, all our countryside will be lost.”
- “The Boorley development would provide local services for the area.”
- “The site at Allington Lane is on a natural flood plain. The proposed link roads as well as the development would ruin a lot of natural habitat for wildlife and would cause a lot more congestion on local roads.”
- “It would be a shame to develop this mainly rural part of the Borough – whereas the Boorley Green site is in need of development.”

Responses from the postcode which Boorley Green comes under – SO30 2

Option A – 227 votes from SO30 2

- “No infrastructure to support development at Boorley Green.”
- “Traffic and air quality issues are already concerning the Council in Botley and M27 is heavily congested. Allington Lane is a better option.”
- “With 1000 new homes in Hedge End and infrastructure will not cope with 1400 more homes. The historic village of Botley will be swallowed up into Boorley Green, Botley, Hedge End.”
- “The infrastructure is not in place to cope with more traffic etc. And the effect on a small village like Botley would be devastating.”

Option B – 23 votes from SO30 2

- “Allington Lane is a nice rural area providing a significant area of countryside at the heart of the Borough.”

- “Over the years option A will lead to that part of the Borough turning into one big urban sprawl. I.e. it will join the 4 big areas around it together.”

Responses from the North of Eastleigh Borough – SO53 2 – Chandler’s Ford

Option A – 13 votes from SO53 2

- “Less impact on existing homes. More scope for further expansion in the future. Beneficial development of road access to Eastleigh.”
- “If developed sensibly could help ease congestion in Eastleigh Town Centre.”

Option B – 42 votes from SO53 2

- “As you state, the Allington Lane site is very rural and should be identified as a gap between the communities – I strongly feel this is important.”
- “Cheaper to establish, regarding new roads and transport needs.”

Responses from the South of Eastleigh Borough – SO31 4 - Hamble

Option A – 18 votes from SO31 4

- “Bigger, more central, logical area to develop.”
- “Least populated area of Eastleigh district.”
- “Junction 7-9 M27 are already overloaded. Allington Lane is not a site of any great beauty either and is not part of a strategic gap.”

Option B – 10 votes from SO31 4

- “It will provide much needed services to the area.”
- “Will enhance Botley village and quality of life for local residents.”
- “Better access to the railway.”

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Eastleigh Borough Local Plan 2011-2029

Statement of Consultations February 2014

Appendices Volume 2

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PLANNING POLICY & DESIGN NEWSLETTER – DRAFT EASTLEIGH BOROUGH LOCAL PLAN PUBLICATION, OCTOBER 2011

Welcome to the third Planning Policy & Design newsletter of 2011, which updates you on events and our work here since the last newsletter in June this year.

The Team

Laila Bassett has now left, and Vashti Gooding has joined us for a year. If you wish to contact any of the team members please see the contact details in this letter or email Local.Plan@Eastleigh.gov.uk. There is also a Who's Who list on our web site at: www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/contact-us.aspx

More changes to the planning system

Since the last newsletter, the Government has produced a draft National Planning Policy Framework. This will replace the government's planning policy statements (PPSs) and planning policy guidance notes (PPGs) with a single shorter set of national planning policies. However it also advises that local authorities should combine all their policies and proposals into a single development plan document called a local plan. This will not be quite the same as the previous local plans, as it must contain a core strategy. The Borough Council has decided to combine the work that was in progress on a core strategy and a sites and policies DPD into a new local plan. The Local Development Scheme is being amended accordingly, and the Borough Council is about to consult on a first draft of the new local plan.

Draft Eastleigh Borough Local Plan 2011 - 2029

The draft Eastleigh Borough Local Plan 2011 - 2029 is being published for public consultation on **28 October 2011** with a closing date for comments of **3 January 2012**. It sets out the Council's preferred strategy for new development and development management, illustrated on a key diagram. It explains how the Council has established the borough's development needs and what options have been looked at for new development. It also includes detailed site allocations and designations, and development management policies, illustrated on a new proposals map. You can see the new draft plan on our web-site at: www.eastleigh.gov.uk/localplan, or at the Civic Offices, parish and town council offices and local libraries. There is a consultation form for responses – you should fill in a new form for each policy or paragraph you want to comment on. The form is available electronically on our web site and in paper form, and can be returned by e-mail or by post. It should be returned to the Planning Policy Team at the address at the end of this letter by **3 January 2012**. All responses received will be made public, and you will be able to see them on our web site and at the Civic Offices.

We are publicising this through this newsletter, by press release, and through exhibitions, posters and leaflets. There will be **public exhibitions** at:

Exhibition venue	Date	Time
Eastleigh: The Point, Leigh Road, SO50 9DE	Monday 7 November	2:00pm– 8:00pm
Bursledon: St Paul's Church Hall, Chamberlayne Road, SO31 8DU	Tuesday 8 November	2:00pm– 8:00pm
Netley Abbey: Abbey Hall, Victoria Road, SO31 3FA	Thursday 10 November	2:00pm– 8:00pm
Chandler's Ford: St Boniface Church Hall, Hursley Road, SO53 2FT	Monday 14 November	2:00pm– 8:00pm
Hedge End: Hedge End Village Hall, St John's Road, SO30 4AF	Tuesday 15 November	2:00pm– 8:00pm
Bishopstoke: Bishopstoke Association Community Centre, Church Road, SO50 6BN	Friday 18 November	2:00pm– 8:00pm
Hamble le Rice: Memorial Hall, 4 High Street, SO31 4JE	Saturday 19 November	12:00noon - 6:00pm
Boorley Green: Botley Park Hotel, Winchester Road, SO32 2HA	Tuesday 22 November	2:00pm– 8:00pm
Fair Oak: Fair Oak Village Hall (Grace Mears Room), Shorts Road, SO50 7EJ	Wednesday 23 November	2:00pm– 8:00pm
West End: The Parish Centre, Chapel Road, SO30 3FE	Friday 25 November	2:00pm – 8:00pm
Aviary Estate: St Francis Hall, Nightingale Avenue, Eastleigh, SO50 9JB	Saturday 26 November	10:00am- 4:00pm
Botley: Youth Hall, High Street Recreation Ground, SO30 2ES	Monday 28 November	2:00pm – 8:00pm

Contact: Julia Norman, Local Development Framework Manager

LDF Evidence

As you know we have collected evidence to support our work on the LDF. You can see the data we have collected so far on our web site at: <http://www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx>. You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Current work includes the following topics:

- **Strategic Land Availability Assessment (SLAA)**

For the new plan, we must undertake an assessment of land potentially available for development in the borough. Part One of the study looks at sites for residential development within the urban areas. It was completed last year, and is updated annually. Part Two looks at green field sites for housing and for other uses such as employment and at the potential for uses other than housing within the urban area. The SLAA is available on our web-site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework/slaa-land-availability.aspx> You are welcome to comment.

Contact: Tim Guymer, Senior Policy Planner

- **Employment Land Review**

Part 1 (of three) of the employment land review looked at the supply of employment land and the borough's economy. It is currently being reviewed. The first draft is on our web site at:

<http://www.eastleigh.gov.uk/PDF/ppd100709elrpart1draft.pdf>. Consultants Nathaniel Lichfield & Partners are preparing parts 2 (needs) and 3 (relationship between supply and needs) and these should be published in the next month or so.

Contact: Tim Guymer, Senior Policy Planner

- **PPG17 Study and Green Infrastructure**

We have undertaken a study of recreational land and facilities in the borough in accordance with the government's Planning Policy Guidance note PPG17 'Planning for Open Space, Sport and Recreation' to establish our own local standards of provision. A draft of the study was placed on our web site on 21 July

and we are now updating it in the light of comments received. We are also working on a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure') in the context of the PUSH Green Infrastructure Strategy.

Contact: *Gemma Christian, Planning Officer*

- **Retail study**

Work has been completed by consultants GVA Grimley on a study of retail need in Southampton, Eastleigh Borough and southern Test Valley. This has looked at convenience and comparison goods floorspace. It is available on our web-site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/consultations-and-latest-news.asp>

Contact: *Tony Wright, Planning Policy & Design Manager or Tim Guymer, Senior Policy Planner*

- **Heritage**

We have reviewed the borough's heritage assets including conservation areas, listed buildings, locally listed buildings, ancient monuments, archaeological sites, historic landscapes and the borough's transport and marine heritage. A draft background paper will be available on the web-site shortly.

Contact: *Julian Davies, Design Team Manager or Gemma Christian, Planning Officer*

- **Landscape Character Assessment update**

A draft of the borough-wide landscape character assessment is on our web site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/consultations-and-latest-news.aspx>. Comments were invited for a period ending 23 September 2011.

Contact: *Julian Davies, Design Team Manager*

Supplementary Planning Documents (SPD)

You can see all the adopted supplementary planning documents at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-documents.asp> We are working on the following new SPDs:

- **Quality Places SPD**

The Borough Council has led work by the PUSH local authorities on developing a South Hampshire Quality Places design guidance document which can be used as a template by individual authorities. We have produced version of this as an SPD for Eastleigh Borough. It addresses general urban design principles with an emphasis on local considerations. Our draft SPD was published for public consultation on 23 July 2011, with an end date for comments of 23 September 2011. The document is to be taken to the Council's Cabinet in November for adoption.

Contact: *Mark Waller-Gutierrez, Urban Designer or Julian Davies, Design Team Manager*

- **Old Bursledon Conservation Area Appraisal SPD**

Public consultation took place on a draft of this SPD between March and April 2011, and again between July and October 2011. It is hoped to take an amended version of the document to the Local Area Committee in November and Cabinet for adoption in December this year.

Contact: *Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager*

- **Bursledon Windmill Conservation Area Appraisal SPD**

Work has also progressed on a review of the Bursledon Windmill Conservation Area and a short SPD has been drafted to guide development proposals there. Public consultation has been undertaken in parallel with that on the Old Bursledon Conservation Area Appraisal SPD. The final version goes to the Local Area Committee and Cabinet for adoption at the same time.

Contact: *Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager*

Other work

The Planning Policy & Design Team is also involved with several other projects including:

- **Eastleigh Town Centre Vision**

You can view the non-statutory Eastleigh Town Centre Vision document on the Eastleigh town centre web site at: http://www.eastleightc.co.uk/town_centre_vision.aspx It has recently undergone its third 'refresh' to take account of new developments and other factors. Regeneration in the town centre continues with the recent commencement of the hotel and retail scheme on Station Hill and the assisted living, retail and housing scheme on Leigh Road next to the Good Companions PH. Discussions are ongoing with Sainsbury's Supermarkets Limited who have met a number of the key town centre stakeholders including the Town Centre Partnership. Sainsbury's intend to undertake further consultation during the winter before submitting detailed plans to the Council. A new store will be required to contribute positively to the ongoing regeneration of the town centre by attracting more shoppers and improving the quality of the environment.

The success of the Swan Centre Leisure Scheme continues with the recent opening of a new 'Harvester' restaurant. Redevelopment of the former Mija PH is nearing completion with the opening of the 'Poppins' restaurant which has three floors of residential above. Works to Eastleigh Railway Station are ongoing with improvements to the ticket hall, toilets, canopies, café/waiting area and footbridge. Improvements to cycle parking facilities are programmed for the New Year.

Contact: Dave Francis, Urban Renaissance Coordinator or Julian Davies, Design Team Manager

Public Art:

- Public art strategy review

The review of the public art strategy has been completed and Cabinet approval is being sought in November 2011. The refreshed document aims to both inspire and give a stronger steer to those involved in the commissioning of public art. The document details proposed landmark artworks, local level environmental improvement projects and community development projects for the borough.

- Pirelli, Eastleigh

July 2011 saw the completion of the six metre high Pirelli Arch on Pirelli Park, Eastleigh, which was developed as part of a year long community engagement programme. The eye-catching archway was inspired by the industrial cables manufactured at Pirelli and stands as a tribute to all those who worked at Pirelli over its 80 year history.

- Velmore church and Community Centre

The Borough Council and First Wessex Housing Association have appointed CAMM Design to create the public art for Velmore Church and Community Centre. Their beautiful proposal depicting a flock of stainless steel doves will be gliding into place in April 2012.

More details of the Council's public art programme can be found at: www.eastleigh.gov.uk/publicart

Contact: Joanne Calcutt, Public Arts Officer

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have any part of your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

Mary Andrews, Regeneration and Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8252 or Email: mary.andrews@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email wherever possible.

**IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL
PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS?**

Keep up to date about news and events in the borough.

Did you know that Eastleigh Borough Council also produces a regular e-newsletter, keeping

DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029
OCTOBER 2011
CONSULTATION LETTER – ALL SPECIFIC CONSULTATION BODIES



Regeneration and Planning Policy

Our Ref: JN/S3LDF5/Local Plan
 Your Ref:
 Contact: Julia Norman
 Direct Dial: 023 8068 8242
 Direct Fax: 023 8068 8418
 E-mail: julia.norman@eastleigh.gov.uk

Date: 28 October 2011

Dear

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029

The Council has been working for some time on new planning policies for the borough. As a result of recent government advice, these are now being combined into a single document to be known as a local plan. The first draft of the local plan was approved for public consultation at the meeting of full Council on 13 October 2011. It is to be published on 28 October 2011, and the closing date for comments is **3 January 2012**.

The plan can be viewed on-line at www.eastleigh.gov.uk/localplan, and is also available for inspection at the Civic Offices, town and parish council offices and public libraries. Paper copies can be purchased price £40 plus £5 p&p. A consultation form for comments is also available at these locations and on line. Exhibitions are being held across the borough during November, and I attach a leaflet giving details of times and locations.

After the consultation, the comments will be analysed and reported back to Members, along with any proposed changes to the plan. We expect to publish the revised version of the plan for formal public consultation June-July 2012. The plan and any objections to it that cannot be resolved will then be submitted to the Secretary of State for examination in the autumn of 2012. We hope to be able to adopt the plan by the end of 2013.

If you have any queries about the plan, please contact the Planning Policy Team, tel. 02380 688242, e-mail localplan@eastleigh.gov.uk.

Yours sincerely,

Julia Norman, Local Development Framework Manager

for the Head of Regeneration and Planning Policy

DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029, PUBLISHED 28 OCTOBER 2011– PRESS RELEASES AND PRESS ARTICLES

INFORMATION AND NEWS



Statement - Draft Eastleigh Borough Local Plan 2011-2029

The Draft Eastleigh Borough Local Plan, which sets out a strategic vision and planning policies for the Borough over the next 18 years has been published as part of the agenda papers that will be considered by Cabinet on Monday 10 October 2011 and subsequently full Council on Thursday 13 October 2011.

If approved by the Council the Draft Local Plan will then be published ready for a nine week period of consultation starting at the end of October. This did not include the borough wide “Help shape the future of your borough” opinion survey that was sent to all borough households during the summer.

The Draft Local Plan provides details for all development to meet our future housing requirements and includes:

- Greenfield housing requirement has come down from 8000 to 4700
- three preferred locations for a total of 3700 homes as part of large scale development on greenfield sites
- proposals for a bypass for Botley village
- proposals for around 1000 homes on smaller Greenfield sites throughout the borough
- the Strategic Development Area remains deleted
- gaps between communities have been protected
- that the Council is repeating its objection to gravel at Hamble airfield and proposes no Greenfield allocations at Hamble
- proposals for a bypass at the junction of Heath House Lane/Sundays Hill at Hedge End

Public Consultation Programme

A public consultation programme will run from Friday 28 October 2011 to Tuesday 3 January 2012 throughout the borough and include:

- Staffed public exhibitions across the Borough – dates and venues tbc
- Media information ie press releases etc
- Web pages

- Copies of the Local Plan will be available at the Civic Offices, libraries, Town/Parish Councils.

Once the consultation period has closed the Council will consider all representations and comments that have been made. These will all be reported to Cabinet along with a revised version of the Local Plan. The revised version will be considered by Cabinet in summer 2012.

DATE – 30 September 2011

**ISSUED BY –
8205**

Steve Collins

TEL – 023 8068



Fears Eastleigh's homes plan will threaten villages



By Bethan Phillips, Reporter

6:00pm Thursday 13th October 2011 in News



Botley Parish Action Group

IT IS a vision for **Eastleigh** that has caused controversy among residents and countryside campaigners.

Over the next 18 years, up to 4,700 homes could be built on open countryside, in a move that campaigners say will engulf historic rural villages.

Tonight, councillors in the borough will decide whether to adopt the proposals – which planners say are needed to tackle the growing demand for housing.

The houses are included in the borough's draft plan and, if passed, will mean that land at 16 greenfield sites will be earmarked for developments of between 10 and 1,400 homes.

Council leader **Keith House** says the plan is essential to control where development happens across the borough between now and 2029.

He said: "The borough's local plan aims to give the maximum protection possible to our countryside, but also to meet the very real housing needs in our area over the next 20 years.

"And it sets out to tackle much-needed infrastructure and provision for sports and schools.



It's only our first draft, and we really do want the views of local people over the coming two months on how it can be improved."

Campaigners have warned that there is strong local opposition to some of the developments.



Members of Avriary Residents Association, which represents those living near a proposed 1,300-house development at Chestnut Avenue, say they've collected hundreds of signatures against the plans ahead of tonight's debate on the issue.

Chairman **Peter Ford** said: "What we're

saying is the development proposals were rushed through too quickly.

"There was no consultation from our point of view – it would appear a done deal.

"I don't expect it will stop it but we will be making a noise – we need to make them think there's a bit of public feeling about this."

Members of the Botley Parish Action Group (BPAG) will be at tonight's meeting to make representations against the biggest development included in the local plan – 1,400 homes on Botley Park Golf Course, which they say will engulf the hamlet of Boorley Green.

Chairman Sue Grinham said: "It's going to destroy Botley and rip the community apart "I'll also be urging the councillors that it shouldn't be a political vote.

"They need to vote with their consciences and think about what is right."

The plan also includes proposals for 4,700 homes on brownfield sites – meaning the borough could grow by a total of 9,400 homes over the next 18 years.

Planners have pledged that if new homes were built at Boorley Green, a bypass for Botley would be linked to the development.

The council's Cabinet approved the draft local plan earlier this week, and full council will vote tonight on whether to adopt it.

If it is passed, a public consultation will begin at the end of the month, but no building will proceed until the proposals are approved by a Government planning inspector, who will not view the completed plans until 2013.

The full council meeting takes place at 7pm in Eastleigh Civic

INFORMATION AND NEWS

Council approves consultation draft of the Local Plan

Last night the Council approved for public consultation the Draft Eastleigh Borough Local Plan 2011-2029. The Plan, which sets out a strategic vision and planning policies for the Borough over the next 18 years, will now be published ready for a nine week period of consultation starting on Friday 28 October 2011.

The Draft Local Plan provides details of development to meet our future housing requirements and includes:

- the Strategic Development Area remains deleted
- the protection of gaps between communities
- the greenfield housing requirement has come down from 8000 to 4700
- three preferred locations for a total of 3700 homes as part of large scale developments on greenfield sites
- proposals for a bypass for Botley village
- proposals for around 1000 homes on smaller greenfield sites throughout the borough
- that the Council is repeating its objection to gravel at Hamble airfield and proposes no greenfield allocations at Hamble
- policies for the control of new development across the borough

Public Consultation Programme

The public consultation programme will run from Friday 28 October 2011 to Tuesday 3 January 2012 throughout the borough and will include:

- Staffed public exhibitions across the Borough – dates and venues tbc
- Media information and publicity ie press releases etc
- Web pages and the opportunity to comment online
- Copies of the Local Plan will be available at the Civic Offices, libraries, town/parish council offices or for purchase from the civic offices.

When the consultation period has closed the Council will carefully consider all the representations and comments that have been made. These will all be reported to Cabinet along with a revised version of the Local Plan in summer 2012.

DATE – 14 October 2011

ISSUED BY – Steve Collins
TEL – 023 8068 8205



Destruction fear as 4,700 homes plan is approved by Eastleigh Borough Council



By Bethan Phillips,
Reporter

9:43am Friday 14th October 2011 in News



Botley Parish Action Group

CONTROVERSIAL plans to build 4,700 homes on Hampshire countryside will destroy communities, residents warned last night.

They lined up to beg councillors not to go ahead with proposals that will see thousands of new houses spring up around Eastleigh borough over the next two decades.

More than 150 people packed out the public gallery at Eastleigh council's civic offices and around a dozen people spoke against the plans.

Councillors voted by 30 to eight to adopt the plan.

Strong opposition was shown against the plans to build 1,400 homes at Boorley Green at Botley Park Golf Course.



Goodbye glasses

One representative from Botley Park Golfers urged the council not to destroy "a jewel of a course".

Sue Grinham, from Botley Parish Action Group, urged councillors to reconsider building homes at Allington Lane, which earlier this year was offered as an alternative to the

development at Boorley Green.

She said: "Building at Allington Lane will not destroy or consume an

existing community. If you do this development at Boorley Green our lives will suffer. Please do not rip this community apart."

Peter Ford, chairman of the Aviary Residents Association in Eastleigh, spoke to oppose plans for 1,300 homes at Chestnut Avenue. He presented the council with more than 300 letters of objection that he had collected from the Aviary estate.

He said: "The strategic gap between Southampton and Eastleigh will be destroyed if you allow this development."

Other large planned developments include 1,400 homes at Stoneham Park and 1,000 on land around Woodhouse Care, near Hedge End.

Councillors were meeting to discuss the Draft Local Plan, which includes plans for up to 9,400 homes – half of which are on greenfield sites – in the next 18 years.

Council leader Cllr Keith House said the borough needed between 500 and 550 homes a year over the period to meet housing needs. He said the plan was a starting point for debate and a public consultation would now begin.

He added: "This isn't a tablet of stone saying here it is. This plan will evolve over the course of the coming months and the next year. There are difficult decisions to make but it is important that we face up to our responsibilities."

Now a full public consultation will be held up to the end of the year. A Government planning inspector will also have to approve the plan before any building goes ahead.

INFORMATION AND NEWS

'Have your say' on the Draft Local Plan

Local people are being encouraged to have their say on the borough's draft local plan as the formal nine week consultation begins on Friday 28 October.

The Plan sets out a strategic vision and planning policies for the Borough over the next 18 years until 2029. The Council, like all local authorities across the country, is legally required to produce a plan for the Borough that looks at least 15 years ahead and it must identify sufficient land for development to meet the community's needs over that period.

Council Leader Keith House says, "At this stage the plan outlines the Council's initial thoughts and ideas on the future of the borough. The views of local people are important to us and I encourage all local people to have their say and comment on the draft Local Plan."

The public consultation programme will run for nine weeks from Friday 28 October 2011 to Tuesday 3 January 2012 across the borough. There will be twelve staffed public exhibitions held to provide local people with the chance to see the plans and maps and discuss issues with staff. There will also be a copy of the plan on the Council's website together with the opportunity to provide comments online by visiting www.eastleigh.gov.uk/localplan

The Local Plan documents will also be available to view at the Civic Offices, Eastleigh Town Centre Office, local parish/town council offices and local libraries. Comments must be made by 3 January 2012 on the consultation response form that is available in hard copy and online.

The programme for the public exhibitions is set out below:

Programme of Public Exhibitions

Area	Date & Time	Venue
Eastleigh Central	2pm-8pm Monday 7 November	The Studio Theatre, The Point, Leigh Road, Eastleigh SO50 9DE
Bursledon	2pm-8pm Tuesday 8 November	St Paul's Church Hall, Chamberlayne Road Bursledon SO31 8DT
Netley Abbey	2pm-8pm Thursday 10 November	Abbey Hall, Victoria Road, Netley Abbey SO31 5FA
Chandler's Ford	2pm-8pm Monday 14 November	St Boniface Church Hall, Hursley Road, Chandler's Ford SO53 2FT
Hedge End	2pm-8pm Tuesday 15 November	Hedge End Village Hall, St Johns Road, Hedge End SO30 4AF

Bishopstoke	2pm-8pm Friday 18 November	Bishopstoke Community Centre, Church Road, Bishopstoke SO50 6BN
Hamble-le-Rice	12noon-6pm Saturday 19 November	Hamble-le-Rice Village Memorial Hall, High Street, Hamble-le-Rice SO31 4JE
Boorley Green	2pm-8pm Tuesday 22 November	Botley Park Hotel, Winchester Road, Boorley Green, SO32 2HA
Fair Oak	2pm-8pm Wednesday 23 November	Grace Mears Room, Fair Oak Village Hall, Shorts Road, Fair Oak SO50 7EJ
West End	2pm-8pm Friday 25 November	West End Parish Centre, Chapel Road, West End SO30 3FE
Eastleigh	10am-4pm Saturday 26 November	St Francis Hall, Nightingale Avenue, Eastleigh SO50 9JB
Botley	2pm-8pm Monday 28 November	Youth Hall, High Street Recreation Ground, Botley SO30 2ES

When the consultation period has closed the Council will carefully consider all the representations and comments that have been made. These will all be reported to Cabinet along with a revised version of the Local Plan in summer 2012.

DATE – 20 October 2011

**ISSUED BY –
8205**

Steve Collins

TEL – 023 8068



Botley Parish Action Group members show their concerns over plans to build houses on Botley Park Golf Course.

Consultation begins on plans for 4,700 homes

CONTROVERSIAL plans to build thousands of homes in the countryside around Eastleigh have met with a mixed reaction at the start of a major consultation.

Residents gave a lukewarm reaction to proposals that would see up to 4,700 homes built on greenfield land.

On Tuesday night a steady stream of people viewed the scheme at the first of 12 public exhibitions.

The event, at The Point, Eastleigh, was the first opportunity to see a blueprint for development over the next 18 years in the area.

The scheme includes plans to build 1,400 homes at Boorley Green, at Botley Park Golf Course, as well as 1,400 homes at Stoneham Park and a further 1,000 on land around Woodhouse Care, near Hedge End.

The wider plan earmarks sites for a total of up to 9,400 homes up until 2029.

Frank Watkin, whose house overlooks Botley Park Golf Course, said: "Having 1,400 houses and extra infrastructure there will change the whole character of the place and there will be no decent access to the motorway."

Some people questioned the need for so many new homes.

Council leader Cllr Keith House has said that the authority is legally required to produce a housing plan for the area.

The consultation programme will run until January 3. Other events are:

- November 10, 2pm-8pm, Abbey Hall, Victoria Road, Netley.

- November 14, 2pm-8pm, St Boniface Church Hall, Hursley Road, Chandler's Ford.

- November 15, 2pm-8pm, Hedge End Village Hall, St Johns Road, Hedge End.

- November 18, 2pm-8pm, Bishopstoke Community Centre, Church Road, Bishopstoke.

- November 19, midday to 6pm, Hamble-le-Rice Village Memorial Hall, High Street, Hamble-le-Rice.

- November 22, 2pm-8pm, Botley Park Hotel, Winchester Road, Boorley Green.

- November 23, 2pm-8pm, Grace Mears Room, Fair Oak Village Hall, Shorts Road, Fair Oak.

- November 25, 2pm-8pm, West End Parish Centre, West End.

- November 26, 10am-4pm, St Francis Hall, Nightingale Avenue, Eastleigh.

- November 28, 2-8pm, Youth Hall, High Street Recreation Ground, Botley.

Local people have their say on Draft Local Plan

Local people from throughout the borough are having their say on the borough's draft local plan following a series of twelve exhibitions held at venues across the area.

Over 1300 people attended the exhibitions that provided the opportunity to find out more about the plans and to speak to staff about any issues.

The Local Plan sets out a strategic vision and planning policies for the Borough over the next 18 years until 2029. The Council, like all local authorities across the country, is legally required to produce a plan for the Borough that looks at least 15 years ahead and it must identify sufficient land for development to meet the community's needs over that period.

Council Leader Keith House said, "It was great to see so many local people come along to examine the proposals and discuss issues with Council staff. The views of local people are important to us and although the exhibitions have finished the nine week consultation continues until early January and I encourage everyone to let us have their thoughts and views. We want to keep improving the plan to meet the needs of our Borough for the future".

The Local Plan is on the Council's website and anyone can make comments online by visiting www.eastleigh.gov.uk/localplan The website will shortly include a section displaying all the comments that have been received.

The Local Plan documents continue to be available to view at the Civic Offices, Eastleigh Town Centre Office, local parish/town council offices and local libraries. Comments must be made by 3 January 2012 on the consultation response form that is available in hard copy and online.

When the consultation period has closed the Council will carefully consider all the representations and comments that have been made. These will all be reported to Cabinet along with a revised version of the Local Plan in summer 2012.

DATE – 1 December 2011

**ISSUED BY –
8205**

Steve Collins

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1,500 responses to Eastleigh Borough Council's local plan consultation

12:00pm Wednesday 11th January 2012 in Environment

HUNDREDS of people have had their say on plans to build thousands of homes on Hampshire countryside.

Eastleigh Borough Council says more than 1,500 responses have been received during a consultation on the draft local plan – a vision for how the area will develop over the next 18 years.

It includes possible locations for up to 9,400 homes across the borough, half of which could be built on greenfield sites.

Campaigns against building 1,400 homes nearby Boorley Green, at Botley Park Golf Course, and 1,300 at Stoneham Park, **Eastleigh**, have already been mobilised.

Opponents to the scheme in Boorley Green claim the plans will destroy their community and that the current infrastructure will be unable to shoulder the influx of new residents.

At Stoneham Park, there are fears that part of the green gap between Eastleigh and **Southampton** will be lost forever.

Land at Woodhouse Lane near **Hedge End** is also earmarked for up to 1,000 homes, and various other greenfield sites across the borough have been picked out for smaller developments.



Dozens of residents packed out a council meeting in October to appeal to councillors not to approve the draft local plan for consultation, but it was passed by a majority of 22 votes.

Information events held during the autumn across the borough attracted more than 1,300 people.

The council says it does not yet know many residents have responded to the consultation, as individuals could send multiple comments, but between 1,500 and 2,000 representations have been received.



1,500 replies to new home plans (From Daily Echo)

Peter **Ford** from the Aviary Residents Association – which opposes plans to build at nearby Stoneham Park – said he was disappointed by the response.



He said: "We are still trying, but 1,500 people out of more than 100,000- odd that live in the borough is not a very good response – I think the council would be disappointed with that number."

Council leader Keith House said: "It's great to see so many local people commenting on the proposals in draft

local plan."

The council will consider the comments before the results are reported to the Cabinet with a revised version of the local plan in the summer.

DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029, OCTOBER 2011 – LEAFLET, POSTER AND EXHIBITION

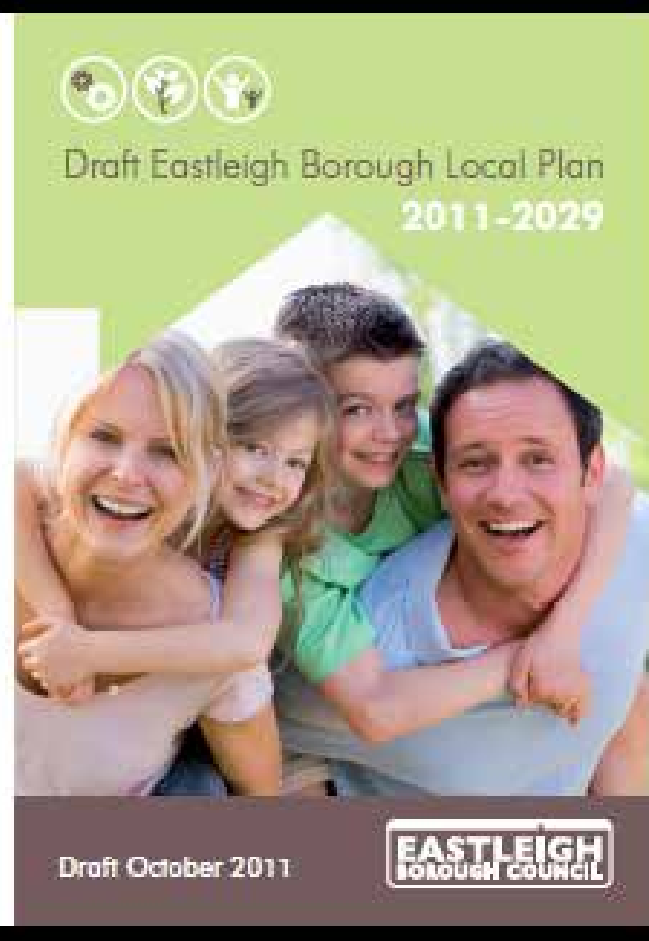
LEAFLET

Come and talk to us

There will be exhibitions at:

Area	Date & Time	Venue
Eastleigh Central	10am-8pm Monday 7 November	The Studio Theatre, The Point, Leigh Road, Eastleigh SO50 9DE
Sturminster	10am-8pm Tuesday 8 November	St Paul's Church Hall, Chamberlayne Road Sturminster SO31 9DT
Hesley Abbey	10am-8pm Thursday 10 November	Abbey Hall, Waterlo Road, Hesley Abbey SO31 5HA
Chandler's Ford	10am-8pm Monday 14 November	St Saviour Church Hall, Hunley Road, Chandler's Ford SO43 2ET
Hedge End	10am-8pm Tuesday 15 November	Hedge End Village Hall, St Johns Road, Hedge End SO30 4AF
Stapleford	10am-8pm Friday 18 November	Stapleford Community Centre, Church Road, Stapleford SO43 6PN
Fromble-la-Rice	12noon-6pm Sunday 19 November	Fromble-la-Rice Village Memorial Hall, High Street, Fromble-la-Rice SO31 4D
Stately Green	10am-8pm Tuesday 22 November	Stately Park Hall, Winchester Road, Stately Green, SO33 2HA
Fair Oak	10am-8pm Wednesday 23 November	Grace Mason Room, Fair Oak Village Hall, Shore Road, Fair Oak SO43 7EJ
West End	10am-8pm Friday 25 November	West End Parish Centre, Chapel Road, West End SO30 3FE
Eastleigh	10am-4pm Saturday 26 November	St Francis Hall, Highgate Avenue, Eastleigh SO50 9D
Itley	10am-8pm Monday 28 November	Youth Hall, High Street, Itchenham Green, Itley SO30 9G

This is the diagram of the main proposals in the new Local Plan.



Eastleigh Borough Council publishes a draft of a new plan for the borough on 28 October 2011, for a 7 week public consultation. This is your chance to comment on the Borough Council's ideas for the new plan.

Why do we need a new plan?

Our existing local plan – the Eastleigh Borough Local Plan Review 2001-2011 – is increasingly out of date.

More land must be identified for development to meet future needs.

There are issues to be addressed in the borough, in particular:




- More homes must be built to meet the needs of local people. We also need to make sure that enough new homes are affordable. There are already over 4,000 households on our housing register.
- We need to encourage economic growth to provide work for our residents. We also need to make sure that local people have the skills they need to compete in a changing jobs market.



- Eastleigh town centre and Eastleigh River Side (the old railway works and adjoining industrial areas) and other district and local centres need improvement.
- Our countryside needs to be protected, in particular the gaps between our towns and villages, the landscape and biodiversity.
- We need to encourage healthy lifestyles, and improve our sport and recreation facilities.
- We need better quality new development.
- We must also look after our heritage, and tackle climate change.

What are we trying to achieve?

The new draft plan includes a vision and objectives based on the Council's three priorities at:

-  A clean and green environment
-  A prosperous place
-  A healthy community

How much new development are we planning for?

There is no longer any national or regional strategy that dictates how much housing we should provide – it is now up to us to work out what the borough needs. We have looked at:

- Growth and change in population and households
- The wider needs of south Hampshire and how these affect the borough.

Housing

We estimate that we shall need around 9,400 new homes (223 per annum) over the next 18 years. Of these:

- 4,700 can be built in the existing urban areas (about 2,500 already have permission or are allocated)
- 4,700 are needed on greenfield sites

Employment

We think most of the future need can probably be met at Eastleigh River Side (the railway works and related land east of Eastleigh), with a few small new sites elsewhere. We also need to make sure that our town centre and other shopping centres in the borough are viable and thriving.

Infrastructure

To serve new development, we shall need new and improved roads and public transport, green space, schools, and health and leisure facilities.

What is the Council's proposed strategy for new development?

The Council is proposing:

Housing and community facilities

- 4700 homes in the existing urban areas, across the borough, many at Eastleigh, but with sites also in Chandler's Ford, Netley and West End
- 3,700 homes on three large scale developments
 - 1,300 south of Chestnut Avenue, Eastleigh
 - 1,000 west of Woodhouse Lane, Hedge End
 - 1,400 north east of Booterly Green, Botley
- 1,000 homes on a range of smaller green field sites across the borough at Allbrook, Bishopstoke, Botley, Bursledon, Fair Oak, Hedge End, Netley and West End
- Community facilities including primary schools and local shops with major developments



Employment

- Employment development focused at Eastleigh River Side
- Small green field employment sites at West End and Allbrook
- Offices and shops focused in town, district and local centres



Infrastructure

- Botley bypass
- Sunday's Hill bypass, Hedge End
- Other road and junction improvements
- Cycle routes and footpaths



Green space

- Countryside gaps between settlements
- Open space, sports fields and green routes
- Allotments and cemetery space

The Council is also proposing policies to manage development generally.

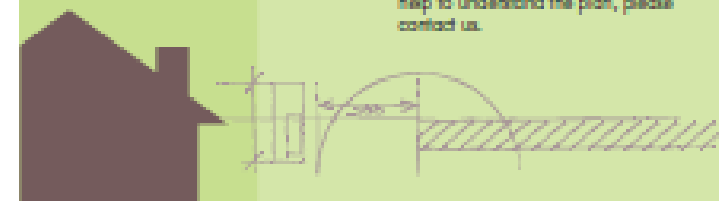
Your views

- You can see the Local Plan at: www.eastleigh.gov.uk/localplan
- It is also available to view at the Civic Offices, at your local parish or town council office, and in local libraries.
- The Borough Council would like to hear what you think about the draft plan. There is a consultation form for you to make your comments. You can fill this in on-line, or e-mail or post it to us. You should use a separate form for each paragraph or policy of the plan that you wish to comment on.
- Please let us have your comments by 3 January 2012.

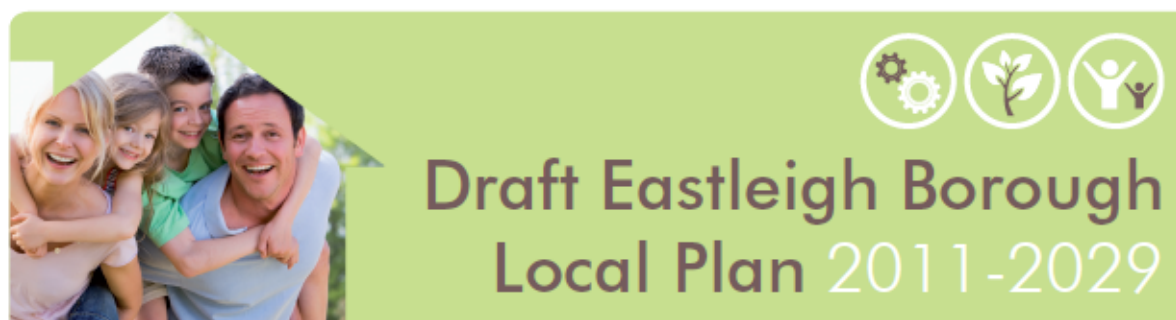
Please send your comments to:

Planning Policy & Design,
Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN, e-mail localplan@eastleigh.gov.uk, Tel. 023 8038 8342

If you have any questions or need help to understand the plan, please contact us.






POSTER



The Council is preparing a new plan for development in the borough 2011-2029. A draft is published for consultation on 28 October 2011. Your comments are needed by 3 January 2012

See the new draft plan at:

-  www.eastleigh.gov.uk/localplan
-  Civic Offices, parish & town council offices, public libraries
-  Exhibitions to be held at:



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www.eastleigh.gov.uk/localplan

EASTLEIGH
BOROUGH COUNCIL

EXHIBITION



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**DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029 PUBLISHED OCTOBER 2011 –
SCHEDULES OF REPRESENTATIONS AND BOROUGH COUNCIL REPOSES as agreed by
Cabinet and Council 26 July 2012**

Reps nos.	Policy/para	Representations	Borough Council response
Chapter 1, Introduction			
Object: 697, 5165, 5192	1.1	<p>Inadequate evidence</p> <ul style="list-style-type: none"> · Plan should not be published without full assessment through Habitats Regulations Assessment - makes it difficult to determine whether proposals will have any impacts on International or European sites. · Natural England objects to the plan not being subject to a sustainability appraisal beyond the scoping stage which is required by the Planning and Compulsory Purchase Act. Plan likely to be found unsound by the Planning Inspectorate for this reason. Policies need to be assessed against each other to remove any contradictory aims. · Lack of an infrastructure delivery plan so that the sustainability appraisal and strategic environmental assessment cannot be assessed in terms of their deliverability. · Lack of technical information in particular the employment land review - policies are unsound without evidence base. It is not clear what evidence from the South East Plan has been used and economic policies need to be placed in the overall spatial framework for South Hampshire and in cooperation with neighbouring local authorities, PUSH and Solent LEP. 	<p>Accept. The Sustainability Report and Habitats Regulations Assessment have now been published. These explain the appraisal work that was undertaken during the preparation of the local plan.</p> <p>It is not usual to publish an infrastructure delivery plan until proposals have reached a more advanced stage. The Council will publish an infrastructure delivery plan to accompany the submission draft of the local plan.</p> <p>The Employment Land Review has been published (Background Paper EC1). The local plan has been prepared in conformity with the PUSH Economic Strategy 2010. The government proposes to revoke the South East Plan. Proposed change: Chapter 1 updated.</p>
Object: 701, 3152, 5193	1.1 (1.3)	<p>Duty to co-operate</p> <p>In line with the requirements in the Localism Act 2011, and the duty to co-operate there is a greater need for the Plan to take into account the impact of its development proposals on adjoining areas, not just on the impact that development in adjoining areas will have on the borough.</p>	<p>Noted. The local plan has been prepared in accordance with the Partnership for Urban South Hampshire's Economic Strategy 2010 and in consultation with neighbouring councils.</p> <p>No change in response to representation. Proposed change: Chapter 1 updated.</p>
Object:	1.1 (1.9)	Consultation and Publicity	Noted. There has been further consultation

Reps nos.	Policy/para	Representations	Borough Council response
2108, 4473, 4525		<ul style="list-style-type: none"> Not all the evidence was available during the consultation process, e.g. the employment land review, transport studies etc; Methods used do not conform with RTP1 guidance, particularly in respect of using methods appropriate for consultees and making the best use of technology; Lack of publicity – all residents affected by proposals should have been contacted directly – not everyone reads local newspapers, newsletters or the Council's website; Not well signposted on the Councils website - the link was removed from the main page and events were not included in the 'what's on' section or the current consultation section. Consultation period should have been at least 12 weeks Consultation should be extended/ done again 	<p>on the evidence, appraisals and assessments since the draft local plan consultation. Publicity was undertaken in accordance with government guidelines and procedures agreed locally and included a newsletter to all those on the Council's local plan consultation list, an item in the Council's free newspaper to all households 'The Borough News', press publicity (front page articles in the Daily Echo), posters, leaflets, a series of 12 exhibitions visiting every parish in the borough, publication of the documents on the Council's web-site and deposit of all the documents in all public libraries. A report of the consultations undertaken during the preparation of the local plan will be published with the pre-submission consultation.</p> <p>No change</p>
Object: 3654, 4721	1.11	<p>Layout of the Plan Layout and structure of the plan is too long and confusing. This may have resulted in less people responding to the consultation. Unclear where the evidence base and background work finish and key policies begin. Listing the development management policies and parish specific policies separately is not helpful. The document should be streamlined for clarity.</p>	<p>Accept. Proposed change: Plan has been shortened and simplified.</p>
Object: 682	1.1	<p>Front Cover Front cover of the Plan should be representative of the complete range of residents in the borough.</p>	<p>Noted Proposed change: The front cover will be redesigned.</p>

Reps nos.	Policy/para	Representations	Proposed response
Chapter 2, Eastleigh Borough – characteristics and issues			
Object: 3159	2.15	<p>Coast and rivers General concern that coastal and river-related matters are not dealt with adequately in the plan – should mention concerns about water quality and use of Hamble for activities other than sailing, and coast-related leisure activities at Hamble and Netley.</p>	<p>Accept in part. Concerns about water quality generally are dealt with under policies relating to pollution. Special policy for recreational sailing development is retained, but general policy for recreation and open space includes other water-related recreational and sporting activities.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>Proposed changes:</p> <ul style="list-style-type: none"> · New strategic policy for the coast included in revised strategy (new Ch.4) – see strategic policy S9. · Chapter 2 shortened – cross refers to updated data in other documents.
Object: 3438, 5135	2.20	<p>Water supply and waste water Plan should recognise that current infrastructure for water and waste-water are not sustainable.</p>	<p>Not accepted. Discussion with Southern Water has confirmed that waste water processing facilities at Chickenhall Lane and Peel Common are adequate to accommodate the development proposed, but that drainage infrastructure needs renewal. Southern Water, Portsmouth Water and the PUSH Integrated Water Management Strategy confirm that water resources and the water companies' investment plans are adequate to meet development needs.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 2 shortened – cross refers to updated data in other documents.</p>
Object: 4212, 5120	2.29	<p>Economy</p> <ul style="list-style-type: none"> · Background information on the economy should recognise schools provide jobs (tertiary industry) · Assessment of local retail provision should include Whiteley village 	<p>Agreed – plan already refers to non-B Class employment at Issue P6. The Local Plan is based on the PUSH Economic Strategy which recognises non-B Class jobs. The Retail Study included Whiteley village and a number of other centres.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 2 shortened – cross refers to updated data in other documents.</p>
Support: 4721	2.29	Support recognition of marine industry.	Noted.
Object: 804, 2570, 3162, 3244, 3438, 3463, 3556, 3848, 4564, 4726, 4892, 5135, 5164, 5167,	2.40-2.52	<p>Transport</p> <ul style="list-style-type: none"> · The following should be added to the list of locally congested roads: <ul style="list-style-type: none"> - M27 Junction 8 - Chestnut Avenue (Bournemouth Road – Stoneham Lane) · Should include more detail on innovative ways of promoting public transport 	<p>Noted. The following documents have been prepared that update information about road conditions and other transport infrastructure in the borough:</p> <ul style="list-style-type: none"> · Eastleigh Borough Transport Assessment (prepared for Eastleigh Borough Council by MVA)

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> Should recognise economic role of airport References to likely need for new transport infrastructure are not backed up by transport assessment Southampton Park & Ride proposals should be re-instated. 	<ul style="list-style-type: none"> Eastleigh Borough Transport Statement (HCC) <p>The Borough Council's public transport strategy addresses means of encouraging use of public transport. The economic role of the airport is recognised in the local plan in Chapter 7 (parishes), section 7.6.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> Chapter 2 shortened – cross refers to updated data in other documents. See also proposed changes to strategic policy S7 and related policies in new Chapter 6 (Parish by Parish). Delete paragraph 5.16 and replace with a new paragraph recognising the current situation with regard to HCC's Long Term Strategic Implementation Plan and Southampton City Council's Core Strategy (see new para. 4.20).
<p>Object: 3159, 3244, 3438, 3463, 3556, 3848, 4892, 5135</p>	2.63-2.72	<p>Community facilities</p> <ul style="list-style-type: none"> Plan should recognise that schools at Botley and Wildern are full. Update plan to recognise that Primary Care Trusts are being disbanded. Current medical facilities at Botley, Boorley Green and Hedge End are at capacity as are local hospitals 	<p>Noted. HCC as Education Authority and NHS have been consulted. HCC maintain a School Places Plan which is prepared in close liaison with Eastleigh Borough Council. On the advice of HCC, the plan proposes new schools at Eastleigh and Boorley Green/Botley.</p> <p>Proposed change: Chapter 2 shortened – cross refers to updated data in other documents.</p>

Reps nos.	Policy/para	Representations	Proposed response
Chapter 3, Vision and Objectives			
<p>Object: 2175</p>	S1	Amend policy to include, "Not have an unacceptable impact on the quality and potential yield of local water resources used for public water supplies"	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> Amend 5th bullet of policy as requested

Reps nos.	Policy/para	Representations	Proposed response
			· Move policy to new Chapter 4, Strategy.
Object: 3159	S1	State that development on undeveloped coast or riverbank cannot be sustainable	Not accepted. Policy sets out general sustainability criteria and does not refer to specific locations. Other policies in the plan protect countryside, coast and river valleys. No change in response to representation. Proposed change: Move policy to new Chapter 4, Strategy.
Object: 3244, 3463, 3556, 3848, 4892,	S1	Current infrastructure in the borough (water, waste water, education, healthcare, roads) is inadequate to sustain proposed development	Not accepted. The local plan recognises the need for infrastructure improvements to serve the new development and makes provision for these. No change in response to representation. Proposed change: Move policy to new Chapter 4, Strategy.
Object: 4726	S1	Wishes of local community not taken into consideration – proposals will have detrimental impact on traffic congestion, water supply, waste water management and inward migration	Not accepted. The consultation was designed to seek the views of the local community. The local plan recognises the need for infrastructure improvements to serve the new development and makes provision for these. No change in response to representation. Proposed change: Move policy to new Chapter 4, Strategy.
Object: 5165,	S1	Policy needs to be assessed	Accept. The draft local plan has now been subject to sustainability appraisal and Habitats Regulations Assessment. No change in response to representation. Proposed change: Move policy to new Ch.4, Strategy.
Object: , 5397	S1	Object to further residential development proposals in Eastleigh Borough because of impacts on roads, trains and countryside – no jobs, will increase commuting and will not create a new community	Not accepted. New development is needed to support economic growth and the needs of future generations. No change in response to representation. Proposed change: Move policy to new Ch.4, Strategy.
Support: 2574, 4521, 5536	S1	Support.	Noted.
Object: 3107	Vision 4	Re-order vision to put healthy lifestyles (Vision 4) in Healthy Community section	Accept. Proposed change: Vision and objectives re-ordered to include sport and recreation under

Reps nos.	Policy/para	Representations	Proposed response
			'A Healthy Community'.
Object: 804	Vision 10	Clarify reference to local park & ride facilities in Vision 10	Accept – reference to local park & ride facilities is unclear. Proposed change: Amend second sentence of Vision 10 (now Vision 9) to delete reference to local park & ride facilities.
Object: 5547	Vision 13	Plan should be more aspirational and seek healthy population and promote health and well-being rather than focus on health services.	Accept. Proposed change: Vision amended.
Support: 593, 2943, 4789, 4913, 5108, 5124	Vision (all)		Noted.
Object: 3159	Objective iii	Objective iii – Clarify reference to undeveloped coast – should include river bank and river frontage	Accept. Proposed change: Amend Vision 3 and Objective ii to clarify that countryside includes undeveloped coast and river valleys.
Object: 3159	Objective v	Objective v – delete references to sailing and horse-riding as this objective refers to any recreational activity	Accept. Proposed change: amend objective (v) to delete references to sailing and horse-riding. Note: objectives re-ordered to place references to recreation under the Healthy Community heading.
Object: 5157	Objective vii	Include an objective relating to avoiding increase in flood risk and reducing flood risk where possible, to support strategic policy S17 and policy DM32	Accept. Proposed change: Amend objective vii (now objective v) second bullet as requested.
Support: 804	Objective xxi	Support.	Noted

Reps nos.	Policy/para	Representations	Proposed response
Chapter 4, Towards a strategy			
Object: 4580	4.1	Plan needs to prioritise criteria for locating and designing new development. A more balanced mix of land uses should be sought including small industry and recreational provision. More recognition should be given to local community history.	Noted. Draft local plan sets out local characteristics and acknowledges the borough's heritage assets. It also sets out the criteria for locating new development. These are now set out in the Sustainability Appraisal Report. No change in response to representation. Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out

Reps nos.	Policy/para	Representations	Proposed response
Object: 2210, 5042	4.4	<ul style="list-style-type: none"> · Too much priority is given to transport constraints (without addressing existing congestion) and choosing locations that give community benefits · No reference to addressing school capacity issues · CIL allows more flexibility in distributing development 	<p>in the Sustainability Appraisal Report.</p> <p>Not accepted. It is appreciated that CIL potentially removes some locational constraints as infrastructure improvements need not rely on one particular development. However, developments can still necessitate transport improvements that can also benefit local communities. School capacity issues are addressed through new school proposals and in consultation with the Education Authority.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>
Object: 5188	4.4	Should refer to a gap between Eastleigh and Southampton.	<p>Not accepted. Paragraph 4.4 does not refer specifically to any gaps, but sets out the principle of keeping settlements separate from each other.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>
Object: 2405, 2570, 3152, 3463, 4551, 4595, 4726, 4888, 4892, 5161	4.5	<p>Development requirements:</p> <p>- Housing</p> <ul style="list-style-type: none"> · Plan under-estimates housing required to meet PUSH economic objectives · 516 dwellings per annum exceeds the SE Plan requirement but will still not meet affordable housing needs – 11,988 dwellings would be required to do this and requirement should be increased accordingly · The assumption made about the apportionment of SDA development between Winchester and Eastleigh is incorrect. · Object to forecasting methodology used for housing requirements because: <ul style="list-style-type: none"> - it assumes continuous growth – south Hampshire is overcrowded and its environment is being destroyed; - it over-estimates numbers required; - it places too much reliance on the housing register, and 	<p>Not accepted. Alternative scenarios put forward by respondents have been analysed within an update to Background Paper H1 Housing. It is concluded from this analysis that there is no compelling justification to increase the level of housing provision above the 9,400 currently proposed.</p> <p>The methodology used to derive the housing requirements is set out in the background paper and is considered to be based on reasonable assumptions and to follow sound and robust practice.</p> <p>The level of housing proposed will provide for some of the housing needs of households outside of the borough's administrative</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>numbers on the register are over-estimates;</p> <ul style="list-style-type: none"> - it is based on too narrow a set of data; - it ignores recent trends and makes incorrect assumptions e.g. about the implications of limiting development; - it is based on a housing-led model rather than a demographic-led model, and ignores development that has already taken place; - it suggests demographic growth of 4.3% over the plan period, but makes provision for 9.7% growth – excess dwellings must be for immigrants; <p>· New housing is not for local people. Any new houses built will be filled by people from outside the borough.</p>	<p>boundary. Taking into account the borough's location immediately adjoining the City of Southampton this approach is considered to be reasonable and justified.</p> <p>No change in response to representations.</p>
Object: 804	4.19	<p>- Transport Plan should refer to emerging Eastleigh Transport Statement</p>	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Eastleigh Borough Transport Statement proposed to be referenced as relevant through out the local plan. · Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.
Object: 5157	4.21-4.23	<p>- Green infrastructure Green infrastructure should include green roofs.</p>	<p>Agreed that green infrastructure should include urban green infrastructure such as green roofs etc.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · References to green infrastructure amended as requested. · Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.
Object: 3107	4.21-4.23	<p>Welcome PPG17 study but it needs some improvement.</p>	<p>PPG17 study was reviewed in the light of comments made by Sport England before it was finalised. Sport England's concern was about the need for a separate standard for sports pitches. This is now included.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>

Reps nos.	Policy/para	Representations	Proposed response
Object: 5184	4.24-4.25	- Community Existing medical facilities should be used more effectively.	Efficient use of medical facilities is not a matter for planning control. No change in response to representation. Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.
Object: 3433,	4.26-4.27	Development constraints Add air quality as a planning constraint; (3433)	Accept in principle - impact on air quality is included in the Sustainability Appraisal framework and addressed in the Sustainability Appraisal Report that replaces Chapter 4. Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.
Object: 5157	4.26-4.27	Council must demonstrate that a sequential test has been carried out for all site allocations – all allocated sites must have a drainage strategy – no culverting of watercourses or constraints on management of watercourses (5157, Environment Agency)	Plan has been prepared having regard to the PUSH Strategic Flood Risk Assessment. Flood risk is addressed through the Sustainability Appraisal Report and site assessments. No change in response to representation. Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.
Object: 2378, 5040, 5046	4.30	Land availability and site options <ul style="list-style-type: none"> · Plan is unsound because it fails to test reasonable alternatives in accordance with regulations. · Criteria not applied consistently in choosing sites. 	Sustainability Appraisal Report sets out the alternatives examined and shows how criteria have been applied. No change in response to representation. Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.
Object: 5188	4.35-4.36	- Stoneham <ul style="list-style-type: none"> · Council's assessment of landscape quality is incorrect – it is not a degraded or neglected landscape. · Statement that there are no environmental constraints is wrong – plan also fails to recognise impacts on the rest of Stoneham Park, in particular the walled garden. (See also objections to Policy E1)	Not accepted. The site is reviewed through the Sustainability Appraisal Report and Habitats Regulations Assessment. The Council considers that the historic interest of much of this landscape has diminished. The area of most interest around the Shrine is retained free of development. Any detailed development proposals on the large strategic sites will need to be informed by a landscape

Reps nos.	Policy/para	Representations	Proposed response
			<p>character assessment of the site and its context.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>
<p>Object: 1465, 2577, 2877, 3244, 3368, 3434, 3439, 3463, 3569, 3654, 3665, 3848, 3896, 4557, 4564, 4618, 4619, 4620, 4622, 4623, 4628, 4662, 4666, 4672, 4673, 4676, 4677, 4678, 4679, 4715, 4727, 4889, 4890, 4891, 4892, 4894, 4895, 4896, 4897, 4898, 4899, 4900, 4901, 4902, 4904, 4905, 4906, 4928, 4951, 4952, 4966, 4938, 5123, 5132, 5135, 5149</p>	<p>4.39-4.42</p>	<p>- Boorley Green</p> <ul style="list-style-type: none"> · Arguments in favour of Boorley Green do not reflect the sustainability appraisal of the site, or the Council’s own criteria for site selection; · In selecting Boorley Green, the settlement hierarchy has been ignored · The landscape impacts of development at Boorley Green have been ignored; · Reasonable alternatives have not been properly tested (see also representations on policy S3); · Local community should have been consulted about benefits of ‘flexible’ community infrastructure provision · Incorrect assumption about a need for a bypass at Sunday’s Hill – it is not currently a bottleneck (see also objections to Policy BO1). 	<p>Not accepted. The site is reviewed through the Sustainability Appraisal (SA) Report and Habitats Regulations Assessment. The SA report also reviews reasonable alternatives. The Council remains of the view that Boorley Green is its preferred location. See also response to Policy BO1.</p> <p>No change in response to representations.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>
<p>Object: 101, 2484, 2877, 3244, 3463, 3848, 4564, 4811, 4892, 5123, 5192</p>	<p>4.44-4.49</p>	<p>- Allington Lane</p> <ul style="list-style-type: none"> · Allington Lane is a better location for development – meets more of the sustainability and site selection criteria; · Object to assessment of Allington Lane and reasons given for not choosing this site – previous studies found it was feasible and desirable. · Question assumptions about costs of Chickenhall Lane link road compared to Botley bypass · Query conclusions about Allington set out at para. 4.49 as these don’t appear anywhere else in the plan, and also omit any mention of advantages of development here. Nor do they correlate with SA conclusions. · Allington Lane site is not more rural than Boorley Green 	<p>Not accepted. The site is reviewed through the Sustainability Appraisal (SA) Report and Habitats Regulations Assessment. The SA report also reviews reasonable alternatives. The Council remains of the view that development at Allington Lane is not feasible because of substantial transport infrastructure requirements. See also response to representations on Policy S3.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>
<p>Object: 5110, 5111, 5112</p>	<p>4.50-4.52</p>	<p>- North of Hedge End</p> <ul style="list-style-type: none"> · Arguments against development north of Hedge End (gaps and commitment to no expansion north of railway) are flawed: <ul style="list-style-type: none"> - Local people have never been consulted about development here; 	<p>Not accepted. The site north of Hedge End is reviewed through the Sustainability Appraisal (SA) Report and Habitats Regulations Assessment. The SA report also reviews reasonable alternatives. The</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> - 'commitment' is irrelevant in the face of housing need; - gaps can be retained between development on this site and settlements of Boorley Green and Horton Heath; - development here would have less impact than developing currently protected strategic gap at Stoneham, identified in SE Plan debate as one of the most important in the borough; • Area should be appraised fully on basis of SDA studies and development focus at Hedge End station; • Area could be combined with development at Boorley Green. • If this area has been discounted, the same arguments apply lie to land west of Woodhouse Lane 	<p>Council remains of the view that development north of Hedge End unacceptably diminishes the gap between Hedge End and Horton Heath, has adverse traffic impacts particularly on Tollbar Way and does not support (and potentially adversely affects) Hedge End centre.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>
Object: 5016	4.53-4.57	Object to conclusions regarding strategic locations BL13 and BL14 – owners have never sought development of 1400 dwellings – currently seek 480-600 dwellings.	<p>Not accepted. Site was reviewed as a broad location for the major development required in the borough.</p> <p>No change</p>
Object: 2405, 2484, 2574, 2878, 3654, 3763, 4031, 4070, 4191, 4551, 4592, 4663, 4797, 4811, 4918, 4928, 5004, 5016, 5082, 5094, 5096, 5098, 5110, 5111, 5112	4.59	<p>Opinion survey</p> <ul style="list-style-type: none"> • Timing and distribution were inadequate; survey was carried out too quickly; • The low turnout and closeness of vote do not provide justification for the choice made – the difference in votes between the two choices was statistically insignificant; • No evidence provided of correlation between voter choice of option and voter location; • Lack of economic, infrastructure and housing numbers evidence to inform choice; • Survey was a waste of time as decisions had already been made; • Results should have been weighted to take into account the difference in population of the two areas • Survey misrepresented the differences between the two areas – did not recognise that Boorley Green is also rural, and implied that residents of Boorley Green want community facilities, which they don't; • Failed to engage with local community; • Did not allow for full views of those consulted to be recorded; • Residents should have been able to comment on all the sites; Hedge End residents were not able to comment on Woodhouse Lane site; • Should have included all the options, not just two; 	<p>Not accepted. Survey was an additional, non-statutory opinion survey and designed only to gauge resident opinion of two possible site options. It was not the full consultation which took place in the autumn, and enabled residents to comment on all the sites considered.</p> <p>No change in response to representation.</p> <p>Proposed change: Chapter 4 deleted as the process of establishing the strategy is set out in the Sustainability Appraisal Report.</p>

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		<ul style="list-style-type: none"> The exercise set one community against another; Voting options were 'spun' by limiting choice and misrepresenting the options. 	

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Chapter 5, Strategy			
Object: 2175,	5.1	Strategy should include policy for public utilities	Accept. Proposed change: Include a new development management policy for public utilities that enables their provision and acknowledges the need for developers contributions.
Object: 5072	5.1	Strategy should include more adequate recognition of the coast and related national guidance and legislation	Accept. Proposed change: Include new strategic policy for the coast in new Ch.4, Spatial Strategy.
Object: 5165,	5.1	Strategy should be supported by full sustainability appraisal and Habitats Regulations assessment	Accept. Draft Sustainability Appraisal Report and Habitats Regulations Assessment report published for public consultation in June 2012.
Object: 109, 363, 510, 511, 512, 2210, 2236, 2257, 2278, 2417, 2604, 2878, 3152, 3244, 3342, 3438, 3463, 3556, 3725, 3848, 4080, 4186, 4561, 4587, 4789, 4892, 4925, 5016, 5042, 5048, 5070, 5074, 5109, 5110, 5111, 5112, 5125, 5135, 5150, 5161, 5162, 5163, 5169, 5193	S2	<p>Housing</p> <ul style="list-style-type: none"> Methodology – query methodology used to derive the housing requirements of the draft Plan - proposed housing provision is not based on a sound assessment of local requirement or on robust or credible evidence. Uncertainty about the housebuilding industry and the economic climate make predictions of housing need difficult (due to loss of jobs and mortgage availability) and casts doubts on the figures proposed. Recession and ageing population are already affecting how people live. More families are staying together, younger people are moving into their grandparents to help with care and costs. People are also looking at heating costs, carbon emissions, travel implications, work from home, e-shopping. Housing requirements of the plan should therefore be reviewed. [Note: Some support for the principle of deriving own housing requirement based on local evidence.] Departure from South East Plan - South East Plan should 	<p>Not accepted.</p> <p>Methodology. The methodology used to derive the housing requirements is considered to be based on reasonable assumptions and follows sound and robust practice.</p> <p>South East Plan and PUSH Strategy The South East Plan is expected to be abolished shortly and thus limited weight has been given to it in the preparation of this draft Plan. However the evidence base underpinning it in relation to the South Hampshire sub-region remains of relevance and this has been subsequently updated through work commissioned by PUSH. Background Paper H1, Housing</p>

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		<p>be used to identify the future housing requirements of the borough - this is the only sound basis for calculating housing need. This would result in an outstanding requirement of 11,422 dwellings (presuming 5000 of the 6000 SDA would be in Eastleigh as assumed from the SDA feasibility work). One respondent requires explanation of why north/north-east Hedge End Strategic Development area has been omitted.</p> <ul style="list-style-type: none"> · Relationship to PUSH Strategy – the relationship between the level of housing proposed in the Plan and the PUSH strategy was criticised on the basis of both under- and over-provision: <ul style="list-style-type: none"> - Plan under-estimates housing necessary to achieve PUSH economic growth objectives - should allocate 10,920 dwellings to be compliant with PUSH economic growth objectives and make contingency provision. - Calculation relies on unwarranted assumptions (e.g. that Winchester would have taken 1500 of the 6000 dwellings of the previously proposed SDA). With Fareham and Portsmouth reduced totals, this will lead to significant under-supply in the sub-region. - Level of housing proposed is not justified in order to deliver the PUSH strategy; why has Eastleigh assumed to take on the shortfall (4811 houses) from elsewhere in the PUSH area? - Delivery of PUSH economic growth could arise from increased productivity rather than an increase in population. - PUSH has not yet decided revised housing apportionment - premature to speculate on PUSH spatial distribution; - PUSH Economic Strategy is informed by existing and emerging plans i.e. it is a circular argument. - Not clear if PUSH Economic Strategy has been subject to public consultation or appraisal - PUSH revised economic strategy proposes fewer dwellings than South East Plan but this work has not been tested, is based on economic strategy rather than housing strategy, does not include the 6000 dwellings proposed in South East plan to meet backlog of need, 	<p>demonstrates that the proposed housing requirement in the draft Plan would be likely to be compatible with this updated evidence base and thus likely to be in general conformity with the PUSH Economic Strategy and emerging PUSH Spatial Strategy.</p> <p>The reasons for abandoning the Strategic Development Area are set out in the Leader of the Council's Report to Full Council in July 2010. This can be viewed at: http://www.eastleigh.gov.uk/meetings/documents/s18560/SE%20Plan%20Report%20to%20Cabinet.pdf</p> <p>Under-provision of housing A number of alternative scenarios which seek to suggest a higher level of housing is required are set out and appraised in Background Paper H1 Housing. None of these provide an overriding justification for increasing the proposed housing provision.</p> <p>Over-provision of housing The provision of 9,400 dwellings will provide for some of the housing needs of households outside of the borough's administrative boundary. Taking into account the borough's location immediately adjoining the City of Southampton this approach is considered to be reasonable and justified.</p> <p>With regard to the concerns raised by some about the accuracy and robustness of the housing register, Appendix xx of Background Paper H1, Housing is of relevance. This demonstrates that the housing register provides a strong, up-to-date and reliable indicator of the level of need for affordable housing within the borough.</p>

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		<p>and shows that true population growth of 145,000 will be constrained by reduced housing figure because of policies to reduce in-migration. Eastleigh Council's work has not balanced PUSH strategy against evidence of population and household change. Cannot rely on other PUSH authorities to make up likely shortfall in provision across PUSH. For pro-rata case Eastleigh should accommodate 15% of PUSH total which is 12,850 dwellings 2006-2029, or 10,380 dwellings 2011-2029.</p> <ul style="list-style-type: none"> - PUSH will need to consider implications for the 2010 revised PUSH economic development strategy of proposed reduction in housing numbers. Important that plan sits comfortably with the economic development strategy. · Under-provision of housing – too little housing is being provided. The figure of 9,400 dwellings is not definitive, being arrived at 'on balance'. The plan under-estimates the housing requirement and will fail to meet full housing needs (both market and affordable) as identified by Council's own evidence (attention is drawn to the 6000 households on the housing register) and should include an additional allowance of at least 20% of housing in the first five years of the plan period to ensure choice and competition in the market for land, as required by draft National Planning Policy Framework. Objectors suggest variously: <ul style="list-style-type: none"> - 10,600 – 11,200 dwellings, on the basis of a review of demographic change; - 9925 dwellings i.e. another 525 dwellings on green field site; - around 10,000 dwellings to strike a better balance between affordable housing needs and the PUSH analysis, and better accord with estimates of household growth - At least 12,000 dwellings are needed to meet the backlog of housing need and projected future needs. - Plan should enable development of suitable sites not currently identified that would not unseat the plan's approach to housing. 	<p>The findings of the borough's Strategic Land Availability Assessment suggest that the emerging Plan's strategy would maximise the realistic development opportunities within urban areas over the Plan period.</p> <p>The suggestion that housing should be provided elsewhere in the UK and not on countryside in Eastleigh is not a view that could hold any weight in planning sustainably for the future needs of the borough.</p> <p>The level of housing proposed in the draft Plan represents an annual average of 522 dwellings, compared to an annual average of 480 dwellings which have been built in the borough over the last ten years. There are not considered to be any particular reasons at this time why developers couldn't deliver this small increase in completion rates over the Plan period.</p> <p>Infrastructure capacity and environmental impact The capacity of the borough to accommodate the scale of development proposed in the emerging Local Plan has been assessed through the Sustainability Appraisal (SA) Report, Habitats Regulations Assessment and Transport Assessment. This demonstrates that the scale of development proposed can be accommodated, subject to suitable mitigation measures being agreed.</p> <p>Localism/community involvement The Localism Act places the responsibility for establishing the housing requirement of local areas with local authorities, hence the reason for this work. The Localism Act does not,</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> - Plan should allow for flexibility in housing requirement and the need to allow for non-implementation of sites - Need to provide additional housing to be compliant with PUSH strategy (see below) · Over-provision of housing – too much housing is being provided: <ul style="list-style-type: none"> - level of housing proposed would lead to an in-flux of people from outside the borough - Dismissal of zero net migration figure is questioned - Level of housing proposed is significantly more than local needs - Many of the 6000 households on the housing register (which has been used to support the amount of housing proposed) could also be on other registers in the locality i.e. double-counting and has lead to an over estimate of need. - There are a number of empty properties and redevelopment opportunities on brownfield sites which could be used to meet some of the housing need arising, thus reducing the overall number of houses required. - Housing could be provided elsewhere in the UK, not on countryside in Eastleigh. - 9,400 over plan period assumes rate of development in excess of past rates in borough and may not be deliverable. · Infrastructure capacity and environmental impact - level of housing proposed would put excessive strain on the borough's infrastructure, including its transport, water and wastewater management. The focus on delivering economic growth is unsustainable. After 2029 there will be significant environmental restraints including lack of land, water shortages and air quality issues. Whilst new developments can be eco-friendly, the scale of development proposed would have a detrimental effect on the environment and quality of life. · Localism/community involvement – the proposed housing requirement should be reviewed following the change of rules in the Localism Act - no consideration has been given to the 	<p>however, enable local communities to reject the need for new housing or to ignore wider considerations about housing need.</p> <p>Other issues The emerging Plan makes provision for the economic growth of the borough, including new jobs. There is expected to be a significant increase in jobs across the wider sub-region during the Plan period.</p> <p>The emerging Plan's strategy to provide for significant new development within Botley parish is not centred on addressing population decline in Botley. However, based on current trends with regard to falling household size, the population of Botley is forecast to decline during the Plan period if there were to be no significant new allocations at Botley</p> <p>The Borough Council has a responsibility to make provision for the housing needs of their community. Population control as an alternative to the provision of housing is not an alternative to this provision at a local level. Such a debate is for national government.</p> <p>The development strategy proposed in the emerging Plan is that which the Council considers to be based on sound justification and which meets the community's needs.</p> <p>The SLAA will provide an indicative housing trajectory for the emerging Plan.</p> <p>The Plan provides for an appropriate time scale, taking account of longer term requirements as set out in the NPPF.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>needs and wishes of local communities.</p> <ul style="list-style-type: none"> · Other issues: <ul style="list-style-type: none"> - Insufficient jobs to meet needs of increased population. People will have time on their hands, and some will turn to crime - Justification for huge increase in dwellings in Botley is centred on a statement about population decline, however there is no supporting evidence. Houses are fully occupied in this area and the school is fully subscribed - Suggests population control in preference to providing more houses - Eastleigh Borough Council is only promoting this level of housing for financial gain (from government incentives, land sales, additional Council tax from new residents and local income generated by developers). PUSH's strategy is based on assumptions of growth that will not now happen. We need innovation and production to support growth and plan makes little provision for this. The plan's focus on housing development will not help people but will increase debt. By focussing on a strategy for improved jobs and infrastructure instead, the planning department could shrink to its proper size. Council's growth proposals will only benefit immigrants, not local residents. It will not improve infrastructure. - There is no clearly defined housing trajectory for years 0-5, 6-10 and 11-15 years. - Plan period may need to be amended to provide coverage for 15 years from adoption of the Plan with housing provisions extended as a result. 	<p>Adoption of the Plan is anticipated in early 2014, allowing for a 15 year time frame.</p> <p>No changes are proposed in response to these representations.</p>
Support: 3162, 3179, 4624	S2	<ul style="list-style-type: none"> · Supports overall policy for housing development. · Supports draft policy for new development which sets out the overall level of housing development proposed across the borough. · Support the principle that the local authority establishes its own housing requirements 	Noted
Object: 109, 701, 2257, 4624, 5125, 5150	S2	<p><u>Economic development</u></p> <ul style="list-style-type: none"> · Absence of floorspace target – Plan published in advance 	Accept. The Employment Land Review was completed following the consultation on the

Reps nos.	Policy/para	Representations	Proposed response
		<p>of the findings of the Employment Land Review - consequential omission of a floorspace figure/target raises concern as it creates uncertainty and a risk of the plan being found unsound.</p> <ul style="list-style-type: none"> • Eastleigh River Side - over-reliance on Eastleigh River Side where deliverability is acknowledged to be uncertain. Other (non-employment) uses should be considered at Eastleigh River Side to promote its regeneration. The argument that the Chickenhall Lane Link Road is unlikely to be viable must surely apply to other infrastructure etc in the borough (5150). • Need for new allocations – additional employment land allocations needed to encourage growth in the local and sub-regional economy and to make up for the loss of employment land to other uses. 	<p>draft local plan. A floorspace target has now been calculated and is included in the pre-submission draft local plan. Additional employment site allocations are proposed to meet this target. River Side proposals acknowledge constraints.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> • Ch. 2 is amended to include a floorspace target of approximately 67,500sq.m. new employment floorspace. • Policy E9, Eastleigh River Side is amended to further acknowledge implications of constraints and economic viability issue in relation to the link road (see revised policy E10). • Additional employment sites are proposed at Allbrook, Botley, Bursledon, Chandler's Ford, Horton Heath and Hedge End as set out in proposed changes to Ch. 7 (now Ch. 6).
Support: 804, 4694	S2	Supported the draft policy, including its focus for new employment development at Eastleigh River Side.	Noted. Additional employment site allocations are now proposed to complement this strategy, recognising the constraints at River Side.
Object: 3179, 4534, 4758, 4869, 5042, 5157, 5165, 5193	S3	<p>General</p> <ul style="list-style-type: none"> • Plan should make provision for reserve housing sites on the basis that the plan should include contingency provision to allow for non-implementation of housing proposals • Excluding the strategic greenfield allocations, the plan only identifies a potential land supply of 2,160 dwellings compared to a total residual requirement of 5,700 dwellings • Overall strategy chosen ignores technical evidence, is politically driven, and against the long term interests of the borough (including tackling climate change) • General concern about scale and type of residential development (need affordable dwellings), provision of infrastructure including water treatment, and retention of countryside gaps • Welcomes that no housing allocations have been made adjacent to European designated sites. However, it is not 	<p>Accept in part. Existing residential allocations amended to increase provision to allow for some contingency and variation of development densities. The emerging Plan already allows for some non-delivery of sites within the existing urban areas, as set out in the Strategic Land Availability Assessment.</p> <p>Proposed change: Total green field allocation increased slightly by extending residential allocations in Bursledon parish and Fair Oak – see proposed changes to Ch.7 (now Ch.6), but this is unlikely to result in a significant increase in overall numbers of dwellings;</p> <p>The principle of new residential development</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>clear whether more sustainable alternative locations and infrastructure options have been considered. It has not been demonstrated whether there is sufficient environmental capacity to deliver them</p> <ul style="list-style-type: none"> Development provision should be coordinated with provision in south Hampshire as a whole. 	<p>within the borough has to be accepted if the needs of the borough and the sub-region are to be met. On the basis of demographic data and work undertaken by the Partnership for Urban South Hampshire, the Borough Council believes that the local plan proposes sufficient dwellings to meet these needs over the plan period. It should be noted that the Plan identifies specific sites for a high proportion of our total requirement over the full plan period. There is therefore plenty of contingency in the short term, with the potential to review under and over-provision in future reviews of the plan.</p> <p>With the additional sites proposed, the pre-submission local plan makes sufficient provision to meet the identified need and allow some contingency for non-implementation.</p> <p>The sustainability appraisal and Habitats Regulations assessment demonstrate that the proposed allocations are not likely to have a significant impact on European designated sites.</p> <p>No change in response to the remaining representations</p>
<p>Object: 3546, 3586, 4021, 4070, 4088, 4089, 4462, 4540, 4547, 4548, 4551, 4561, 4742, 4786, 4845, 4860, 4962, 4967, 5048, 5070, 5071, 5074, 5109, 5110, 5111, 5112, 5113, 5114, 5115, 5159, 5161, 5162, 5175, 5176, 5184, 5195</p>	<p>S3</p>	<p>Dwellings within the urban edge/ brown field sites</p> <ul style="list-style-type: none"> Brownfield sites should be developed in preference to greenfield sites (reference existing infrastructure benefits, empty homes/buildings, potential in Soton etc) Anticipated 4,700 dwellings to come forward in urban areas is based on unsound evidence. It needs discounting to allow for non-implementation and relies unacceptably on windfall allowances. New housing should be concentrated in central Eastleigh where there is permanent long-term decline in retail premises and pubs. These properties could be converted into low cost 	<p>Not accepted. The Borough Council's Strategic Land Availability Assessment has taken into account sites within the urban edge including all potential brown field sites. Its assumptions and methodology accord with the National Planning Policy Framework.</p> <p>Assumptions in respect of development within the urban areas include additional residential development within and adjoining the centre of Eastleigh, in accordance with</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>residential properties which would have less impact on infrastructure etc.</p> <ul style="list-style-type: none"> • Objects to the focus to provide housing within the urban edge, irrespective of the infrastructure to support it • Need to ensure sufficient land identified to diversify housing mix, provide lower density housing and limit pressures for urban development 	<p>the Council's strategy and vision for regenerating Eastleigh town centre.</p> <p>Assumptions do include some discounting and balance urban potential with need for additional variety on greenfield sites.</p> <p>No change.</p>
<p>Object: 3974, 3992, 4118, 4521, 4534, 4551, 4581, 4639, 4659, 4758, 4955, 5048, 5059, 5060, 5061, 5063, 5109, 5138, 5175, 5176, 5195, 5200</p>	<p>S3</p>	<p>Alternative locations</p> <ul style="list-style-type: none"> • General objection to strategic sites chosen on basis that there are other (unspecified) locations across the borough • Failure to properly consider alternative locations • The South East is overcrowded and development should be moved up north instead • Alternative (unspecified sites) should be chosen which are more accessible to larger settlements like Southampton and Eastleigh • Housing strategy should be to disperse housing provisions on smaller sites across the whole borough, rather than concentrated in large strategic sites. • More dwellings will be needed on smaller greenfield sites to meet local needs earlier in the plan period • The Council should be working with the other local authorities in South Hampshire to identify suitable locations for development to accommodate future needs. There may be more suitable sites available within the wider area • Preference for new settlements rather than urban extensions • Preference for large sites rather than small infill sites. • Hamble Airfield should be allocated for residential development – site is overgrown and an eyesore. 	<p>Not accepted.</p> <p>The Council has sought to identify a range of site sizes and locations to enable provision of a diverse range of house types and sizes. The SLAA demonstrates that the Council has considered a wide range of alternative locations for residential development. The sustainability appraisal explains the reasons for the Council's choice of site allocations. It includes consideration of options to spread development on small green field sites throughout the borough, or to create a single new settlement.</p> <p>The option of spreading development on small sites throughout the borough was investigated (see Sustainability Appraisal Report). Sustainability appraisal indicated that it was unlikely to deliver the level of dwelling provision required, and would lead to pressure on existing infrastructure without generating sufficient funding to improve it.</p> <p>The option of a single new settlement was investigated in the Allington Lane area as the only area of the borough large enough to accommodate it. It was considered not to be feasible because the very substantial road infrastructure needed to support it was unlikely to be deliverable.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>Development in other parts of the country would not meet local needs, and the assumption that areas in the north have more space for development than areas in the south is not correct. Nor is this a matter for this authority.</p> <p>The Council has worked with the other authorities in the Partnership for Urban South Hampshire to identify needs and suitable locations for development.</p> <p>Hamble Airfield is not a viable development option as it is currently the subject of debate for gravel extraction.</p> <p>No change.</p>
<p>Object: 179, 224, 319, 334, 365, 1465, 2183, 2405, 2425, 2485, 2570, 2571, 2572, 2577, 2877, 3152, 3244, 3365, 3386, 3433, 3434, 3438, 3439, 3452, 3500, 3528, 3546, 3553, 3569, 3586, 3655, 3706, 3718, 3727, 3848, 3896, 3914, 3917, 3920, 3933, 3954, 3980, 4037, 4053, 4064, 4070, 4086, 4088, 4089, 4091, 4098, 4021, 4275, 4352, 4462, 4473, 4487, 4515, 4525, 4564, 4573, 4574, 4575, 4580, 4589, 4590, 4593, 4595, 4597, 4600, 4605, 4618, 4619, 4620, 4622, 4623, 4625, 4626, 4627, 4628, 4629, 4630, 4631, 4639, 4641, 4642, 4643, 4649, 4662, 4666, 4668, 4670, 4671, 4672, 4673, 4676, 4677, 4678, 4679, 4685, 4712, 4715, 4718, 4723, 4726, 4732, 4735, 4736, 4742, 4780, 4782, 4783, 4787, 4791,</p>	<p>S3</p>	<p><u>Development strategy for 2,700 dwellings at Botley/Boorley Green/Hedge End</u></p> <p>- Environment</p> <ul style="list-style-type: none"> • Absence of master planning approach to this area. Whilst the effects of development have been considered on individual sites, the in-combination effects have not. • It would harm the character of this area including its landscape. Some respondents request that a full landscape impact assessment is undertaken. • Loss of gaps, countryside and high quality agricultural land is not justified • Loss of wildlife habitats and associated ecological impacts • Increased flood risk • Loss of recreational value of countryside, recreational/tourism facilities (golf course) & associated jobs • Concern about impact of building too many houses in one place on mental and physical wellbeing of people, without the opportunity of communing with nature. Suggests building less houses , with more natural spaces around them, to encourage people to interact more with nature • Development should not be on greenfield sites <p>- Economy & transport</p> <ul style="list-style-type: none"> • Proposal provides no opportunity to regenerate Eastleigh 	<p>Not accepted.</p> <p>With regard to the proposed development at Boorley Green:</p> <p>Environment</p> <ul style="list-style-type: none"> • It accepted that it will have a landscape impact, and impact generally on the countryside, gaps and land with potential for agricultural use. Development on most green field sites will have these impacts. This is seen as an inevitable consequence of making provision for new development. • While it is acknowledged that there is some nature conservation interest on the site, the site itself does not contain or adjoin any sites designated as being of national or European nature conservation significance. It includes and adjoins locally designated Sites of Importance for Nature Conservation (SINCs) and it is anticipated that these will be retained and protected as part of

Reps nos.	Policy/para	Representations	Proposed response
4797, 4798, 4801, 4812, 4815, 4820, 4836, 4839, 4846, 4853, 4858, 4859, 4863, 4864, 4870, 4874, 4879, 4883, 4887, 4889, 4890, 4891, 4893, 4894, 4895, 4896, 4897, 4898, 4899, 4900, 4901, 4902, 4903, 4904, 4905, 4906, 4907, 4911, 4912, 4914, 4915, 4916, 4917, 4918, 4924, 4925, 4932, 4937, 4940, 4943, 4948, 4949, 4951, 4952, 4954, 4955, 4964, 4966, 4967, 4971, 4973, 4974, 4977, 4982, 5008, 5011, 5012, 5014, 5026, 5042, 5048, 5058, 5059, 5060, 5061, 5063, 5065, 5074, 5082, 5086, 5093, 5095, 5096, 5097, 5098, 5103, 5105, 5106, 5107, 5113, 5114, 5115, 5117, 5122, 5132, 5135, 5136, 5137, 5138, 5143, 5145, 5146, 5147, 5148, 5150, 5151, 5152, 5153, 5154, 5159, 5166, 5170, 5171, 5172, 5173, 5177, 5178, 5179, 5180, 5184, 5185, 5187, 5192, 5193, 5201, 5536		<p>town centre or River Side.</p> <ul style="list-style-type: none"> • Area does not have sufficient employment opportunities to meet requirements of additional population and is not an attractive location for new employment premises. • Impact on trade of shops in Botley • Poorly related to public transport infrastructure • Road network in this area, even with proposed improvements, would not be capable of accommodating additional traffic without significant increases in traffic congestion and worsening air quality. • Area appears to have been selected for development on the basis that it could contribute to the need or funding for Botley bypass. There is no contingency if the Botley bypass doesn't come forward. Plan should make it clear that any shortfall should be made up elsewhere in Eastleigh. • Whilst being of excessive scale to local area, is not big enough to provide the necessary infrastructure needed • Concern about impact of development proposals on adjoining areas with particular regards to traffic <p style="text-align: center;">- Community</p> <ul style="list-style-type: none"> • Evidence base (including the sustainability appraisal) supporting the draft Local Plan does not justify the scale of development in this location and would be contrary to the plan's vision and objectives. • Scale of development proposed is disproportionate to the scale of existing communities and would represent the overdevelopment of the area, overwhelming existing communities. It is also not justified by local need or supported by the local communities - represents over 50% of the greenfield development occurring across the borough. • Previous SDA studies indicate that the Botley/ Boorley Green area is unsuitable for scale of development proposed. Details should be published as to why the development now proposed is acceptable in the light of these previous studies. • Housing to meet needs of borough should be spread more evenly across the borough. • Decision to focus development in this location has not involved full and open consultation with the community and has been politically driven. 	<p>the landscape structure of the new development. The potential implications of the development for the Hamble River European designations have also been investigated, and are likely to be capable of being mitigated through on-site sustainable drainage systems.</p> <ul style="list-style-type: none"> • It is acknowledged that the development results in the loss of a golf course. The Council believes that there are sufficient other golf courses within or close to the borough to meet local needs for these facilities. • The in-combination effects of this and other development proposals including those outside the borough have been considered through the sustainability appraisal, Habitats Regulations assessment and transport assessment. <p>Economy & transport</p> <ul style="list-style-type: none"> • It is acknowledged that the strategy of locating new development in the Boorley Green/ Botley/ Hedge End area is not directly related to supporting regeneration initiatives in Eastleigh, and that there is little employment in the immediate vicinity of these sites. However, they are located a feasible walking/ cycling distance from Hedge End station which offers direct rail access to Eastleigh. Employment is available in Hedge End & Whiteley. The Council is also proposing a green link (cycleway/ footpath) to Eastleigh alongside the railway line. Some additional local employment is proposed. Other elements of the strategy support regeneration in Eastleigh and Eastleigh River Side; • Transport assessment has reviewed the

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> • Need for more housing for local families is recognised but not on this scale. Some respondents suggested a programme of small 'natural' developments of 50-100 houses is the only way to ensure the long term viability of this area. • Insufficient infrastructure including water and school places • Population of Botley will not decline without development (as claimed in the Plan) – it is a popular place to live with young families moving in. Newcomers coming into village will be able to move into outgoing residents homes. • Too close to Hedge End and Bishops Waltham to develop its own identity. • Would be in close proximity to other developments at Whiteley and north of Fareham which, in combination, focuses too much development in too narrow an area. • Impact on house prices • New development should be located close to existing infrastructure provision • Proposed housing allocations within the Chickenhall Lane wastewater treatment works catchment are higher than previously proposed. Therefore essential to re-assess capacity of works to accommodate additional development in consultation with Southern Water. Also need to check capacity issues at Peel Common and Bursledon waste water treatment works. • Council has a potential conflict of interest re Ageas Bowl golf course & hotel 	<p>impact of this development on adjoining areas and has not demonstrated major issues;</p> <p>Community</p> <ul style="list-style-type: none"> • It is acknowledged that the scale of development is more than needed to support the needs of Botley and Boorley Green. It is intended to serve needs wider than immediate local area – the strategy seeks to meet the needs of the southern part of the borough; • The development now being proposed is less than half the total proposed for the former north/north-east Hedge End strategic development area (6000 dwellings); • Southern Water were consulted during the preparation of the draft local plan and were able to confirm that the Chickenhall Lane and Peel Common sewage treatment works had the capacity to accommodate flows from the development proposed in the borough. However it is acknowledged that drainage infrastructure connecting to them will need improvement. This will be a matter for the developers to agree with Southern Water. • There is no conflict of interest between the Council's proposals in the local plan and development at the Ageas Bowl (formerly the Rose Bowl). <p>No change.</p>
Object: 5062	S3	<p>Other Parish housing figures should be targets, not ceilings</p>	<p>Not accepted. The parish housing figures given at Table 5.1 of the local plan are neither targets nor ceilings – they are estimates of development likely to occur in the parish over the plan period having regard to outstanding permissions, SLAA estimates</p>

Reps nos.	Policy/para	Representations	Proposed response
			of urban potential and any green field allocations proposed in the draft local plan. No change.
Object: 102, 655	S3	Extent and nature of development in Bursledon parish should be informed by local housing need, traffic congestion, highway access and air quality issues. Sites appear to have been allocated because they were promoted by landowners, despite being in the countryside/local gaps.	Not accepted. Development needs have been assessed for the borough as a whole, and site have been identified to meet them on the basis of the SLAA and sustainability appraisal of options. The strategy seeks to meet the needs of communities in the southern part of the borough. No change.
Object: 2195	S3	Supports housing strategy with regard to the amount of development proposed for Fair Oak and Horton Heath, but concerned about traffic implications for the parish of development in neighbouring areas.	Noted. Implications of development in terms of traffic generation have been reviewed through transport assessment. No change.
Support: 104, 497, 2210, 4521, 4865, 4867, 4886, 5062	S3	Supports housing strategy with regard to the amount of development proposed for Hamble and the non-allocation of Hamble airfield	Noted
Omission sites¹ – see separate tables below			
Object: 682	S4	<ul style="list-style-type: none"> · Focus on Eastleigh discriminates against those residents who are unable to access the town, especially older people · Suggests different approach to community facilities, compared with leisure/cultural facilities 	Not accepted. Policy refers to all district and local centres – principle is to focus development in accessible locations, not just Eastleigh. No change
2310	S4	Omission of land at Sunnybank, Botley Road, Fair Oak which should be allocated for a community, recreation and education facility.	Not accepted. No justification provided in terms of local community, or indeed other needs. This is a major proposal in a sensitive countryside location with poor access to strategic transport networks. No change
5205	S4	Does not set out provision for additional local primary care medical facilities in Hedge End and Botley	Not accepted. Proposals for development at Hedge End and Boorley Green identify sites for local centres which would be suitable locations for medical facilities. The detailed master planning of these major sites will identify the location for these facilities.

¹ Additional sites put forward by respondents for consideration as potential further allocations for development in the plan.

Reps nos.	Policy/para	Representations	Proposed response
			<p>General development management policy for community facilities enables construction of medical facilities within the urban edge, and in the countryside by means of conversion of existing buildings. It is concluded that there is no need to identify a site specifically for such a use.</p> <p>No change.</p>
Support: 788	S4	<p>Support policy but it should differentiate between community facilities and leisure/ cultural facilities. Community facilities refer to doctors, clinics, schools etc which do not require a central location as they should be within easy reach of individual neighbourhoods. Cultural/ leisure facilities attract large numbers of people and should be in centres with good public transport.</p>	<p>Not accepted. The Council's position is that all such facilities should be located where they are accessible by a variety of modes of transport. The Council considers that it is more important for essential facilities such as doctors, clinics, schools etc to be in accessible central locations – use of leisure/ cultural facilities is more a matter of choice.</p> <p>No change</p>
Object: 701, 2574, 5016, 5194	S5	<ul style="list-style-type: none"> · Concerns about the focus on Eastleigh River Side for new employment development: <ul style="list-style-type: none"> - Problems of access and deliverability mean that contingency provision should be made in the form of other allocations. Noted loss of employment land to housing. Local Economic Impact Model (LEIM) should be used. - The land north of the airport was promised for development in the last plan yet it is fundamentally uncertain. It is unreasonable for the plan to rely on Riverside and if it is regenerated it will displace firms which will need alternative premises. - Concerned about proposed employment development at Eastleigh River Side as it would lead to additional traffic going through already congested roads at Fair Oak and Horton Heath · Need for additional employment allocations to enable economic growth and in order to replace existing employment land likely to be redeveloped for residential uses – this may include sites in 'gaps'. · Some proposed housing sites should be allocated for employment purposes as they would be attractive to the 	<p>Accept in part. While remaining committed to the regeneration of Eastleigh River Side, the Borough Council recognises the uncertainties involved in bringing this scheme forward during the plan period. The Council's Employment Land Review has confirmed this uncertainty and on the basis of its conclusions, the Council has arrived at a target employment floorspace figure and identified additional employment sites for allocation.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Amend Policy S2 to refer to the provision of 85,000sq.m. of new employment floorspace; · Amend Policy S5 to refer to proposed additional small scale employment allocations at Allbrook, Botley, Bursledon, Chandler's Ford, Fair Oak, Hedge End and West End. · Amend policy E9, Eastleigh River Side to delete the link road (see revised policy E10) but retain reference to it in the text

Reps nos.	Policy/para	Representations	Proposed response
		<p>market e.g. land at Stoneham Lane/south of Chestnut Avenue.</p> <ul style="list-style-type: none"> · Propose a 'new' employment site at Berrywood Farm, Hedge End - it would help to reduce commuting and meet the employment requirements for Hedge End and surrounding area - includes an established employment site with good access to facilities, services, public transport and close to proposed housing areas - not dependant on major infrastructure and is available now. · Suggest a strategic employment land availability assessment approach as with housing to establish the definition of land for business. · The policy does not achieve the aims of the plan, it will reduce the amount of land in employment use by permitting the use of a number of employment sites for housing and the new allocations do not match up to that lost. · The plans proposals do not set out or have not assessed how it will achieve improving quality of jobs. 	<p>as a long-term aspiration.</p> <p>In respect of other representations:</p> <ul style="list-style-type: none"> - It is not accepted that new employment allocations should involve re-allocation of the land currently identified for housing; - Employment sites have been selected using data provided through the Strategic Land Availability Assessment (SLAA); - New employment floorspace target takes into account losses arising from allocation of existing employment sites for housing – see Background Paper EC1 Employment Land Review. - In respect of quality of jobs, the employment allocations specify the use class of the proposed new employment development. The policies of the local plan are designed to support the Council's Prosperity Strategy which aims to enhance the quality of employment opportunities in the borough. <p>No further changes are proposed in response to these representations.</p>
Object: 3159, 5072	S5	<ul style="list-style-type: none"> · Objects to draft policy for new employment development on the grounds that the policy should also recognise recreational and leisure importance of the Hamble and refer to the rivers and coastal waters associated it. · Should also specifically allow for the expansion of marine enterprises. Supporting text at para 5.10 should also refer to allowing existing boatyards to expand. 	<p>Accept in part.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Amended strategic and development management policies in new chapters 4 and 5 address marine leisure and boatyard expansion. · It is proposed to re-allocate Mercury Marina for hotel and marina, and land off Blundell's Lane for a small expansion of the Riverside Boatyard.
Object: 2943	S5	<p>Policy should specifically prioritise leisure to be focussed in Eastleigh core leisure zone first before its allocation in other centres within the borough.</p>	<p>Not accepted. The local plan seeks to focus leisure activities in the most accessible locations which are generally the town, district and local centres. It is not considered equitable to focus all leisure activity in the borough in one place.</p>

Reps nos.	Policy/para	Representations	Proposed response
Support: 497, 804, 4694, 4721, 4886, 5066	S5	<ul style="list-style-type: none"> · Policy would maintain the importance of the River Hamble as a boating centre and for its marine industry. · Promotion of Eastleigh River Side is welcome, subject to the Council achieving necessary access (804, HCC). · Important to support the intensification of uses on existing employment sites. Encouragement is given to ensure that the policies of the Plan allow sufficient flexibility to enable a range of employment uses at these sites. · Important to support new, small scale employment allocations such as that proposed in the plan for Knowle Hill, Allbrook. · The importance of marine-related leisure activities and their contribution to the local and sub-regional economy is welcomed. 	<p>No change.</p> <p>Noted.</p>
Support: 104	5.20	Supports the recognition given to the importance of the marine industry on the River Hamble in the text accompanying policy S5	Noted.
Object: 701, 2943, 4968,	S6	<ul style="list-style-type: none"> · Over-reliance on Eastleigh River Side and Eastleigh town centre for employment development; River Side is unlikely to come forward in the short-medium term, and the town centre will not attract quality development. No provision made to accommodate firms displaced from Eastleigh River Side. · Eastleigh town centre should be prioritised for regeneration as River Side is unlikely to be deliverable during the plan period because of difficulties over delivery of the link road. · Draft policy for regeneration of Eastleigh Town centre is unlikely to attract high quality office and should not be used to block alternative provision. 	<p>Accept in part. Over-reliance on Eastleigh River Side is now recognised.</p> <p>Proposed change: Additional employment sites have been proposed at Allbrook, Botley, Bursledon, Chandler's Ford, Fair Oak and Hedge End and River Side proposals revised.</p> <p>Issues relating to deliverability are recognised but Eastleigh town centre and Eastleigh River Side remain priority areas for regeneration. Both were identified in the SE Plan, and remain important within the PUSH Economic Development Strategy 2010. Alternative access arrangements, e.g. improvements to Campbell Road bridge may enable some redevelopment at Eastleigh River Side. The Council considers that office development should be focused within the town centre and Eastleigh River Side for sustainability reasons, in particular accessibility by a variety of modes of transport.</p> <p>Proposed change: Policy S6 to be</p>

Reps nos.	Policy/para	Representations	Proposed response
			simplified to avoid repetition of Policy E9, and combined with policy S5.
4856	S6	Policy should also refer to regeneration of Hedge End centre, but some concern over implications of this and rents for local traders	Not accepted. Policy refers to regeneration of district and local centres including Hedge End centre. No change in response to representation. Proposed change: Policy S6 to be simplified to avoid repetition of Policy E9, and combined with policy S5.
5157	S6	Policy should note potential for regeneration at Eastleigh River Side to improve River Itchen.	Not accepted. Detailed issue addressed in Policy E9 (now policy E10). No change in response to representation. Proposed change: Policy to be simplified to avoid repetition of Policy E10, and combined with strategic policy S5.
Support: 804, 921, 4694, 4918, 5069	S6	<ul style="list-style-type: none"> · Support regeneration of Eastleigh town centre · Post Office wishes early notification of any CPO procedures likely to affect its operation · Support regeneration of Eastleigh River Side, particularly a mixture of land-uses · Support regeneration in all locations identified in the policy 	Noted.
Object: 804, 2484, 3179, 3556, 4053, 4581, 4595, 4729, 4811, 4893, 5016, 5108, 5110, 5111, 5112	S7	<ul style="list-style-type: none"> · HCC as Highway Authority object to: <ul style="list-style-type: none"> - Botley bypass as a condition for development at Boorley Green, Botley and Hedge End; - Inclusion of Botley bypass proposal – it is not supported by transport assessment or other evidence – LTP requires further work to determine viability and deliverability; neither SDA nor Whiteley have justified provision of Botley bypass; and provisional SRTM results show it is not needed. - Potential alternative access proposals for Eastleigh River Side – need to take long-term approach and ensure access solutions are not prejudiced. · List of transport infrastructure requirements is not supported by studies of need or viability and is therefore unsound; · Botley bypass only addresses congestion in one area – also need improvements elsewhere; · Funding for Botley bypass is uncertain, as is completion of the remainder of the route in Winchester – unless completion can 	<p>Accept in part. The transport assessment has been produced in draft with the Highways Agency, Hampshire County Council and Southampton City Council. Agree that the transport assessment work to date does not provide a full transport case for Botley bypass.</p> <p>Proposed change: Remove references to dependency of the sites at Boorley Green and east of Hedge End on Botley bypass from strategic policy S7 and policies BO1 and HE1.</p> <p>In respect of the remaining representations:</p> <ul style="list-style-type: none"> · The Borough Council maintains that the Botley bypass is needed to address air quality issues in Botley village centre, and to help restore its heritage qualities which could also help to boost the local

Reps nos.	Policy/para	Representations	Proposed response
		<p>be guaranteed, development in the Botley/ Boorley Green area should not proceed;</p> <ul style="list-style-type: none"> • General need for improvements to transport infrastructure; neither Botley bypass nor Chickenhall Lane link will solve all the problems • Reducing SE Plan allocations will not make much difference to congestion on M27, most of which is from existing development. • Improvements to transport infrastructure should be made before proposed residential developments commence; • Insufficient funding for proposed transport infrastructure improvements; CIL unlikely to fund Botley bypass; • Improvements required at northern end of Woodhouse Lane; • Main traffic pinch point is Eastleigh – need to address problems at Station Hill • Query intention to limit cars – not enough public transport 	<p>economy.</p> <p>No change is therefore proposed in respect of the proposal to build a Botley bypass.</p> <ul style="list-style-type: none"> • Transport assessment has been undertaken and the transport proposals of the local plan will be reviewed accordingly. A feasibility and viability study has been commissioned of the Botley bypass proposals. • It is recognised that modifications and additions to road infrastructure will not resolve all traffic issues including known areas of congestion and ‘pinch points’. General improvements to transport infrastructure will need to include improvements to public transport services and facilities for cycling and walking. <p>No changes are proposed in response to these representations.</p>
Object: 2484, 4595	S7	<ul style="list-style-type: none"> • Policy should refer to widening of motorways – does not take into account impacts on M27 • Replace Chickenhall Lane link with route to Allington Lane area and a new Junction 6 to facilitate development at Allington Lane; would meet development needs and facilitate regeneration of Eastleigh River Side 	<p>Not accepted. The Borough Council has debated these issues with the Highways Agency who are responsible for the motorways. The Highways Agency will not accept a new Junction 6 on the M27. This also involves very expensive road infrastructure. Consideration may need to be given to measures to manage traffic flows on the motorways, but these are beyond the scope of this local plan.</p> <p>No changes are proposed in response to these representations.</p>
Support: 3162, 4918, 5124	S7	<ul style="list-style-type: none"> • Support improvements to rail links to airport from the east – mention Network Rail’s fourth platform proposals – need more emphasis on Junction 5 improvements as these are needed to support additional parking at Parkway; • Support new road access for Eastleigh River Side and improved rail access to airport from the east; • Support Sunday’s Hill bypass but an alternative route is required. 	Noted
Object: 5196	5.14	<ul style="list-style-type: none"> • Need to recognise implications of development in the plan 	Not accepted. Relationship between

Reps nos.	Policy/para	Representations	Proposed response
		<p>area for areas beyond the borough e.g. Whiteley.</p> <ul style="list-style-type: none"> · North Whiteley development is not dependent on Botley bypass and should not contribute to it. 	<p>development proposals in and around Eastleigh is taken into account in the Eastleigh Borough Transport Assessment 2012.</p> <p>The Council considers that development at North Whiteley will impact on the borough. A transport assessment is awaited.</p> <p>No change in response to representations. Proposed change: para. 5.14 deleted.</p>
Object: 804, 5016	5.16	Southampton Park & Ride sites should be re-instated.	<p>Accept in part. The need for these sites remains uncertain depending on HCC's Long Term Strategic Implementation Plan and Southampton City Council's office proposals. The local plan proposes nothing that would prevent the implementation of park and ride proposals but the Council does not consider that they are necessary and is concerned that they would have an adverse impact on the local road network . The sites are not allocated for alternative uses.</p> <p>Proposed change: Delete paragraph 5.16 and replace with a new paragraph recognising the current situation with regard to HCC's Long Term Strategic Implementation Plan and Southampton City Council's Core Strategy (see new para. 4.20).</p>
Object: 3162	5.17	Airport Masterplan is still valid despite the economic climate.	<p>Accept.</p> <p>Proposed change: Amend paragraph 5.17 to delete reference to current economic climate and timescales (see new paras. 4.19 and 6.6.45 – 6.6.48 and Policy E11).</p>
Object: 673, 4888, 5048, 5068, 5083, 5084, 5085, 5092, 5109, 5110, 5109, 5111, 5112, 5194	S9	<p>Object to the inclusion of the following sites in gaps (see also objections to strategic policy S3, omission sites):</p> <ul style="list-style-type: none"> · Jacksons Farm north of Hedge End, Botley parish · Land north of Hedge End, Botley parish · land south of Mallard's Moor, Hound parish · land west of Hamble Lane, Hound parish · Land adjoining Netley Grange, Hound parish 	See responses to Omission sites under Policy S3.

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Dog Kennel Farm, West End parish · Little Hatts, Precosa Road, Botley parish · Land between Fair Oak and Horton Heath, Fair Oak & Horton Heath parish · Berrywood Farm, West End parish 	
Object: 701	S9	Support gaps in principle, but consider that land in gaps will need to be allocated for employment	Accept in part. Additional sites are proposed for employment at Allbrook, Botley, Bursledon, Chandler’s Ford, Horton Heath, and Hedge End. Inclusion of land in gaps in this local plan does not prevent review of gap boundaries for the purposes of site allocations in future local plans. No change to policy S9 in response to this representation.
Object: 3244, 3848	S9	Proposals at Hedge End, Boorley Green and Botley will remove gaps	Not accepted. Proposed site allocations at Hedge End, Botley and Boorley Green are considered by the Council to leave narrow gaps between these settlements sufficient to maintain settlement identity. No change
Object: 5110	S9	Stoneham proposal is in a gap identified through SE Plan process as one of the most important in the borough;	Not accepted. Proposals at Stoneham are considered by the Council to leave sufficient gap between Eastleigh and Southampton to retain settlement identity. The South East Plan does not identify or mention specific gaps at all. No change
Object: 4287, 5016,	S9	Policy should refer to gap at Allbrook	Accept. Proposed change: Amend strategic policy S9 to include reference to the gap between Pitmore Road and the M3, Allbrook (see new strategic policy S8).
Object: 4557	S9	<ul style="list-style-type: none"> · Policy is contrary to PPS7 – no need for gap designation – attempts to establish green belt levels of protection without necessary testing. · Designated areas are unnecessarily restrictive – land can be allocated without prejudicing community identity. · Ignores benefits of communities sharing facilities and 	Not accepted. Policy is a valid approach to addressing a specific local issue which is the retention of the separate identity of local communities. This is all the more important because of the urban fringe character of much of the borough. PPS7 has been abolished and South East Plan allows for

Reps nos.	Policy/para	Representations	Proposed response
		potential to use existing infrastructure – gap countryside is of little significance – character of borough is semi-urban.	gaps to be identified in South Hampshire. Policy is not ‘green belt’ – allows more development than in the green belt, and is not as permanent – boundaries are reviewed in each review of the local plan. Sufficient land is allocated to meet identified development requirements. Proposed developments will share and/or improve existing infrastructure. No change.
Support: 102, 804, 2257, 4624, 4987, 5108, 5125, 5188	S9	<ul style="list-style-type: none"> · Support retention of gaps between Bursledon and other villages in southern parishes and Southampton · Support identification of Eastleigh-Southampton countryside gap (TVBC and Valley Park PC) · Mineral extraction at Hamble Airfield will not prejudice gap as restoration will be to countryside uses · Support protection of gaps from development · Support approach to gaps which is in line with PUSH Gaps Policy Framework · Supports proposed gap between Hedge End and Boorley Green · Support gaps policy as it provides a sound reason for deleting the allocation south of Chestnut Avenue. 	Noted
Object: 697, 5165	S10	Concern about green links along coast pending outcome of Solent Mitigation & Disturbance Project	Not accepted. Proposed ‘coastal’ green link either uses existing footpaths or lies inland from the shore – may also assist in managing pressures on coastal habitats. No change.
Object: 697, 5165	S10	Concern about links to Forest Park as not clear if or when this will be open to the public	Not accepted. Forest Park is part of the approved PUSH Green Infrastructure Strategy and is being implemented by Test Valley Borough Council. It is anticipated that some or all of it will become available during the plan period. It is therefore important to secure links to it. No change
Object: 697, 5165	S10	Policy needs assessment to ensure no disturbance to susceptible species.	Accepted. See Sustainability Appraisal Report and Habitats Regulations Assessment.

Reps nos.	Policy/para	Representations	Proposed response
			No change to policy in response to these representations.
Support: 1880, 4624, 5125, 5157	S10	<ul style="list-style-type: none"> Support but proposals need more clarity – not clear how some will be achieved without adverse impacts, e.g. at Stoneham Lane. Supports PUSH Green Infrastructure strategy. 	Noted.
Object: 5016	S12	Policy needs specific indications of what the Council would do to minimise adverse results when development and conservation needs compete.	Accept in principle. Conservation needs generally take priority as by their nature, heritage assets are generally irreplaceable. Proposed change: Policy to be combined with development management policies (see amendments to policies DM3-DM9).
Support: 5188	S12	Supports the draft policy for heritage assets on the grounds that it is a sound basis for deleting the proposed allocation south of Chestnut Avenue.	Noted.
Object: 3159	5.35	Green infrastructure Definition of green infrastructure should include rivers Hamble and Itchen and Southampton Water.	Accept that definition of countryside as part of green infrastructure should include reference to the river valleys and coast. Proposed change: Definition of countryside in para. 5.35 to include river valleys and undeveloped coast – definition is included in revised strategic policy for countryside and gaps (see new strategic policy S8 and related development management policies).
Object: 697	S13	<ul style="list-style-type: none"> Policy does not reflect Hampshire Wildlife Trust vision for the Forest of Bere; Policy does not recognise the remnants of important heathlands habitats which the Trust would like to see restored - policy should be reworded to reflect management for variety of habitats within the Forest of Bere. Suggest using the Trust's vision for the Forest of Bere to inform the policy. 	Accept in part. Hampshire Wildlife Trust Vision for the Forest of Bere does not cover land in Eastleigh Borough. Proposed changes: <ul style="list-style-type: none"> Strategic policy S13 combined with amended Policy DM10 (see new strategic policy S8) Accompanying text amended to refer to HCC's Countryside Access Plan for the Forest of Bere and Hampshire Wildlife Trust's vision for this area.
Object: 1880	S13	Does not allow enough flexibility to enable enhancement of existing facilities in countryside gaps	Not accepted. Policies DM10 and DM19 enable development of sport and recreation facilities in the countryside subject to normal criteria. No change in response to representation.

Reps nos.	Policy/para	Representations	Proposed response
			Proposed change: Strategic policy S13 combined with amended Policy DM10 (see new strategic policy S8).
Object: 2175	S13	Should include provision for essential infrastructure	Accept. Proposed changes: <ul style="list-style-type: none"> · New development management policy proposed (see new policy DM8) · Strategic policy S13 is combined with Policy DM10, and revised to refer to essential public utilities (see new strategic policy S8).
Object: 4557	S13	Countryside gaps are contrary to PPS7 guidance; attempt to establish green belt levels of protection without rigorous testing	Not accepted. PPS7 has been abolished and the Partnership for Urban South Hampshire strategy allows for gaps in south Hampshire to be identified. While policies seek to limit development in gaps, they are not as restrictive or as permanent as Green Belt. No change in response to representation. Proposed change: Strategic policy S13 is combined with amended Policy DM10 (see new strategic policy S8).
Object: 4660	S13	Allow for exceptions where development would bring benefits, e.g. Dumbleton Copse;	Not accepted. The Council can choose to make exceptions to policy where justified by particular local circumstances. There is no need for a policy to make exceptions, particularly to target a specific site. No change to this policy in response to representation. Proposed changes: <ul style="list-style-type: none"> · Strategic policy S13 combined with amended Policy DM10 (see new strategic policy S8). · New small residential allocation is proposed at Dumbleton Copse subject to management of woodland and provision of public access (see new policy WE8)
Object: 5016,	S13	Negative approach to non-traditional uses of agricultural land – should allow for industrial development – should allow more flexibility to enable land to be managed;	Not accepted. Policies allow for farm diversification and for a range of other uses including employment uses in rural locations

Reps nos.	Policy/para	Representations	Proposed response
			e.g. by means of re-use of existing buildings, and extensions/ redevelopment of existing employment uses. No change in response to representation. Proposed change: Strategic policy S13 combined with amended Policy DM10 (see new strategic policy S8).
Object: 5072	S13	Need a special policy for the coast	Accept. Proposed change: New strategic policy proposed for the coast (see new strategic policy S9).
Support: 4987, 5125, 5157, 5188	S13	<ul style="list-style-type: none"> Support protection of the countryside and gaps – this is in line with the PUSH gaps policy framework. Support as policy provides sound basis for deleting allocation south of Chestnut Avenue 	Noted
Object: 3041	S14	<ul style="list-style-type: none"> More prominence should be placed on equestrian use of green routes. Further green route needed within Itchen Valley Country Park 	Not accepted. Policy is designed primarily to explain proposed open space standards, and to recognise other recreational activities. No change in response to representation. Proposed change: Policy S14 combined with policy DM18 (see new policy DM32).
Object: 3107	S14	First paragraph should be amended to include reference to standards for indoor sports facilities. Paragraph 5.47 should clarify that coast includes borough's rivers and water off the coast	Accept in part – note that schedule of standards refers to indoor provision. Proposed changes: <ul style="list-style-type: none"> Amend heading of first column in table to refer to recreation rather than open space, Policy S14 combined with policy DM18 (see new policy DM32). References to the countryside, coast and rivers are clarified at new strategic policy S8.
Object: 3159	S14	Policy should clarify whether open space includes rivers. Should include water-borne recreation and provision for walkers. Not clear why cemeteries included. Paragraph 5.47 should clarify that coast includes borough's rivers and water off the coast	Accept in part. Cemeteries were included as they form part of the green open spaces in urban areas, as advised by former PPG17. Proposed changes: <ul style="list-style-type: none"> Policy S14 combined with policy DM18 (see new policy DM32). References to the countryside, coast and rivers are clarified at new strategic policy

Reps nos.	Policy/para	Representations	Proposed response
			S8.
Object: , 5072	S14	Policy should specifically recognise recreational sailing – borough is a focus of national and international sailing activities – the PPG17 study only refers to local activities.	Accept in part. Proposed changes: <ul style="list-style-type: none"> Policy S14 combined with policy DM18 (see new policy DM32). New strategic policy S9 included for the coast. Policy DM24 revised to refer to recreational sailing on the River Hamble (see new policy DM34).
Support: 5165	S14	Natural England support ‘challenging’ open space standards.	Noted
Support: 5547	S14	Support intention to prepare a local food strategy	Noted
Object: 697	S15	Amend policy to reflect Council’s own commitment to protection and enhancement of biodiversity	Accept. Proposed changes: <ul style="list-style-type: none"> Revise accompanying text to emphasise Council’s own biodiversity priorities Policy combined with policies DM25-DM28 into a single new policy DM9.
Object: 5157	S15	Amend policy to refer specifically to wetland habitats and how plan can help deliver River Basin Management Plan	Accept. Proposed changes: <ul style="list-style-type: none"> Amend accompanying text to refer to wetland habitats and River Basin Management Plan Policy combined with policies DM25-DM28 into a single new policy DM9.
Object: 5165	S15	Amend policy to include conservation of geodiversity and soils as these are the foundation of biodiversity assets	Accept. Proposed changes: <ul style="list-style-type: none"> Amend policy to refer to geodiversity and soils Policy combined with policies DM25-DM28 into a single new policy DM9.
Support: 5188	S15	Support policy as it provides a sound basis for deleting the Chestnut Avenue allocation.	Noted, although it is noted that this relates to an objection to Policy E1. Policy S15 does not make a case for deleting policy E1.
Object: 5016	S16	Does not indicate how use of water will be limited which is the responsibility of the water authorities, not the Council.	Not accepted. Measures to limit water use in new development can be required through development management policies agreed with the water authorities. No change in response to representations.

Reps nos.	Policy/para	Representations	Proposed response
			Proposed change: policy combined with Policies DM29 and DM30 (see new policies DM2 and DM3)
Support: 2175, 5157, 5165	S16	Support measures to limit the use of water, promotion of green infrastructure (note also role of 'blue' spaces such as ponds, swales etc.)	Noted.
Object: 5157	S17	<ul style="list-style-type: none"> · Should be more specific to flood risks affecting Eastleigh Borough and relate to Coastal Flood Management Plans and Surface Water Management Plans. · Sustainable urban drainage - amend to require SUDs to reduce surface water run-off, strengthen justification by referring to parts of Eastleigh at risk from surface water flooding. · Concern about reference to protection measures, reword to refer to sequential and exception tests. · Reword to seek contributions from developers towards Shoreline Management Plan. · Policy should also recognise flood risk due to modified watercourses, and require developers to remove constraining features such as culverts and increase available flood storage. 	<p>Accept.</p> <p>Proposed changes: Strategic policy S17 is combined with Policy DM32, and divided into three new policies for flooding, sustainable drainage and coastal flood management/ coast protection. Policies are re-worded to include references to sequential and exception tests, and measures to minimise surface water run-off and protect on-site watercourses. Accompanying text and references to relevant documents modified accordingly, and include reference to the North Solent Shoreline Management Plan. See new policies DM4-DM6 and related text.</p>
Object: 2175	S18	Policy intention to 'promote measures' to limit water pollution is unclear - should be rephrased to state how the local authority will 'manage development' to achieve these purposes.	<p>Accept in principle. Measures proposed in policy are covered by development management policy.</p> <p>Proposed change: Strategic policy S18 deleted and replaced with new policy DM7.</p>
Object: 3159	S18	Policy should be amended to include an extra bullet referring to pollution in the River Hamble arising from surface water run-off from the M27.	<p>Not accepted. The measure required is not within the remit of development management – this is the responsibility of the Highways Agency.</p> <p>No change.</p>
Support: 5157	S18	Support policy.	<p>Noted.</p> <p>Proposed change: Strategic policy S18 deleted and replaced with new policy DM7.</p>
Object: 5016	S19	Plan is overly complacent about the local economy – this is at odds with the PUSH Economic Strategy. Plan should set out opportunities to improve the local economy.	<p>Accept. The Council has accepted the outcome of the Employment Land Review published in January 2012.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Strategic policies amended and new

Reps nos.	Policy/para	Representations	Proposed response
			employment allocations proposed (see new strategic policy S4 and related site allocation policies in Chapter 6) <ul style="list-style-type: none"> Policy S19 combined with policies DM34-DM40 and DM48 (see revised policies DM8 and DM11-DM19).
Support: 4558, 4721, 4886, 5066	S19	<ul style="list-style-type: none"> Support retention of employment sites Support recognition of need for a greater presence of marine industry in the borough Support approach to promoting local economic prosperity which will contribute to growth objectives of south Hampshire; support allocation of site at Knowle Hill (see support for policy AL2). Support encouragement of jobs in other sectors – could be beneficial for Herald industrial estate which adjoins land allocated for housing. 	Noted.
Object: 4893	5.86	Community plan vision for prosperity is not attainable.	Not accepted. The purpose of a Vision is to establish principles on which to base policies rather than targets. Local plan cannot change community plan vision. No change.
Object: 5120	S20	Policy needs to recognise that consideration of out-of-town retail facilities should not be constrained by administrative boundaries.	Not accepted. The Borough Council's approach to addressing out-of-town retail proposals is in line with the NPPF. No change in response to representations. Proposed change: Policy combined with Development Management policies.
Support: 2943	S20	Support approach to out of town retail facilities, the Council should remain firm on this position to ensure the vitality of Eastleigh Town Centre. Strongly support the allocation of the Town Centre at the top of the borough's settlement hierarchy and the focus to locate new retail development in Eastleigh Town Centre first.	Noted.
Object: 804	5.94	Refer to emerging Eastleigh Transport Statement	Accept in principle. Eastleigh Transport Statement to be referenced in relation to policies involving transport issues. Proposed change: Include reference to Eastleigh Borough Transport Statement in list of related strategies/ policies/ documents for Transport in Ch. 5.

Reps nos.	Policy/para	Representations	Proposed response
Object: 804, 4893, 5186	S21	<ul style="list-style-type: none"> Measures listed are not clear or how they are going to be achieved, it needs more Hampshire County Council input. Should also refer to emerging Eastleigh Transport Statement. More detailed supportive text with regards the intention to seek developer contributions needed. As it currently reads the policy is contrary to both Circular 05/05 and the CIL (2010). Contributions proposed by this policy must be assessed on a site by site basis taking into account number of trips generated by the type and scale of development and needs of future occupants. 	Accept. Measures proposed in policy are covered by proposed development management policies and related text. Proposed change: Policy deleted.
Support: 2257	S21	Support links between Lakeside Country Park and the proposed Forest Park and Chilworth.	Noted
Support: 3162	5.97	Supports paragraph 5.97 due to the need for improved access to the airport.	Noted
Support: 3162	5.98	Supports paragraph 5.98 in particular maintaining close relationships with the Council and the airport to facilitate future growth.	Noted
Support: 715	S22	Consistent with national policy	Noted.
Object: 593, 804, 4186, 4521, 4886, 4913, 4925, 5108, 5124, 5167	S23	<ul style="list-style-type: none"> Query whether providing more family housing helps people get onto the housing ladder. There is a need for a large number of 1 and 2 bedroom properties to reflect local need and changing demographics. These should ideally be built to lifetime homes standards to enable people to stay in their own homes for longer as they get older. Should be provision of some high-rise development which can be attractive to singles/couples. Suggests Eastleigh town centre, Civic Offices, Rose Bowl or railway land as potential locations for such development Lifetime Homes - Need to clarify what percentage of development should be built to Lifetime Homes standard; requirement for all development to be built to this standard is unduly onerous. Notes reference in DM49 to requirement applying to development in urban areas. Also acknowledges that applies to affordable housing provision. Affordable Housing – objection to intention to maximise provision of affordable housing. Need further clarification, and figures given for percentages of affordable housing required so landowners can assess viability. 	<p>Accept in part. The specific requirement for Lifetime Homes provision is replaced with more general requirement for dwellings to be provided which are capable of adaptation to meet changing needs over time. It is recognised that policy DM52 will need to be updated to correct an inadvertent omission of reference to viability.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> Strategic policy S23, policies DM49-DM52 and part of policy DM1 are combined and rationalised. References to Lifetime Homes replaced with more general requirement for adaptable dwellings. Opportunities to provide affordable housing are clarified. <p>See new policies DM25-DM30.</p> <p>With regard to the remaining points made by respondents:</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> • Should be a balanced housing supply with social housing on any new site. • Policy should include a specific reference to the provision of extra care housing in S23 iii) • Queries what housing should be provided to address the growth in the 65+ age group • Bungalows and care facilities for our increasingly elderly population should be provided on any new development sites • Space standards requirements in policy will add a huge financial burden and reduce viability and density 	<ul style="list-style-type: none"> • The draft Local Plan promotes a balanced mix of dwellings in order to meet the existing and future needs of households through to 2029. Whilst no specific mix is set out, the policy mentions family housing as it has been under provided in recent years whereas 1 and 2 bedroom properties have been overprovided. • The provision of family housing, whilst not always directly helping people onto the housing ladder, can enable other (smaller) properties to be vacated which will potentially be more affordable. • The inclusion of a specific reference to extra care housing is not considered to be justified within this policy. • Whilst the draft Local Plan requires the provision of older peoples accommodation (and specifically seeks it on the large strategic allocations), it is not considered appropriate to specify what form this should take. • The financial implications of the space standards requirements are addressed in the proposed response to issues raised in relation to policy DM1. <p>No changes are proposed in response to these representations.</p>
Support: 102, 804, 4690, 5186	S23	<ul style="list-style-type: none"> • Support for how the policy is interpreted to distinguish between market housing and specialist residential accommodation. Para (i) states that affordable housing will be sought as a proportion of market housing and not specialist residential accommodation. • Supports provision for small family housing • Support for approach to accommodation for gypsies and travellers which accords with national guidance. 	<p>Noted.</p> <p>It is not the intention of the draft Plan to only seek affordable housing only from market housing developments but it is accepted that the policy wording is ambiguous.</p> <p>Proposed change: Strategic policy S23 and policies DM49-DM52 are combined and rationalised deleting the words ‘as a proportion of market housing’ (see new policies DM25 – DM30).</p>
Object: 682	S24	The needs of older people, a fast-growing sector of the population, have been overlooked and more emphasis is	Not accepted. Plan makes provision for developments that will serve the needs of

Reps nos.	Policy/para	Representations	Proposed response
		required on the development of older people's housing and accommodation, community transport, medical, community and leisure facilities and public buildings.	older people. No change in response to representation. Proposed change: Policy combined with Policy DM55 (see new policy DM35).
Object: 3179	S24	Concerns over adequacy of existing services and phasing of new infrastructure to deal with increased development.	Sustainability appraisal indicates that infrastructure is adequate or can be improved to accommodate development proposals. No change
Support: 788, 804, 5547	S24	<ul style="list-style-type: none"> Supports protection of the Borough's leisure and cultural offer in particular The Point and The Berry Theatre Justified and effective, integrates policies for development and the role of organisations, and supports Hampshire County Council's statutory functions Enables NHS to re-organise services. 	Noted.

Reps nos.	Policy/para	Representations	Proposed response
Chapter 6, Development management			
Object: 2125, 2147, 4614	DM1	<ul style="list-style-type: none"> Criteria are over-prescriptive – design should be left to designers and the market. Criteria are unnecessary, land hungry and threaten the viability of development. 	Not accepted. Criteria are necessary to provide certainty about how the Council intends that development should be managed. Viability assessment indicates that development can be undertaken that meets these criteria. No change
Object: 4558	DM1	Need a positive criterion to ensure development is compatible with adjacent uses.	Not accepted. Criterion (iii) refers to adjacent land uses. No change
Object: 2125, 2195, 2219, 4667, 4674, 4830, 4886, 5068, 5162	DM1	No viability or cost-benefit assessment to support minimum gross internal floor areas. No statutory national or regional policy requires such standards. This is not a matter for public planning interest – it is a matter of choice for purchasers. Will impose unfair financial burden on developers who are already pressed by other requirements e.g. CIL and sustainable construction. Suggested sizes are 10% larger than current norm – will mean that fewer units can be accommodated. Will mean that properties are more valuable and therefore less affordable. HBF suggest lower space standards based on HCA Housing	Not accepted. Viability study has been undertaken which indicates that minimum floor areas identified are achievable within normal budgets and will not have a significant effect on residential densities. Standards identified are already in use in affordable housing schemes, and are considered to be the minimum necessary to achieve acceptable standards of residential amenity.

Reps nos.	Policy/para	Representations	Proposed response
		Quality Indicators. Policy should be worded more flexibly to allow for site constraints.	No change
Object: 2219	DM1	Need to define 'urban cooling'.	Accept. Proposed change: accompanying text amended to define urban cooling
Object: 2125	DM1	No viability or cost-benefit assessment for criterion (ix) Public Art requirement.	Not accepted. Policy gives effect to the Council's adopted Public Art Strategy which has also been the subject of public consultation. No change
Support: 102, 5157	DM1	Support: <ul style="list-style-type: none"> · general criteria and space standards for new housing; · references to biodiversity, landscape features, waste management and sustainable construction. 	Noted.
Support: 5165	DM2	Helps to maintain natural features and mitigate the impacts of climate change, whilst linking green infrastructure also supports the long term maintenance of such gains.	Noted. Proposed change: Policy DM2 combined with Policy DM1.
Object: 804	6.6	Object to requirement to plant 2 trees in place of any tree removed – need more flexibility	Accept. Proposed change: requirement amended.
Object: 5188	DM6	Support principle of DM6 but query second sentence as it does not explain what is meant by 'eroded to a significant extent'. Character of historic landscape south of Chestnut Avenue is not regarded as eroded.	Accept in principle. Proposed changes: <ul style="list-style-type: none"> · Policy DM6 merged with policies DM3-DM9 (see new policy DM10); · Accompanying text amended – see new para. 5.61.
Object: 804	DM7	Policy should include reference to archaeological monitoring during development, e.g. a requirement for Written Scheme of Investigation.	Accept. Proposed change: Policy re-drafted and merged with policies DM3-DM9 (see new policy DM10).
Object: 4660	DM8	Amend policy for heritage assets to include natural heritage where enabling development to improve or safeguard the asset may be permitted in exceptional circumstance (refers to Dumbleton Copse, Kanes Hill where a limited development at Pinewood Copse would enable a large area of private woodland to be maintained for public access.)	Not accepted. Policy for historic heritage cannot be confused with policies for protection of biodiversity. No change.
Object: 1880, 3107	DM10	Policy for maintaining the openness of countryside gaps is too restrictive – does not allow for improvement of existing facilities e.g. recreation facilities.	Accept. Proposed changes: <ul style="list-style-type: none"> · Policy DM10 combined with strategic policy S9 – see new strategic policy S8;

Reps nos.	Policy/para	Representations	Proposed response
			<ul style="list-style-type: none"> Policies DM19 – DM23 combined into a single policy and clarified to refer to extension as well as enhancement of existing facilities (see new policy DM33).
Object: 2175, 4653	DM10	Allow for the development of essential public utilities in the countryside.	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> New policy proposed to enable the development of essential public utilities (see new policy DM8) Policy DM10 combined with strategic policy S9 and amended to include reference to essential public utilities as being permissible in the countryside (see new strategic policy S8).
Object: 3159	DM10	Refer to rivers as well as the coast.	<p>Accept.</p> <p>Proposed change: Definition of countryside amended to include river valleys and undeveloped coast and included in revised strategic policy (see new strategic policy S8).</p>
Object: 4660	DM10	Allow limited development in exceptional circumstances where it provides significant benefits (refers to development proposals at Dumbleton Copse, Kanes Hill).	<p>Not accepted. No need for a policy to make exceptions – Council has powers to make exceptions to policy where these are justified by particular local circumstances.</p> <p>Proposed change: Site proposed to be allocated for limited residential development and open space (see new policy WE8).</p> <p>No change</p>
Object: 5057	DM10	Allow for the development of educational establishments in sustainable locations close to settlement boundaries.	<p>Not accepted. Sites for education establishments should be allocated through the development plan process. The local plan makes provision for primary schools with the major development sites. The Education Authority has not identified a need for a new secondary school in the borough.</p> <p>No change</p>
Object: 5083, 5084, 5085	DM10	Policy does not define what diminishes a gap.	<p>Not accepted. Policy includes sufficient criteria to manage potential impacts on a gap.</p> <p>No change.</p>
Support: 3107, 5188	DM10	<ul style="list-style-type: none"> Welcome inclusion of outdoor sport & recreation. 	Noted

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> Support policy because it provides reasons for not allocating land south of Chestnut Avenue. 	
Object: 3433	DM13	Policy should acknowledge the merits of each grade of agricultural land as classified by the DEFRA system and prioritise the protection of land accordingly.	Not accepted. National guidance does not differentiate between the higher grades of agricultural land – Grades 1, 2 and 3A are all identified as best & most valuable agricultural land. No change
Object: 4989	DM13	Object to the amount of farmland proposed to be lost as a result of the development proposed in the plan.	Not accepted. Development of green field land will inevitably result in the loss of farmland. No change.
Object: 4913, 5069	DM17	<ul style="list-style-type: none"> Policy should allow for the loss of poor quality and underused open space if this enables improvement of residual area or helps to achieve other local plan aspirations Criterion ii should say, “in the borough and/ or local area; para. 6.33 should also be amended. 	Not accepted. Policy allows for loss of open space subject to identified criteria. No change in response to representations. Proposed change: Policy updated to reflect the new NPPF
Object: 3159, 5072	DM17	Policy should address the needs of recreational sailing and address rivers and coastal waters as well as playing fields and open space.	Not accepted. Sailing uses not identified as being in need of protection. Rivers and coastal waters not subject to standards of provision. No change.
Object: 2002	Proposals Map (DM17)	Land at West End Copse/ Eden Road/ Welland Copse should be identified as proposed open space as it is not currently maintained as open space.	Not accepted. Land forms part of a wider area of public open space. No change
Support: 804	DM17	Policy recognises potential for sport & recreation facilities to become redundant. Plan should also refer to other legislation, e.g. S77 of the School Standards and Framework Act 1998 re declaring school playing fields surplus to requirements.	Noted. No change
Support: 3107	DM17	Support.	Noted
Object: 3107	DM18	Clarify whether requirement to provide sport and recreations facilities includes indoor as well as outdoor – should include both.	Accept. Proposed changes: Policy DM18 combined with policy S14 and reworded (see new policy DM32).
Object: 5072	DM18	Should include provision for recreational sailing/ sailing clubs.	Not accepted. Policy DM24 provides for recreational sailing facilities (see also new policy DM34). No change
Support: 3107	DM18	Support	Noted.

Reps nos.	Policy/para	Representations	Proposed response
Object: 804, 1880, 3107	DM19	Policy is too restrictive on: <ul style="list-style-type: none"> · development of indoor recreational facilities – would not allow for expansion of existing or provision of new facilities for schools etc already outside the urban edge. · development outside the urban edge, particularly in gaps (if this is linked to DM10) · Clarification needed on floodlighting. 	Accept. Proposed change: Policy amended to enable some expansion of existing sport & recreation facilities outside the urban edge – see new policy DM33. Floodlighting is covered by general policies relating to character of the countryside and pollution (including light pollution).
Object: 5072	DM19	Should include provision for recreational sailing/ sailing clubs.	Not accepted. Facilities for recreational sailing are covered by policy DM24 (now policy DM34). No change
Object: 2175	DM20	Policy should recognise overriding importance of provision of utilities infrastructure.	Accept in part. Proposed change: Include a new development management policy for public utilities that enables their provision subject to a proviso regarding conflict with other policies of the local plan (see new policy DM8).
Support: 1880, 5157, 5165	DM20	Support	Noted.
Object: 5161	DM21	Provision made for new allotments and local food production is inadequate. Land at former Fleming Park Golf course should be used for this.	Not accepted. Policies are sufficiently flexible to enable provision of allotments and other local food production. No change in response to representation. Proposed change: Policies DM19 and DM21- DM23 are combined (see new policy DM33).
Object: 2484	DM22	Amend wording to prevent unlawful grazing on publicly accessible land irrespective of ownership as this causes risks to health & public safety.	Not accepted. This is not a matter that can be resolved through planning policies. No change in response to representation. Proposed change: Policies DM19 and DM21- DM23 are combined (see new policy DM33).
Object: 102	DM24	Policies should be aligned with those in Fareham Borough Council	Accept. Proposed changes: <ul style="list-style-type: none"> · New strategic policy for the coast proposed (see new strategic policy S9). This includes a definition of the coast which extends policy to borough boundary in centre of river.

Reps nos.	Policy/para	Representations	Proposed response
			<ul style="list-style-type: none"> Amend text to refer to River Hamble Harbour Board's Strategic Vision and Strategic Plan for the river.
Object: 104, 497	DM24	<p>Moorings restriction should be extended to high water mark in intertidal mudflats – also no piled foundations or pontoons in these areas; Existing policy for whole river should be retained Policy should cover proposals not attached to the shore, and structures in the river.</p>	<p>Not accepted. Text refers to limits of local authority jurisdiction, and policy already limits development of structures in these areas. Adopted local plan policy for whole river deleted because it repeats other landscape, nature conservation and heritage policies. No change in response to representations. Proposed changes:</p> <ul style="list-style-type: none"> New strategic policy for the coast proposed (see new strategic policy S9). This includes a definition of the coast. Policy DM24 amended to refer to navigational safety (see new policy DM34); Text amended to refer to River Hamble Harbour Authority's Strategic Vision and Plan for the river.
Object: 3159	DM24	<p>Policy should refer to the Council's obligation to encourage water sports</p>	<p>Not accepted. Revised policy DM33 enables sport and recreation uses. No change in response to representation. Proposed changes:</p> <ul style="list-style-type: none"> Policy DM24 amended to refer to navigational safety (see new policy DM34); Text amended to refer to River Hamble Harbour Authority's Strategic Vision and Plan for the river.
Object: 5072	DM24	<p>Policy should be re-titled 'Moorings and access to the water on the River Hamble' – it does not deal with water sports. Could be re-written to allow development associated with competitive water sports e.g. windsurfing, waterskiing etc.</p>	<p>Accept in part. Proposed changes:</p> <ul style="list-style-type: none"> Change title of policy DM24 to refer to recreational sailing. Amend policy to refer to navigational safety. Amend text to refer to River Hamble Harbour Board's management strategy for the river.

Reps nos.	Policy/para	Representations	Proposed response
			See new policy DM34 and related text.
Object: 697	DM25	Policy should recognise European sites outside the borough which could be impacted upon.	Accept. Proposed changes: <ul style="list-style-type: none"> Amend text to recognise that development in the borough has the potential to affect European sites beyond the borough boundaries (see new paras. 5.47-5.48). Strategic policy S15 and policies DM25-DM28 combined into a single policy (see new policy DM9)
Object: 5165	DM26	One or more of the housing allocations may not meet these requirements which will result in their successful implementation being hard to achieve.	Noted. Addressed through the Habitats Regulations assessment and the Sustainability Appraisal. No change in response to representation.
Object: 3434, 5132, 5165	DM27	One or more of the housing allocations may not meet these requirements which will result in their successful implementation being hard to achieve.	Noted. Addressed through the Habitats Regulations assessment and the Sustainability Appraisal. No change in response to representation.
Support: 5157	DM27	Support.	Noted.
Object: 5157	DM28	Text should refer to Biodiversity Opportunity Areas	Accept. Proposed change: Amend text to refer to Biodiversity Opportunity Areas.
Support: 697	DM28	Support	Noted
Object: 593, 793, 804, 2125, 2175, 2484, 4830, 4886, 4913, 5108, 5157, 5161	DM29	<ul style="list-style-type: none"> PUSH policy carries no weight as it had no consultation or examination. Criterion (h) should recognise schemes such as Leadership for Energy and Environmental Design (LEED) or bespoke sustainable development frameworks alternative to BREEAM Communities Assessment. BREEAM Communities Assessment is unduly onerous. Concern about water efficiency standards Criterion (e) should be strengthened to deal with SUDs (CIRIA C697 SUDS Manual) and quality of surface water run-off. Concern that policy will increase build costs and threaten viability. Targets ambitious and inflexible. In (c), clarify what is meant by 'significant' and benchmark for 	Not accepted. Policy has been developed through joint working under the aegis of PUSH – aspects have already been tested through examinations of other PUSH authorities' core strategies and a viability study (see background paper EN8 Sustainable Development). Requirements are considered acceptable and viable - see Background Paper EN8. A separate policy addresses SUDs (see new policy DM6). In applying BREEAM standards for water consumption the Council recognises that its powers are limited but nevertheless seeks to do what it can to limit consumption of water. No change in response to representations.

Reps nos.	Policy/para	Representations	Proposed response
		<p>the 20% requirement.</p> <ul style="list-style-type: none"> • No evidence that requirements exceeding Building Regulations have any benefits for climate change. • Level 3 is already a requirement of Building Regs. – policy will date – should just require compliance with Building Regs. • Officers have no training in applying BREEAM standards or any understanding of BREEAM. • Concern about deliverability of Level 5/6 in terms of limiting water consumption – Southern Water has no powers to enforce. • Policy should be relaxed for listed buildings • Requirement for post-occupancy evaluation is unduly onerous. • (g) should be amended to refer to positive monitoring for 100 or more dwellings • Object – the idea of tackling climate change is ridiculous – carbon dioxide is not a threat. 	<p>Proposed change: Accept that level of detail in the policy needs to be reduced – policy re-drafted and updated. – see new policy DM2.</p>
Support: 804, 5125	DM29	Support policy.	Noted.
Support: 593, 4913	DM30	Support	Noted
Support: 5157	DM31	Support	Noted
Object: 3179, 5072, 5157	DM32	<ul style="list-style-type: none"> • Existing services inadequate – concern over phasing of infrastructure for new development. • Coastal management should have its own policy. Policy should recognise that recreational sailing developments do not need a sequential test. • Define ‘highly vulnerable’; amend ‘flood defences’ to ‘flood risk management measures’; add requirement for new development to reduce flood risk; reduce run-off from brown field sites, and no increase from green field; refer to Flood & Water Management Act 2010 requirement to include SUDs, role of SUDs approval bodies and relevant standards. 	<p>Accept. Proposed changes: Combine strategic policy S17 with policy DM32 to create new policies – see new policies DM4– DM7.</p>
Support: 104, 497, 804, 5125	DM32	Support	Noted.
Object: 2175	DM33	Ensure that policy refers to keeping development away from waste water treatment odours – wording suggested.	<p>Not accepted. Policy already refers to odours. No change in response to representation. Proposed changes:</p> <ul style="list-style-type: none"> • Strategic policy S18 combined with Policy DM33 (see new policy DM7). • Text amended to refer to paragraphs 121-

Reps nos.	Policy/para	Representations	Proposed response
			125 of the NPPF.
Support: 5157	DM33	Support	Noted.
Object: 4558, 5066	DM34	Include sui-generis and non-B class uses that generate employment.	Accept. Proposed changes: Amend policies and text to: <ul style="list-style-type: none"> allow non-B class uses as exceptions on existing employment sites where they are of a similar character to use classes B1, B2 and B8 in terms of provision of jobs, and they contribute significantly to the economic growth objectives of the borough and the sub-region; enable new development of non-B class employment uses within the urban edge. See new policies DM11 and DM12.
Object: 2219	DM36	Distinguish between B-use classes as their impacts and suitability vary; impacts should not just refer to extensions; criteria needed to identify whether sui generis uses are 'similar'.	Accept in part. Definition of use classes already differentiates between impacts of B-class uses. Policy criteria regarding impacts refer to all the development covered by the policy, not just extensions. Proposed change: Amend text to indicate how sui generis uses might be similar to employment uses (see new para. 5.69).
Object: 4886	DM36	Policy should allow small-scale office uses within the urban edge.	Not accepted. The Borough Council follows the PUSH strategy of focusing office development in town and district centres which are accessible by a variety of modes of transport. No change.
Object: 5164	DM36	If offices cannot be accommodated in Eastleigh town centre or Eastleigh River Side, should be directed to Southampton before edge of centre or out of centre locations.	Not accepted. The Borough Council's policies already follow the PUSH strategy of focusing office development in town and district centres which are accessible by a variety of modes of transport. No change.
Support: 4558	DM36	Support	Noted.
Support: 5125	DM37	Support – in line with PUSH policy	Noted.
Object: 4721	DM40	Policy should recognise marine-related uses and leisure, rather than just boatyards.	Not accepted. Policy is designed to retain sites with water frontages for marine-related

Reps nos.	Policy/para	Representations	Proposed response
			B-class employment uses. No change
Object: 5072	DM40	Policy should allow for expansion of boatyards – these are in the countryside where such uses not normally permissible – seek to expand boatyard off Blundell Lane.	Accept in part. Proposed change: Provision is made for the expansion of the Riverside Boatyard at Blundell Lane Bursledon (see new policy BU5). Policy DM40 is designed to strike a balance between maintaining marine-related employment and the landscape setting of the River Hamble, which is an essential part of the enjoyment of the river and itself contributes to its economic success. No change to policy.
Support: 104, 497,5157	DM40	Support	Noted.
Object: 5120	DM41	Policy should also seek to avoid undermining centres outside the borough.	Accept in part. This policy merely defines centres in the borough, and the local plan cannot specifically cover sites outside the borough. However, additional explanatory text is recommended in relation to the policy providing for new retail development (see new policy DM19) to clarify that sequential tests will be expected to consider the impact upon, and opportunities within, retail centres outside of the borough's boundary. Proposed change: Insert explanatory text for new policy DM19 to clarify that the sequential test will also be expected to consider impact and opportunities outside of the borough's boundary (see new para. 5.87).
Support: 104, 2943, 4819	DM41	Support – general, and for frontages/ local centres defined at Hamble and Netley.	Noted.
Object: 2943	DM42	Policy should include stronger and clearer guidance on the balance of development within the primary shopping area. Concerns about the redevelopment of the Sainsbury's within the town centre, particularly the significant change it could have on the retail character of the town centre and potential ability to	Not accepted. Policy cross-refers to the policies for Eastleigh town centre. In accordance with the agreed Vision for the town centre these seek to develop a retail circuit with anchors to the north and south.

Reps nos.	Policy/para	Representations	Proposed response
		undermine the Swan Centre.	The Sainsbury's store provides the northern anchor. See also response to representations on Policy E4. No change
Object: 5120	DM42	Policy needs to recognise that consideration of out-of-town retail facilities should not be constrained by administrative boundaries.	Accept in part. This policy merely defines centres in the borough, and the local plan cannot specifically cover sites outside the borough. However, additional explanatory text is recommended in relation to the policy providing for new retail development (see new policy DM19) to clarify that sequential tests will be expected to consider the impact upon, and opportunities within, retail centres outside of the borough's boundary. Proposed changes: <ul style="list-style-type: none"> · Insert explanatory text for new policy DM19 to clarify that the sequential test will also be expected to consider impact and opportunities outside of the borough's boundary (see new para. 5.87). · Strategic policy S20 combined with Policy DM42.
Object: 2195	DM43	Policy for shopping frontages should more accurately reflect the balance in village centre shopping areas between A1 and A5 uses.	Not accepted. Existing policy defining percentage A1 etc is well-established and considered to reflect the right proportion of retail and other uses to maintain vitality and viability. No change
Support: 2943	DM44	Support policy for upper floors because of opportunities in Swan Centre and Eastleigh Leisure Zone.	Noted
Object: 804	DM46	Policy should recognise the need for any off-site transport works to be proportionate to the scale of the development, and include references to Transport Assessments and the Sub-Regional Transport Model.	Accept. (Note: policy already refers to transport assessment). Proposed changes: <ul style="list-style-type: none"> · Strategic policy S21 is deleted and expressed as text introducing the revised transport and parking policies. · Policy DM46 is amended to require that contributions are proportionate to the

Reps nos.	Policy/para	Representations	Proposed response
			scale of the development (see new policy DM23) <ul style="list-style-type: none"> Text is amended to refer to use of the Sub-Regional Transport Model in transport assessment wherever possible to ensure compatibility with other local transport assessment work (see new para. 5.96).
Support: 5196	DM46	Support	Noted
Object: 804	DM47	Policy should recognise the need for any off-site transport works to be proportionate to the scale of the development, and include references to Transport Assessments and the Sub-Regional Transport Model.	Accept. Proposed change: Text is amended to refer to use of the Sub-Regional Transport Model in transport assessment wherever possible to ensure compatibility with other local transport assessment work (see new para. 5.96).
Object: 2484	DM47	Policy fails to recognise economic importance of the private car and could depress economic regeneration	Not accepted. Policies make provision for parking facilities for the private car. No change.
Object: 3159	DM47	Should make provision for parking for boatyards/ water-based recreation.	Not accepted. HCC parking standards already include a general standard for leisure uses. No change.
Support: 715	DM48	Support	Noted.
Object: 921, 4558	DM49	<ul style="list-style-type: none"> Should include additional criterion to ensure new residential development is compatible with adjacent uses Should ensure that residential development does not compromise or prejudice Post Office operations or security 	Not accepted. Policy DM1, general criteria for development ensures compatibility with adjacent uses. No change
Object: 2147		<ul style="list-style-type: none"> The plan should zone the areas where residential accommodation to meet needs of elderly people, people with disabilities and those in need of care should be provided 10% Lifetime Homes requirement will render development unviable and reduce densities 	Accept in part. Proposed change: Delete reference to percentage of Lifetime Homes from the policy for residential development in urban area. It is not considered necessary, or desirable, for the plan to zone areas for specific types of residential accommodation.
Support: 804	DM49	Support recognition of needs of elderly people – HCC will seek developer contributions for extra care schemes.	Noted.
Object: 4660	DM50	Allow for exceptional residential development in the countryside	Not accepted. No need for a policy to make

Reps nos.	Policy/para	Representations	Proposed response
		where this brings community and environmental benefits, e.g. at Dumbleton Copse.	exceptions – Council has powers to make exceptions to policy where these are justified by particular local circumstances. No change in response to this objection. Note: The Council propose to allocate Dumbleton Copse for open space and limited residential development (see new policy WE8, Ch6, Section 6.11)
Support: 3238	DM50	Support reference to accommodation for Gypsies, Travellers and Travelling Showpeople in the countryside	Noted. Proposed change: The Council proposes to allocate a site for use by travelling showpeople at Netley Firs, Kanes Hill (see new policy HE6, Ch.6 section 6.9)
Object: 599	DM52	Objects to no net loss of affordable housing where affordable housing is being redeveloped. This restriction could deter the replacement of current sub standard accommodation where a loss of dwellings is inevitable to provide more desirable, possibly larger new affordable dwellings.	Accept in part. The principle of no net-loss of affordable housing is considered to be a reasonable position to consider development proposals against. However it is acknowledged that the policy could be amended to enable the overall merits of schemes to be more fully considered – for instance a net gain in quality or size of units may outweigh the loss of numbers. Proposed changes: Amend draft policy DM52 to replace reference to no net loss of affordable housing with criteria to take account of viability and contribution that development would make to mixed, balanced and sustainable communities (see new policy DM28).
Object: 804	DM52	Objects - policy is based on advice that is now out-of-date (the Adams Integra Affordable Housing Viability Study). Market conditions have changed. Policy has a disproportionate effect on contributions from schemes at proposed 4/5 and 14/15 dwelling thresholds and a dramatic effect on viability of 15/16 unit schemes. Need more favourable use of off-site financial contributions. Adams Integra Study was also based on assumed high densities (45-70dph) and high proportion of flats – this does not reflect Borough Council's intention to enable more family	Accept in part. The original 2008 affordable housing viability assessment is currently being updated by DSP consultants. Emerging findings support the principle of continuing to seek on-site affordable housing as a 35% proportion on sites of 15 dwellings or more. With regard to smaller sites, a target of 20% provision on sites of 10 -14 dwellings

Reps nos.	Policy/para	Representations	Proposed response
		<p>housing. Proposed 20% affordable housing requirement for schemes of 5-14 units may not be acceptable to affordable housing providers because of difficulty of managing scattered small schemes - off-site contributions may be preferable. Adams Integra Study shows residual land values are low in much of borough – policy could constrain provision of affordable housing in lower value areas where it is most needed – estimate that over half of housing schemes would need viability assessment negotiations, aggravated by other contributions requirements (S.106, CIL). Housing viability assessment should be reviewed and policy amended accordingly.</p>	<p>is recommended. In relation to sites 5-9 dwellings, a financial contribution in lieu of on-site provision equivalent to a target of 10% affordable housing is recommended. DSP also recommend that the policy wording is amended to ensure that viability considerations are taken into account in negotiations to secure affordable housing.</p> <p>Proposed changes: Amend draft policy DM52 to seek equivalent of 10% affordable housing provision as financial contributions on sites of 5-9 dwellings and include reference to viability considerations (see new policy DM28).</p>
<p>Object: 2147</p>	<p>DM52</p>	<p>Objects - lifetime homes standards are costly to achieve and not yet mandatory for affordable housing. Viability in the supporting text of paragraph 6.103 should form part of the policy.</p>	<p>Accept.</p> <p>Proposed changes: Amend draft policy DM52 to exclude specific requirement for all affordable housing to be built to lifetime homes standards and include reference to viability considerations within policy (see new policy DM28).</p>
<p>Object: 2125, 4830, 4886, 4888, 5162,</p>	<p>DM52</p>	<p>Object:</p> <ul style="list-style-type: none"> - viability study dates from 2008 and needs updating. It has also used asking price rather than sale price to inform GDV predictions, and does not include site areas and densities to relate to residual land values. Consultants manipulate densities to inflate the residual land value. Southampton City Council are using a similar policy based on the same study and are not achieving required percentages of affordable housing. - draft policy does not provide any flexibility in terms of the assessment of under-provision of affordable housing in development schemes, in the context of economic viability. - does not provide sufficient flexibility to address viability issues, especially in the light of other contributions that developers are asked to make. Should allow for some negotiation. - policy should be amended to say 'subject to viability' to enable circumstances such as abnormal building costs and changes to public funding to be taken into account. Support 	<p>Accept in part. The 2008 viability study has been updated and its revised findings are considered to be credible and based on robust evidence and assumptions. The lack of reference to viability considerations in the policy was an inadvertent omission and change is proposed below.</p> <p>Proposed change: Amend draft policy DM52 to include a new criterion enabling the financial viability of a proposal to be taken into account in negotiating the delivery of affordable housing on qualifying sites (see new policy DM28).</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>principle of the policy</p> <ul style="list-style-type: none"> - the policy is inflexible to changing circumstances. The term 'minimum' ignores fluctuating land values and viability, it should be amend to refer to 'target' as in Havant. 	
Object: 5186	DM52	Objects - the approach to the provision of affordable housing within residential institutions (C2) should be more explicit in policy. Suggested wording of policy provided.	Accept in part. Proposed change: Text clarified to reflect the Council's current position as set out in the supplementary planning documents 'Affordable Housing' and 'Accommodation for Older People and those in Need of Care' (see new para. 5.111).
Support: 4521, 5125	DM52	Support maintaining the higher % of affordable housing.	Noted
Object: 3238	DM53	<ul style="list-style-type: none"> · Criterion i of policy should include the word unacceptable before detriment and reflect the fact that not all sites will contain economic activities - some will just be residential. · Criterion iv needs clarification as to what constitutes the 'strategic road network' and what constitutes 'access to and from. · Policy should recognise South East Plan Single Issue Review and set out minimum level of need, projecting these to 2029 as a guide – need 13 pitches 2006-2029. · More emphasis needed on delivery and monitoring. 	<p>Accept in part. Note that the policy refers to travelling showpeople as well as gypsies and travellers, and that 'strategic highway network' is a recognised definition in highway terms.</p> <p>The policy reflects the evidence based which was submitted for the South East Plan partial review and monitoring of site provision since this review was completed. The requirement for Eastleigh Borough was for an additional 4 permanent residential pitches for gypsies and travellers and 6 plots for travelling showpeople to 2016. Requirements post 2016 were proposed to be calculated on the basis of 3% annual compound growth for gypsies and travellers and 1.5% for travelling showpeople. To 2029, this would increase the requirement to around 6 gypsy and traveller permanent residential pitches and 8 travelling showpeoples' plots to be provided within the borough. There are no proposals for additional gypsy and traveller accommodation provision as the identified need up to 2029 has been met through planning permissions. However the criteria-based policy allows for additional provision if required.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>The level of need will however be reviewed through the current update of the gypsy and traveller accommodation assessment which is anticipated to be completed autumn 2012.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Policy amended to refer to accommodating economic activities where necessary, to require that these developments do not have an unacceptable impact on the area, and to refer to vehicular access to the site (see new policy DM30). · Policy text updated to explain needs assessments (see new paras. 5.116-5.119). · A site is allocated to meet the identified need of 8 plots for travelling showpeople (see new policy HE6).
Support: 804	DM53	Support	Noted.
Object: 757	DM55	<ul style="list-style-type: none"> · Community facilities should not have to provide for a range of uses - Brethren's Christian Fellowship and indeed other faith communities generally require a single user in dedicated premises. Multifunctional and dual use of premises is not a requirement of the draft National Planning Policy Framework. · Community facilities should be permissible on the urban edge, and in the countryside, like education facilities 	<p><u>Range of uses</u> Accept in part. Policy does not require shared use, but seeks to ensure that buildings for one sort of community use could if necessary accommodate other such uses.</p> <p>Proposed change: Amend first paragraph of policy to refer to facilities for general community use such as community centres.</p> <p><u>Location</u> Not accepted. Community uses, including education facilities, should be in accessible locations and accessible by modes of transport other than the car. It is for this reason that they are required to be located primarily within the urban areas, preferably town, district or local centres.</p> <p>No change.</p>

Reps nos.	Policy/para	Representations	Proposed response
Object: 2943	DM55	Plan should prioritise leisure uses to go into the Swan leisure complex before anywhere else.	Not accepted. Leisure uses cover a wide variety of uses, some of which may be needed in localities other than Eastleigh town centre. No change
Support: 804, 5547	DM55	Support.	Noted.
Object: 5057	DM56	Development of schools should not be restricted to urban land.	Not accepted. Character of the countryside cannot be protected without restrictions on development. Sites for education establishments should be allocated through the development plan process. No change
Support: 101, 5057.	DM56	Support because additional secondary school provision will be needed to meet needs arising from new development. Allows expansion of Wildern School.	Noted
Object: 5157	DM57	Amend policy to refer to ground conditions and need to protect groundwater.	Not accepted. The need to consult the Environment Agency is mentioned in the text (see new para. 5.144). Policy does not need to repeat other legislation.
Support: 757	DM57	Support	Noted
Object: 101	6.110	Parishes do not have statutory responsibility to provide cemeteries – only legal powers to provide and maintain.	Not accepted. Responsibility for provision of cemeteries in Eastleigh Borough generally lies with parishes
Object: 804, 2175, 2210, 2484	DM59	<ul style="list-style-type: none"> • Requirement for CIL funding from development should exclude HCC community re-investment projects which could threaten their viability. • Policy should also seek coordination of development with infrastructure provision – wording suggested (2175) • Too little attention paid to the potential of CIL to provide infrastructure – has led to wrong choice of sites • Amend policy to ensure CIL is collected at earliest possible date. As CIL comes from all developments there is no need to rely on large sites. 	Accept in part. Proposed changes: Policy and text updated and amended and included in Chapter 5 (see new paras. 5.146-5.153 and new policy DM37).

Omission sites² (residential development)

Rep no	Site ref	Site	Response
Allbrook			
Objection 4877	OM1	Otterbourne Hill	<p>The site lies to the south of Otterbourne and to the east of the motorway. The site consists of pastureland and is contained by the road network and an ancient woodland belt to the east, which forms part of the Pitmore Copse Site of Importance for Nature Conservation.</p> <p>The site currently forms part of the setting to the urban edge of Otterbourne. It is also affected by road noise from the motorway. Planning permission was recently granted for a dementia care scheme on the site on the basis that material planning considerations in support of the proposal outweighed the harm of developing on this site in the countryside which was contrary to the adopted Local Plan policies.</p> <p>The representation seeking a specific allocation of this site was made prior to planning permission being formally granted. Planning permission has subsequently been granted. However, taking into account the characteristics and constraints of the site, and the unique circumstances of the consented scheme, there is not considered to be sufficient grounds to formally allocate this site for development or include it within a revised urban edge.</p> <p>No change is proposed in response to these representations.</p>
Objection 5169	OM2	Pitmore Road, Allbrook	<p>The site comprises undeveloped open grassland, located to the north of Eastleigh at the edge of the settlement. It is bounded by roads to the south and west, and the railway to the east. To the south of the site is Allbrook Farmhouse, a Grade II listed building. The land as a whole forms part of the river valley landscape.</p> <p>This site forms part of a larger site which was considered at two previous Local Plan inquiries. On both occasions the wider site was dismissed due to concerns that the visual impact of the scheme was likely to outweigh the other potential benefits.</p> <p>Since this time planning permission has been granted on appeal for seven dwellings within the curtilage of the farmhouse to the immediate south of the site. An access road to serve this development has been constructed off Pitmore Road. The representation suggests that this consented development will screen some views into the site and thus the impact of additional development on this land is minimal.</p> <p>Whilst the site is smaller than that previously proposed, and there is an increased built form within the vicinity of the site, it is considered that the landscape impact of development on this site outweighs the potential benefits of the scheme. It is also noted that the site is not ideally located in terms of access to local services and facilities and there are existing highway constraints on Allbrook Hill.</p>

² Additional sites put forward by respondents for consideration as potential further allocations for development in the plan.

			<p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
Bishopstoke			
Objection 4756	OM3	Land off Church Rd	<p>The site is located in countryside immediately to the north of the urban edge of Bishopstoke. It is well contained by soft landscaping on its boundaries, including its southern boundary onto Church Road. There is a small area of designated open space to the immediate east of the site which would need to be protected or adequately replaced if the site was developed. There is some frontage development to the east and west of the site, on the northern side of Church Road. Running along the western boundary of the site is a public footpath.</p> <p>A residential development of this site is proposed, in addition to the expansion of the existing recreation area and a buffer to a Site of Importance to Nature Conservation to the immediate north of the site. However, the development would be likely to necessitate the removal of the existing hedgerow on the southern boundary of the site and the subsequent built form would represent a significant impact on the character and appearance of this area which has a semi-rural feel. The site is also not considered to have good access to local services and facilities.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
Objection 5626	OM4	Stoke Park Farm (1)	<p>The site is located to the immediate east of ribbon development fronting Stoke Common Road and to the west of Stoke Park Farm Cottages. To the immediate south of the site is an access road leading to the cemetery, to the north is a wooded area. The ground levels slope significantly south-east up to the north-west leaving those properties fronting Stoke Common Road below the level of this site.</p> <p>A representation has been received proposing that this site is developed for 10 dwellings.</p> <p>Whilst it is recognised that the proposed allocation of land to the immediate south of the site for 40 dwellings will have an impact on this area of countryside, it is relatively well contained within existing landscape and would not cause any significant harm to the amenities of adjoining occupiers. The development of the objection site would lead to the loss of a small area of undeveloped countryside that currently contributes positively towards the character and appearance of this semi-rural area. Furthermore, the topography of the site is a significant constraint on its development with any built form likely to erode the amenities of the adjoining residential occupiers.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation</p>
Objection 5626	OM5	Stoke Park Farm (2)	<p>This site is located in countryside on the eastern side of Bishopstoke and is currently used for arable farming. To the immediate south of the site is Bishopstoke Cemetery, to the west Stoke Park Farm</p>

			<p>Cottages and to the north a wooded area. The site retains a strong rural character to it.</p> <p>A representation has been received proposing that the site is developed for about 25 houses. A new village green would be proposed on land to the west of Stoke Park Farm Cottages (on site OM4) as part of this option.</p> <p>The development of this site would represent a significant and visually intrusive incursion into the countryside and would have a detrimental impact on the tranquil nature of the area including the cemetery.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation</p>
Objection 5626	OM6	Land south of Fair Oak Road, opposite Sayers Road.	<p>This site is located on the southern edge of Bishopstoke, and immediately south of Fair Oak Road. It is rectangular in shape and currently used for arable farming. To the east of the site is a significant residential development. A pair of semi-detached properties is located to the west of the site. The absence of development on this site enables significant long distances views from Fair Oak Road to the south and contributes towards the character and appearance of the area. The southern part of this site is identified by the Environment Agency as being in Flood Zone 3.</p> <p>A representation has been received proposing that this site is developed for residential uses. The identified flood risk on this site suggests that only the northern part of the site is developable, perhaps as ribbon development along Fair Oak Road. This limits the potential contribution that this site could make towards the housing needs of the borough. The development of this site would lead to a significant, and detrimental change to the character and appearance of this part of Fair Oak Road.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation</p>
Botley			
Objections 673, 3665, 4557, 4857, 5110, 5111, 5112, 5142, 5193, 5550	OM7	North of Hedge End, including Jacksons Farm (Botley) and land adjacent to Bridge Cottages between Shamlehurst Lane North and the railway line	<p>The site lies north of Hedge End, severed from it by the Eastleigh-Fareham railway. It comprises open, slightly undulating countryside, with fields mainly used for grazing, some well treed hedgerows, and scattered farms and other development. It is bounded by Winchester Road, Bubb Lane and the railway, and bisected by Shamlehurst Lane North.</p> <p>The site forms part of the wider area identified as the area of search for the former north/north-east Hedge End strategic development area proposed in the South East Plan. It is not correct that the SE Plan identified this site for development – it merely identified a general location within which the SDA might be situated.</p> <p>The site was considered as part of a broad location for development during the preparation of the local plan, along with an area to the east of Hedge End south of the railway. It was concluded that:</p> <ul style="list-style-type: none"> · Development of the site north of the railway would result in the loss of the gap between Hedge End

			<p>and Boorley Green. It would also narrow the gap between Hedge End and Horton Heath.</p> <ul style="list-style-type: none"> • Because of the barrier of the railway, the development could not be integrated satisfactorily with the rest of Hedge End. Links across the railway are few, and difficult to enhance or increase because of the nature of development to the south of the railway, where established residential estates closely abut the line. • The site would therefore be a disconnected suburb to the north of the town rather than forming either part of the town or a separate community. • The site would need to include its own services and community facilities. It would therefore not help to support Hedge End centre, and could potentially compete with this and other local centres in Hedge End. • It is acknowledged that the site adjoins the Hedge End railway station, with related public transport benefits. However, this is not considered to outweigh potential impacts of the development on adjoining roads. The area is not conveniently accessible via road from the existing built-up area, only indirectly from outside the area. <p>The Council considered this site as one of its major urban extension options (see Sustainability Appraisal Report, SA of Option 4). For the above reasons it was not selected as a preferred option.</p> <p>The Council therefore concludes that the site should not be identified as a strategic development site. No change is proposed in response to these representations.</p>
Objection 5119	OM8	North of Broad Oak, west of Holmesland Lane	<p>The site lies in the countryside on the western edge of Botley village, in an area that forms part of the gap between Botley and Hedge End. It comprises mixed pasture and woodland, including a belt of trees that contribute to a firm definition of the urban edge on this western side of Botley. The trees and a small stream both contribute to the countryside character of this site and limit its development potential.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
Objection 5092	OM9	Little Hatts Copse	<p>The site comprises an area of mixed paddocks, woodland and scrub bordering the urban edge of Hedge End. It lies within the gap between Hedge End and Botley. An oil pipeline runs south-north through the site. Access is limited by the residential development on its western edge that backs on to it. Development would be intrusive in the local landscape and difficult to integrate with the existing urban area.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
Objection 804	OM10	Kings Copse Avenue (Botley)	<p>The site lies on the eastern boundary of Hedge End, and is currently used as grazing land. The boundaries are generally well defined by mature trees and hedgerows. It includes a locally important Site of Importance for Nature Conservation on its northern boundary. Powerlines and an oil pipeline cross the site. It is bordered by Kings Copse Avenue to the north-west, residential development to the</p>

			<p>north, and open countryside to the east, south and west. The site therefore occupies a sensitive location bordering the settlement. It is acknowledged that the ground rises to the east, limiting views of development on the site in longer distance views, and that development of this area could 'round off' the existing built form. However, it would still represent an intrusion into what is currently open countryside, adding to the impact of the existing built form.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
Bursledon			
Objection 5124	OM11	Land north of Pylands Lane	<p>The site comprises an area of paddocks and woodland, lying between Heath House Lane and Pylands Lane south of Hedge End. The woodland is identified as a locally important Site of Importance for Nature Conservation. It includes a steep-sided valley, and the rest of the site also has an undulating topography. Part of the western portion of the site is proposed to be allocated for residential development in the draft Local Plan, and is also proposed to include a route for a bypass to circumvent the junction of Heath House Lane and Bursledon Road (the Sunday's Hill bypass).</p> <p>Following publication of the draft local plan, further work on the bypass route has concluded that the draft local plan route is not practicable as it involves bridging the valley and impacts on protected woodland. A route extending further to the east is required. It is necessary that this is supported by residential development.</p> <p>Consultation on a proposal to extend the site to the east took place June-July 2012. A number of objections were received, including one from the Itchen South Scouts Group, who have used the easternmost fields adjoining the Manor Farm Country Park for over 30 years as part of their camping facilities.</p> <p>Proposed change: It is proposed that the residential allocation east of Dodwell Lane and north of Pylands Lane is extended to the east to create a site accommodating up to 250 dwellings, subject to a condition requiring that alternative camping facilities are provided for the Scouts.</p>
Objection 5092	OM12	Heath House Lane (Bursledon)	<p>The area comprises an area of paddocks and woodland sloping steeply from Heath House Lane down to Pylands Copse. There is a scatter of residential development towards the western end of the site. The development of this site would be significantly constrained by its topography. Its landscape, together with the Heath House Lane forms a strong urban edge for Hedge End at this point. Development in this location would not relate well to the existing built form.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
Objection 5190	OM13	North-east of M27 Junction 8	<p>The site lies in the north-eastern quadrant of M27 junction 8, bounded by the motorway, Peewit Hill Close and Dodwell Lane. The north-east corner is occupied by a dwelling and small business, and the</p>

		(Bursledon)	<p>rest is in grazing use. There are some low hedgerows around the site, but overall it is flat, open and highly visible from the motorway and surrounding roads. It is affected considerably by motorway noise. The site forms part of the gap between Hedge End and the urban area of Southampton (and Bursledon), and provides part of the countryside setting for Hedge End. Development here would be visually extremely prominent, and have a significant urbanising effect.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
Objection 5207	OM14	Orchard Lodge, Windmill Lane	<p>The site lies in the countryside to the north of Bursledon, and comprises a valley to the south of the Bursledon Windmill. A significant portion of the site lies in the Bursledon Windmill Conservation Area, as it forms the setting for the windmill. The Windmill is a Grade II* listed building. There is a dwelling (Orchard Lodge) in the western portion of the site. There is no current vehicular access to the site (apart from a driveway to Orchard Lodge). The only possible access might be from Windmill Lane, although it would slope quite steeply.; an existing track from Providence Hill slopes very steeply and is unlikely to provide a viable residential access.</p> <p>The site is very prominent in views of the windmill from Providence Hill and forms an attractive setting for the windmill, which is why it is included in the conservation area. The topography is undulating with steep slopes up to the Windmill, Providence Hill and Windmill Lane. Development here would be visually prominent, detracting significantly from quality of the setting of the windmill. It would also be poorly accessed and detached from the main part of Bursledon.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
Objection 2204	OM15	Misery, Windmill Lane	<p>The site lies in the countryside north of Bursledon, adjoining the M27 motorway and detached from the urban edge. It is currently used for horse grazing. It has an attractive, undulating landscape and forms part of the gap between Bursledon and Hedge End. It has no direct road access – the only access is via a narrow track from Windmill Lane. It is affected significantly by motorway noise. Development here would be isolated from the main community in Bursledon, visually intrusive in the countryside, have poor access and be subject to motorway noise.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
Eastleigh			
Objection 3162	OM16	Land at 'Pig Farm', Wide Lane	<p>This site is located in countryside to the south of Eastleigh, and close to Southampton International Airport. It is a small site, rectangular in shape and currently scrubland. To the immediate east is a mainline railway and to the immediate west the A335.</p>

			<p>The site is located in the gap separating Eastleigh and Southampton. The development of this site would erode the gap. The impact would be particularly significant if developed as a hotel as a representation has sought given the likely scale of building required to provide a viable scheme. The proximity of the road, railway and airport are likely to generate significant noise disturbance to potential users of the hotel.</p> <p>For these reasons the Council concludes that the site should not be allocated for a hotel or other development.</p> <p>No change is proposed in response to this representation.</p>
Fair Oak & Horton Heath			
<p>Objections 5175, 5176, 5195</p>	OM17	Land at Hardings Lane	<p>This site is located in countryside on the northern edge of Fair Oak and is currently in use for arable farming. To the immediate north and west of the site is woodland.</p> <p>The site was identified as a reserve housing site in the adopted Local Plan Review, following the recommendation of the Inspector at the last Local Plan Inquiry. On balance, the Inspector found that whilst the site was far from ideally located in terms of distances to local services and facilities, its landscape impact could be limited if development was of a small scale, was well designed and had an acceptable landscape scheme.</p> <p>The emerging Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. There are increasing concerns about the level of traffic congestion between Fair Oak and Eastleigh on the B3037 (Bishopstoke Road/Fair Oak Road). These are supported by the findings of the draft transport assessment for the emerging Local Plan. Opportunities to address this congestion are limited and no evidence has been submitted in the representation to suggest that development wouldn't further worsen the traffic congestion situation. There are also concerns about poor access to the site from Hardings Lane.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
<p>Objection 2210</p>	OM18	Middle Farm	<p>This open site is located in countryside to the north east of Fair Oak and to the east of Winchester Road. It is presently used for horse grazing and agriculture and retains a rural character. The site also occupies a relatively elevated position with views over Fair Oak. There is tree coverage on the site boundaries.</p> <p>The merits of this site were previously considered at the last Local Plan inquiry. The Inspector found that the site was reasonably well related to facilities and services and public transport. However he concluded that development would entail a significant intrusion into open countryside which would harm the landscape setting and attractive settlement form of this part of Fair Oak. He concluded that this harm outweighed the other benefits of the scheme.</p> <p>The landscape impact of developing this site remain the same as previously considered by the</p>

			<p>Inspector. The B3037 between Fair Oak and Eastleigh town centre also suffers from significant traffic congestion. The emerging Plan seeks to avoid areas where roads are congested and have little or no scope for improvement. Whilst the representation suggests that there are potential transport improvements that could alleviate this congestion, the deliverability of these is not certain and their potential impact on the levels of congestion on the B3037 unclear.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
Objections 4586, 5089	OM19	North of Mortimers Lane	<p>Representations have been received which seek to extend the site boundaries of proposed allocation FO1 (land at Mortimers Lane, Fair Oak) to the north and west. Land to the north would be used for additional residential development, open space, planting and protection for a badger sett. The area to the west would be used for additional residential development.</p> <p>Extending the boundary of the proposed allocation further to the west, with the northern boundary aligned with the northern side of the Glebe Court access road would include two residential properties and their gardens, along with derelict land within the site allocation. This land is well contained within the landscape and its inclusion within the proposed allocation is considered to be entirely reasonable.</p> <p>With regard to the proposed extension of the site to the north, it is considered that the resultant likely harm to the landscape character of the area would outweigh any potential community benefits from additional open space. The ground rises steeply in this location and development here is likely to have a significant visual impact. The capacity of a junction from the site onto Mortimers Lane to accommodate this additional development is also uncertain.</p> <p>For these reasons the Council concludes that the western boundary of the site should be extended, but that the extension of the northern boundary of the site is not justified.</p> <p>Proposed change: Extend western boundary of proposed allocation FO1 to include land between the existing site boundary and Glebe Court.</p>
Objections 2236, 5042	OM20	Fair Oak Lodge/Quobleigh Ponds	<p>This site is located in countryside to the immediate south of Fair Oak. The site is characterised by open spaces interspersed with development (school, church, Fair Oak Lodge, flats, former nursery etc). Quobleigh Ponds Wood SINC is located to the east of the site. A watercourse runs through the eastern most part of the site. The site is fairly well screened on its boundaries.</p> <p>The site was identified as a reserve housing site in the adopted Local Plan Review, following the recommendation of the Inspector at the last Local Plan Inquiry. The Inspector found that subject to a sensitively located and designed scheme, the landscape impact of development could be acceptable if additional sites were needed.</p> <p>Whilst there are no significant landscape concerns about the development of this site, it is located in</p>

			<p>proximity to a sensitive wildlife habitat and has significant tree coverage. It is also part of a historic park and garden. The site is not ideally located in terms of accessibility to local services and facilities.</p> <p>A residential development of approximately 230 dwellings is proposed within the site. This would potentially require the relocation of a number of existing users to alternative locations within the site or elsewhere.</p> <p>The emerging Local Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. The B3037 (Bishopstoke Road/Fair Oak Road) linking Fair Oak and Eastleigh suffers from significant traffic congestion at peak times. The respondent has included a traffic impact study which seeks to suggest that the additional traffic generated from this development would have a minimal impact on the congestion of this road, with traffic more likely to head north or south. There are reservations about the assumptions/methodology used in this study. Even if accurate, it demonstrates additional traffic adding to the congestion of the B3037 with no proposed mitigation measures.</p> <p>Taking into account the availability and suitability of other more preferable sites, it is concluded that the site should not be allocated for residential or other development. No change is proposed in response to this representation</p>
Objection 5054	OM21	St Andrews, Botley Rd	<p>This site is located between Fair Oak and Horton Heath, on the eastern side of Botley Road. It comprises of a detached dwelling and its curtilage. The site lies in the gap between Fair Oak and Horton Heath which at this point is particularly narrow and sensitive to further change. It would not make a significant contribution towards housing land supply and is not particularly well related to services and facilities. For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation</p>
Objection 192	OM22	Hammerley Farm	<p>This site is located to the north of Horton Heath and comprises a mixture of employment uses, redundant farm buildings and undeveloped countryside. The condition of the existing buildings within the site is generally poor. The site's boundaries are generally well defined by mature soft landscaping including hedgerows.</p> <p>The undeveloped parts of the site are in the countryside and form part of a narrow defined gap between Horton Heath and Fair Oak. At the last Local Plan Inquiry this site formed part of a larger site promoted for residential development. He dismissed the merits of that proposal due to the unacceptable impact on the gap and due to traffic generation concerns.</p> <p>A representation has been received seeking mixed use development. A variety of options are suggested, all containing a residential element but with options including retention of some of the existing employment uses, new allotments and open space.</p>

			<p>Even though a smaller site is being considered than that considered by the previous Local Plan Inspector, it is still considered that the development of those currently undeveloped areas within the site would unacceptable erode the gap between Horton Heath and Fair Oak.</p> <p>With regard to the developed areas of the site, these are generally in use for employment development. Rather than see this employment use lost, it is considered this area could be revitalised and extended. This could provide additional small scale employment for the local area and provide a more positive contribution to the character and appearance of the area.</p> <p>For these reasons the Council concludes that the undeveloped parts of the site should remain undeveloped, but that the remainder of the site should be allocated for regeneration/redevelopment for employment purposes. Proposed change: Allocate part of the site for employment development (see new policy FO4, Chapter 6 section 6.7).</p>
Objection 5109	OM23	Fir Tree Farm	<p>This site is located on the north-western edge of Horton Heath, on the northern side of Fir Tree Lane. There is mature tree coverage along the western boundary and southern part of the site. To the north is a field which appears to be in use for arable farming.</p> <p>The site forms part of the narrow gap separating Horton Heath from Fair Oak. The development of this site would narrow this gap yet further and would be likely to have a detrimental impact on the character of the area. The proposed access for the site would be from Fir Tree Lane which, in combination with proposed residential development, would lead to the loss of significant tree coverage which presently defines part of the western boundary of the built up area of Horton Heath. Although the suggested improvements and additions to open space provision within Horton Heath and Fair Oak are a potential community benefit, these do not outweigh the harm to the wider landscape character and gap that would result from the development of this site.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation</p>
Hedge End			
Objections 3364, 5064	OM24	Land off Woodhouse Lane	<p>The site is located on the north eastern side of Hedge End. Adjacent to the east is Botleigh Grange Office Park and the site has a frontage to Woodhouse Lane. The site currently accommodates three residential properties on large plots. To the north, the site is bounded by a stream which lies in fairly extensive tree cover and is a Site of Importance for Nature Conservation.</p> <p>Given the disconnection of this site to other residential areas, it would be difficult to envisage an intensification of residential development on this site. However, the site is well related to the Botleigh Grange office campus and relatively well contained within the wider landscape. Taking into account the need to identify additional employment land, it is considered that this site is suitable for potential</p>

			<p>employment uses.</p> <p>For these reasons the Council concludes that the site should be allocated for employment development.</p> <p>Proposed change: Allocate site for employment development (see new policy HE4, chapter 6, section 6.9).</p>
Objection 4789	OM25	Home Farm, St Johns Road	<p>This site lies to the south west of Hedge End, north-west of St. Johns Road. The land is divided by field boundaries. There is a strong boundary to the north created by a block of woodland. The site is currently predominantly used for agriculture although there is also a gospel hall and commercial businesses on the south-eastern part of the site.</p> <p>The site forms part of the gap between Hedge End and Southampton which is quite narrow at this point. The development of this site would erode the gap further, albeit that it is acknowledged that there is a proposed allocation (HE3 – south of Foord Road) in close proximity of this site which will have a similar impact. The site is likely to be affected by noise and disturbance from users of the M27. More problematic is the potential difficulty of effectively integrating the site into Hedge End due to the existing woodland on the northern boundary.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation</p>
Objections 4962, 5210	OM26	Land south of HE3 allocation (land south of Foord Road and west of Dodwell Lane)	<p>This site lies to the south west of Hedge End, west of Dodwell Lane. There is a strong boundary to the west created by a block of woodland. Significant tree coverage also defines the other boundaries of the site. The site currently appears to be dis-used but there is some evidence of tipping. Ground conditions, including drainage issues, within the site could be problematic to address.</p> <p>The site is within the gap separating Hedge End from Bursledon and Southampton which would be eroded if developed further. The site is subject to considerable noise disturbance from the M27.</p> <p>There have been some discussions about a potential road through this site to link Dodwell Lane and St Johns Road and the allocation of this site for some development could contribute towards this provision, if required. However there are concerns about the deliverability/viability and physical impact of this road link.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation</p>
Objection 5210	OM27	Land north of Peewit Hill	<p>The site lies to the south of Hedge End, to the north of Peewit Hill Close. Its landscape is gently undulating and it is generally well screened by trees and mature planting although there are views into the site from the south. There is a mobile phone mast to the south of the site.</p>

			<p>The site forms part of the gap separating Hedge End, Bursledon and Southampton. The site is more prominent than other 'omission' sites to the north of the site and its development would represent a particularly significant erosion of the gap.</p> <p>The site also has an especially difficult relationship to the M27, due in part to the elevation of the motorway in this location. As a consequence the site is particularly noisy. As noted in relation to the consideration of OM21, there have been some discussions about a potential road link between Dodwell Lane and St Johns Road which would utilise this site. However there are concerns about the deliverability/viability & physical impact of this road link.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation</p>
Hound			
Objections 4983, 5016, 5162, 5163	OM28	West of Hamble Lane	<p>The site is located to the west of Bursledon and the Windhover roundabout, stretching almost to the edge of Southampton to the west. It is a flat, level site that is defined by Hamble Lane on its eastern boundary, Bursledon Road to the north and Portsmouth Road and existing residential development to the south. To the west is open countryside including field boundaries. The site is currently used for a mixture of car boot sale, informal park and ride and agriculture. Part of the site is understood to contain minerals and there is an indication that there may be contaminated land within the site.</p> <p>The site forms part of the gap separating Bursledon and Southampton. The development of this site would erode this gap.</p> <p>The merits of a smaller part of this site were considered at the last Local Plan Inquiry. The Inspector concluded that the site should be assessed as a potential reserve housing site. When assessed against the other potential sites, the Council concluded that there were other sites within the borough that would be more suitable as reserve housing sites at that time.</p> <p>Various representations have been received seeking the development of all or part of this site for a residential led development. The emerging Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. Hamble Lane suffers from significant traffic congestion at peak times and, within the vicinity of the site, has been designated an Air Quality Management Area due to its poor air quality. Whilst one respondent has suggested a bypass of the Portsmouth Road/ Hamble Lane junction could be provided within the site which would help to mitigate the impact of the additional traffic, no transport or viability assessment has been submitted to support these claims. In the absence of such evidence it is considered that the development of this site would be likely to worsen existing severe traffic congestion and related air quality problems.</p> <p>It is considered that the development of this site would be prominent in the wider landscape and would</p>

			<p>be highly visible from adjoining roads. As referred to above, it would narrow yet further the gap between Bursledon and Southampton, with the potential threat to Bursledon's separate identity.</p> <p>Whilst in terms of distance the site is reasonable accessible to local services and facilities and close to public transport, Hamble Lane does sever this area from the rest of Bursledon.</p> <p>The Council has considered the potential allocation of land including this area as an option for one of its major urban extensions and concluded that because of its impact on the gap between Bursledon and Hedge End it should not be selected as a preferred option (see Sustainability Appraisal Report , SA of Option 5).</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>
Objection 4830	OM29	Berry Farm	<p>This site is located in the countryside to the south of the urban edge of Bursledon, west of Hamble Lane and immediately south of the open space and residential properties at Cunningham Gardens. The site is open and well screened on the boundaries by trees and hedges. There is a particularly strong boundary to the west created by a block of woodland including a SINC. A public footpath runs through this woodland along the site's western boundary. The site is currently used as a small holding, and for caravan storage. The objector proposes residential development of approximately 140 dwellings on this site.</p> <p>The site is within the proposed gap between Bursledon, Hamble and Netley. Development in this location would lead to the erosion of this gap. It is acknowledged that the landscape quality of the site is not particular high.</p> <p>The site adjoins the urban edge of Bursledon and would appear to be capable of being integrated into the urban area to the north. However, Hamble Lane severs the site from the facilities and services within the rest of Bursledon which are otherwise relatively near to the site.</p> <p>The emerging Local Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. Hamble Lane suffers from significant traffic congestion at peak times and has in parts been designated an Air Quality Management Area due to its poor air quality. Whilst potential improvements to Windhover roundabout have been identified, the likely impact on the levels of congestion on Hamble Lane is unclear. No evidence has been submitted to demonstrate the impact on congestion of the additional traffic generated from this development, although the objector maintains that the effects would be minimal.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>

Objection 4888	OM30	South of Mallards Road	<p>This site is located to the immediate south of Bursledon, east of Hamble Lane and south of Mallards Road. It is currently in use as grazing land. To the east of the site is Pylands Wood SINC and the Old Bursledon Conservation Area.</p> <p>The site forms part of the gap separating Bursledon, Hamble and Netley Abbey. The development of this site would erode this gap.</p> <p>The site is relatively self-contained, with the ground levels and vegetation reducing the potential visual impact of development. Local services are within a reasonable distance from the site, but are not ideal in terms of potential routes e.g. schools. It is reasonably served by public transport and acceptable highway access from the site to Hamble Lane is considered feasible, albeit with the recognised highway capacity issues suffered on Hamble Lane itself.</p> <p>Such conclusions mirror those of the planning inspector at the last Local Plan Inquiry where he concluded that the site merited further consideration as a potential reserve housing site. At the time, the Council considered that there were better sites available to meet this requirement.</p> <p>The emerging Local Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. Hamble Lane suffers from significant traffic congestion at peak times and has in parts been designated an Air Quality Management Area due to its poor air quality. Whilst potential improvements to Windhover roundabout have been identified, the potential impact on the levels of congestion on Hamble Lane are unclear. Whilst the respondent, in their representation, suggests that the traffic impact of residential development on this site would be acceptable, no evidence in support of this assertion has been submitted.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation</p>
Objection 4654	OM31	Woolston Rd, Butlocks Heath	<p>The site lies in the countryside north of Netley. It is an open undulating field currently used for grazing, bounded by Woolston Road and the urban edge of Netley to the south, Grange Road and woodland to the west, open countryside with scattered development to the north and allotments and woodland to the east.</p> <p>The site also lies in the gap between Netley and Southampton, which at this point is quite narrow. Its development would narrow this gap yet further. It is highly visible in the landscape and development would be visually very prominent. It is a large area that would accommodate quite a significant amount of development, and there are concerns that the local road network may not be adequate to accommodate the resulting traffic.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other</p>

			development. No change is proposed in response to this representation
Objections 4664, 5041, 5068	OM32	Grange Road	<p>The site lies in the countryside on the north-western edge of Netley Abbey, and is used for horse grazing. It is surrounded on three sides by the Netley Abbey Conservation Area (which includes the Mill House public house to the north east), and adjoins areas of national and local importance for nature conservation (SSSI, SINCR and Local Nature Reserve). It lies within the gap between Netley Abbey and Southampton which at this point is narrow. The site may include mineral deposits.</p> <p>Development of this site would be visible from Grange Road, and would also impact on the conservation area and nature conservation interests. It is recognised that development could contribute to the restoration of the Abbey fish pond, but this is not considered to outweigh concerns about potential adverse impacts on the countryside, the gap, the conservation area and nature conservation interests.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
Objection 4536	OM33	Hound Rd	<p>The site lies comprises an area of woodland on the south-eastern edge of Netley Abbey. To the north-east there is a small industrial estate at The Sidings. Access is via Hound Lane, a narrow lane subject to on-street parking.</p> <p>The woodland is included within a locally significant Site of Importance for Nature Conservation. It lies within an area of countryside forming the gap between Netley and Hamble. The site has been used for tipping waste material in the past, and may be contaminated.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to this representation.</p>
West End			
	OM34	Allington Lane	See below – response to Policy S3
Objection 4511	OM35	Moorgreen Rd/Burnetts Lane	<p>The site lies within countryside, immediately east of ribbon development that runs along the north of Moorgreen Road which is defined as being within the urban edge. The character of the surrounding area is rural and the site contains mature tree planting throughout. The site was considered and rejected for inclusion within the urban edge at the Local Plan Review Inquiry.</p> <p>Whilst development in this location could form part of road improvements to Burnetts Lane, the site is poorly related to the settlement and densely covered by trees. Although there is a ribbon of frontage development that runs along Moorgreen Road, any further development could be seen to urbanise the predominantly rural character of the area.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p>

			No change is proposed in response to this representation.
Objections 4918 5040, 5046, 5082, 5094	OM36	North of West End	<p>This site is located in countryside to the north of West End, physically separated from the settlement by the M27. The area is characterised by its gently undulating countryside which is predominantly used for pasture and grazing. There is a well defined hedgerow structure within the area.</p> <p>The site is enclosed on its boundaries by existing roads. Quob Lane divides the site in half, running north to south, and provides the most direct route from the site into West End village centre.</p> <p>A large residential development is proposed in this location. Whilst the site is largely unconstrained, it is physically separated from West End by the M27 which also represents a significant source of noise pollution. It would therefore be very difficult to integrate this area into West End with its facilities and services.</p> <p>It is recognised that the site could be potentially large enough to support itself to a limited extent and create its own sense of identity with its own services and facilities. However it would be physically isolated.</p> <p>It is an area of the borough which does not have good transport links and has particularly poor quality public transport at present. Whilst an alignment for a potential new link road between Allington Lane and Tollbar Way has been indicated on map, no accompanying evidence has been submitted with regards to the deliverability or potential benefits that such a road could bring.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to these representations.</p>
Objections 5083, 5084, 5085	OM37	Dog Kennel Farm	<p>The site lies to the south east of West End and consists of disused farm buildings and a wooded area. Whilst there is a residential area to the north of the site, the eastern side of Telegraph Road is predominantly undeveloped. Telegraph Woods SINC is to the south of the site, and to the east is the Ageas Bowl Cricket Ground, including the land off Marshal Drive allocated for commercial use. The site is within the presently defined gap separating West End from Hedge End.</p> <p>The site is heavily constrained by its topography and significant tree coverage. Highway access is also constrained.</p> <p>The Council concludes that while there may be some potential for a very limited amount of development on this site, it does not warrant an allocation or a change to the urban edge.</p> <p>No change is proposed in response to these representations.</p>
Objection 4660	OM38	Dumbleton Copse	<p>The site comprises an area of woodland included in the Dumbleton's Copse Site of Importance for Nature Conservation (SINC) and covered by a Tree Preservation Order, along with a small area of residential development (Pinewood Park and Dumbleton Close). The woodland is largely unmanaged and deteriorating. The proposal is to construct a small number of dwellings adjoining the existing</p>

			<p>residential development in order to fund long-term management of the woodland including public access, potentially with footpath links to Netley Common to the south.</p> <p>The proposal would involve loss of some small areas of woodland. However, it is considered likely to bring biodiversity benefits in terms of management of the woodland, and community benefits in terms of improved public access. For these reasons, the Council concludes that land at Dumbleton Copse adjoining Pinewood Park and Dumbleton Close should be identified for a small number of dwellings provided this secures long term management of the SINC woodland and improvements to public access.</p> <p>Proposed change: Allocate land at Dumbleton Copse for 6 dwellings subject to condition requiring long term management of the Dumbleton's Copse SINC to enhance its biodiversity, and improved public access including a link to Netley Common.</p>
Objection 4065	OM39	Pinewood Lodge	<p>The site lies within the countryside in the gap separating Southampton and Hedge End. The site fronts onto Kanes Hill and lies to the south east of Pinewood Park and Dumbleton Close. The surrounding area is largely green open space comprising Dumbleton Copse (a private woodland) and Netley Common. The site is largely blanketed in trees, aside for a large residential building located to the south east corner of the site, and is covered by a Tree Preservation Order.</p> <p>The site's significant tree coverage, limited size and location with the countryside constrain development in this location. There appears to be very little community benefit that could arise from this development.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change is proposed in response to this representation.</p>

Policy S3 Allington Lane representations

Rep no	Representations	Response
<p>Objections: 101, 179, 294, 334, 365, 508, 626, 1465, 2183, 2357, 2391, 2404, 2405, 2417, 2425, 2485, 2544, 2570, 2571, 2572, 2574, 2577, 2604, 2877, 2878,2879, 3244, 3368,3395, 3433, 3434, 3441, 3447, 3463, 3528, 3553, 3556, 3569, 3586, 3639, 3654, 3655, 3706, 3718, 3725, 3727, 3808, 3848, 3896, 3917, 3932, 3954, 3992, 4008, 4037, 4048, 4070, 4091, 4098, 4164, 4191, 4226, 4275, 4323, 4402, 4446, 4473, 4487, 4515, 4566, 4573, 4574, 4575, 4579, 4589, 4590, 4591, 4600, 4605, 4607, 4611, 4612, 4615, 4616, 4618, 4619, 4620, 4622, 4623, 4625, 4626, 4627, 4628, 4629, 4630, 4631, 4642, 4643, 4648, 4649, 4651, 4657, 4662, 4663, 4666, 4668, 4670, 4671, 4672, 4673, 4676, 4677, 4678, 4679, 4682, 4686, 4712, 4715, 4718, 4723, 4726, 4727, 4728, 4735, 4736, 4737, 4744, 4748, 4776, 4777, 4780, 4781, 4782, 4786, 4797, 4809, 4813, 4814, 4834, 4839, 4846, 4860, 4872, 4880, 4889, 4890, 4891, 4892, 4893, 4894, 4895, 4896, 4897, 4898, 4899, 4900, 4901, 4902, 4904, 4905, 4906, 4907, 4911, 4912, 4914, 4915, 4916, 4917, 4918, 4924, 4927, 4928, 4932, 4937, 4938, 4943, 4944, 4948, 4950, 4951, 4952, 4955, 4961, 4964, 4965, 4966,</p>	<ul style="list-style-type: none"> - The evidence base underpinning the draft Local Plan suggests that this site should be identified in preference to sites at Boorley Green/Botley/Hedge End. It would also better meet the Council's vision and objectives as set out in the draft Plan. - It represents a long term, sustainable development option which could accommodate future housing needs beyond the plan period. - This site will be developed at some point in the future. Better to do so now, avoiding developing on the other allocated sites so as to avoid the worst of all worlds. - The difficulties in funding the Chickenhall Lane Link Road may be overcome from central government funding. - The delivery of the Chickenhall Lane Link Road would be a significant long term benefit in terms of addressing traffic congestion and air quality in and around Eastleigh town and improving east-west movement across the borough. - Development could help to resolve existing access issues at Chalcroft Distribution Park - The site is closer to existing job opportunities at Eastleigh and Southampton. The development would also create local job opportunities - It is close to existing facilities and infrastructure at Eastleigh and would help to regenerate Eastleigh town centre and Eastleigh River Side. - It's close to Itchen Valley Country Park which is an excellent recreational green space - Would not directly impact on existing communities - Would provide a new secondary school 	<p>The site lies in the countryside to the east of the Itchen Valley Country Park. To the north lie Bishopstoke and Fair Oak, and to the east lies Horton Heath. The site straddles the Eastleigh-Fareham railway. The main access route is Allington Lane, a relatively narrow country lane which links Fair Oak road in the north with the A27 through West End to the south. The site includes scattered built development accessed from Allington Lane, including industrial and residential uses, and the Chalcroft Business Park, a former naval victualling depot on the railway, now used primarily for storage and distribution.</p> <p>The landscape is slightly undulating, with treed hedgerows and small copses. Much of it is used for grazing, and agricultural land quality is generally low. There are a few locally important areas of nature conservation interest within the site identified as sites of importance for nature conservation (mainly areas of woodland). There is minor flood risk associated with a stream through the area. There are no major heritage constraints.</p> <p>The site has in the past been the subject of extensive studies and proposals for development. It was identified as a potential major development area (MDA) in a former Hampshire County structure plan. However, it relies entirely on achieving new access routes. Allington Lane is not adequate to serve new development of any scale. Both of the roads it links to are congested at peak hours, and the lane itself is narrow and lacks footways.</p> <p>Previous proposals sought to provide a new access to the site from Eastleigh via a new road across the Itchen Valley linked to the proposed Chickenhall Lane link road. The idea was that the development at Allington Lane could contribute to the costs of constructing the link road, and thereby help to achieve the objectives of regenerating Eastleigh River Side and Eastleigh town centre. The proposal envisaged strong public transport links between the Allington Lane development and Eastleigh.</p> <p>This is no longer considered practicable because:</p> <ul style="list-style-type: none"> (a) The estimated cost of constructing the Chickenhall Lane link road is extremely high and it is unlikely to be economically viable to build it, at least during this local plan period; and (b) The Itchen Valley is environmentally sensitive, including national and European nature conservation designations and an attractive and locally

<p>4969, 4970, 4971, 4973, 4974, 4977, 4982, 5002, 5003, 5004, 5005, 5007, 5008, 5009, 5010, 5014, 5026, 5058, 5074, 5079, 5086, 5088, 5090, 5093, 5094, 5095, 5096, 5097, 5098, 5099, 5105, 5106, 5107, 5122, 5123, 5126, 5131, 5132, 5135, 5136, 5137, 5140, 5142, 5146, 5147, 5148, 5149, 5150, 5152, 5153, 5166, 5167, 5168, 5170, 5173, 5174, 5177, 5178, 5179, 5180, 5187, 5200, 5201</p>	<ul style="list-style-type: none"> - Close to public transport links at Eastleigh, with potential for new rail links into Southampton from Hedge End. This would help to reduce car usage. - Potential for a new motorway junction (Jct 6) on M27 which could also enable better access to the Rose Bowl - Land lost is of poor quality in agricultural and landscape terms - Site was previously considered feasible to be developed and promoted in previous plans. Previous environmental concerns regarding a new road crossing the Itchen Valley now appear capable of being resolved. There is a significant amount of background work that has been undertaken. <p>Bovis additional points</p> <ul style="list-style-type: none"> - Bovis studies of link from Allington Lane to Chickenhall Lane show that it is feasible. 	<p>valued landscape. Building a new road across it would therefore present challenges, although the previous work suggested that it might be possible to overcome most of these.</p> <p>Alternatives suggested by the objectors include a road south to a new Junction 6 on the M27 motorway. The Highways Agency would be strongly opposed to any such scheme as there would be safety issues arising from the close proximity of Junctions 5 and 7. Such a scheme would also increase reliance on the private car, as unlike the cross-valley route, it would not offer the benefits of a public transport route directly to the bus, rail and airport interchanges in Eastleigh. It is also not a cheap option.</p> <p>Without certainty about the provision of a new access to this area, the Council cannot rely on it for the purposes of a development strategy for the borough over the plan period.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development. No change is proposed in response to these representations.</p>
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Proposed responses – Chapter 7, Parish by parish

Reps nos.	Policy/para	Representations	Proposed response
7.1 Allbrook			
<p>Object: 3180, 4645, 4707, 4709, 4767, 4768, 4847, 4850, 4881, 4882, 4942, 4972, 5017, 5025, 5155</p>	<p>AL1</p>	<p>Countryside, landscape and biodiversity</p> <ul style="list-style-type: none"> · Proposed development would: <ul style="list-style-type: none"> - Harm the (semi-rural) character of the area and potentially set the precedent for further inappropriate greenfield development in the area - Harm wildlife habitats both within and adjoining the site - Potentially harm the existing trees within the site · Doubt that proposed planting scheme would be implemented <p>Highways</p> <ul style="list-style-type: none"> · Development of this site will lead to an unacceptable increase in traffic using Boyatt Lane which is not suitable to accommodate additional traffic. 	<p>Not accepted. It is acknowledged that the development will change the character of the local landscape – some change has to be accepted with the allocation of green field sites. The policy proposes landscape mitigation. The site does not include areas designated for nature conservation value, but normal development management policies require ecological surveys and measures to deal with protected species. Small scale development will not have a significant impact on local transport infrastructure or congestion. Number of dwellings is approximate and will be confirmed through</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Concern about the increase traffic congestion in the local road network. Other · Density – the number of dwellings is too high for the site · Alternative sites – site should not be developed until brownfield sites are used. There are also better greenfield sites to develop including Boyatt Farm and the allotments on Boyatt Lane · Residential amenities – concern about loss of privacy and increased overlooking to adjoining properties. Some concern raised about impact of potential social housing on the area. · Loss of agricultural land – concern about loss of agricultural land and consequential impact on viability of wider farm enterprise · Consultation - insufficient time given · Planning history – site deemed unsuitable for development in the past · Ground conditions – poor ground conditions within the site and existing subsidence issues affecting neighbouring properties. · House prices – concern that proposed development would have a detrimental effect on house prices 	<p>detailed design work. The policy requires landscape planting on the southern boundary of the site to mitigate impact on adjoining properties. The green field site requirement already takes into account potential for development within the urban edge. Some loss of agricultural land is inevitable with green field allocations. Ground conditions will be investigated as part of detailed design proposals. Impact on house prices is not a material planning consideration.</p> <p>No change</p>
Object: 5547		Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that development should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 2147, 4886	AL1	Support from site agent and landowner for development of the site, but both consider it could take more than 25 dwellings (suggest 28-30).	Noted.
Object: 3071, 3180, 4199, 4287, 4698, 4702, 4703, 4705, 4714, 4769, 4792, 4795, 4827, 4828, 4831, 4832, 4833, 4840, 4866, 4868, 4881, 4882, 4886, 4903, 4931, 4975, 4981, 4990, 4998, 5001, 5015, 5020, 5022,	AL2	<p>Countryside, landscape and biodiversity</p> <ul style="list-style-type: none"> · Loss of green fields which are of amenity value to the local community · The prominence of site within the wider landscape and impact on views into and out of the Itchen Valley. The visual intrusion cannot be adequately screened and there would be consequential harm to the rural character of the area. 	Not accepted. The allocation of a greenfield site for development will inevitably lead to a change in the landscape character of the area and some loss of amenity to the local community. Whilst it is acknowledged that the site is visible in the wider landscape, it is close to the existing built up area and the

Reps nos.	Policy/para	Representations	Proposed response
5024, 5029, 5030, 5191		<ul style="list-style-type: none"> • If the allocation remains, the policy needs an additional condition limiting the height of any buildings or structures to no greater than 7 metres. • Harm to wildlife habitats and habitats for many native and protected species <p>Highways</p> <ul style="list-style-type: none"> • Concern about impact of increase traffic generation on a local road network which is already congested and likely to get busier with proposed housing at the builders merchant site in Allbrook. • Proposed access to the site involves using the roundabout at the bottom of Allbrook Way. This is unacceptable as it is already one of the most congested entry/exit points into and out of Eastleigh • There is already a lack of parking in the area which this development would worsen. <p>Alternative sites</p> <ul style="list-style-type: none"> • Site should not be developed as there are other alternative sites including: <ul style="list-style-type: none"> - vacant/underused brownfield industrial sites (demonstrating lack of demand for such development); - land to the west of the proposed site, at Boyatt Lane, which is closer to the motorway (although it would need a new access) and would have less impact on local residents. • Question extent and height of proposed development <p>Other</p> <ul style="list-style-type: none"> • Need – respondents have suggested that there is a lack of evidence to suggest that this site is actually required to meet local needs • Clarity of wording - what is meant by 'small scale employment development'? • Footpath – development would harm the amenity value of the public footpath. • Residential amenities – concern about impact of increased noise, disturbance, overlooking and noise on residential amenities of adjoining occupiers. Also suggested that the site currently acts as a buffer from motorway noise. • Drainage - there are issues with drainage, in particular at 	<p>impact could be mitigated in part by a landscape buffer on the eastern boundary of the site.</p> <p>It is not considered necessary to specify the maximum height of buildings within the site in planning policy. The scale and height of structures within the site should be informed by detailed site analysis when working up a development proposal for the site.</p> <p>There is a site of importance for nature conservation (SINC) to the west of the site and any development proposal for this site would need to ensure that there is no overall adverse impact on these nature conservation interests. The consultation draft of the Local Plan inadvertently includes a small area of land designated as a SINC within the area proposed to be allocated for development. Proposed change: boundary of the site to be amended to exclude the SINC.</p> <p>The site itself is not within an area specifically designated for providing a habitat for fauna or flora. Any planning application will need to demonstrate that an assessment of the habitat value of the site has been undertaken and that the development proposals respond accordingly.</p> <p>Highways – Knowle Hill is considered to be capable in principle of accommodating the additional traffic associated with development on this site. The capacity of the local road network has been broadly assessed within the strategic road transport modelling which has not shown there to be any overriding highway capacity issue in this area. Any development scheme would need</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>junction with Woodside Avenue, which would be worsened by development.</p> <ul style="list-style-type: none"> • Legal covenants – there is a clause in local property deeds which state that no industrial or commercial properties can be operated in the area. • Property values – the proposed development would have a detrimental impact on property values • Consultation – why weren't residents directly affected by the proposals written to? 	<p>to be accompanied by a traffic assessment and should provide sufficient car parking to meet the needs arising.</p> <p>The need for new employment allocations is supported by the findings of the Employment Land Review.</p> <p>The impact on the amenity of the existing users of the footpath is recognised but has to be balanced against the need to provide for employment development. A public right of way should be retained through the site.</p> <p>It is acknowledged that it is likely that there will be an impact on the amenities of nearby residential occupiers as a result of the proposed allocations. However, taking into account the size of the site and the distance to residential properties, it is considered likely that this impact can be adequately mitigated by careful siting, design, and landscaping and control of uses within the development.</p> <p>Matters relating to drainage associated with the development are considered to be capable of being addressed through the detailed consideration of development proposals.</p> <p>Matters relating to legal covenants and the impact on property values are not material planning considerations.</p> <p>Matters relating to the consultation process undertaken are set out in response to representations on paragraph 1.9 of the draft local plan.</p>

Reps nos.	Policy/para	Representations	Proposed response
			No further changes are proposed in response to these representations.
Support: 701(agent acting on behalf of the site owner)	AL2	<ul style="list-style-type: none"> · Support the principle of development, but object to some of the details of the policy: <ul style="list-style-type: none"> - Site should include some residential at south-western boundary to create better relationship with existing residential area and development proposed at the Build Centre – indicative masterplan shows 18 dwellings. - Site can also deliver small scale employment uses as required by the draft policy, distributing these so that B1(b) and (c) uses screen residential development from B2 uses. Site could deliver around 227 jobs. - Site can provide 10m landscape buffer to the east and respect adjoining SINC to the west. 	<p>Support noted. The site is not considered to be suitable for providing a mixed use scheme to include residential development in the south-western corner.</p> <p>No changes are proposed in response to these representations.</p> <p>Proposed change: boundary of the site to be amended to exclude the part of the SINC. Included in error.</p>
Object: 804	AL3	Amend reference to traffic “calming” to traffic “management” at Allbrook Hill as options for calming measures are very restricted.	<p>Accept. However, all minor transport improvements are now to be included in an infrastructure delivery plan to be prepared.</p> <p>Proposed change: Policy AL3 deleted, and the proposal included in an infrastructure delivery plan.</p>
Support: 3180, 5017	AL3	Support and welcome traffic calming measures on Allbrook Hill as traffic issues have been a constant issue for residents of Allbrook and North Boyatt.	<p>Noted.</p> <p>Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council’s infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.1.12)</p>
7.2 Bishopstoke			
Object: 3424, 3939, 4537, 4544, 4661, 4835, 4841, 4854, 4893, 4960, 4988, 5000, 5023, 5028, 5062, 5186, 5199, 5204	Bi1	<ul style="list-style-type: none"> · Development of land north of Breach Lane will unacceptably impact on rural character · Loss of trees · Flooding issues · Site affected by aircraft noise · Potential contaminated land · Traffic congestion – policy should require improvements to 	<p>Not accepted.</p> <p>The allocation of a greenfield site for development will inevitably lead to a change in the landscape character of the area and some loss of amenity to the local community. The proposed development would be in</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>Church Road and junction of Riverside Road and Fair Oak Road</p> <ul style="list-style-type: none"> • Parking difficulties • Lack of public transport • Overdevelopment of site • Development potential of land north of Breach Lane is underestimated – could take up to 60 units • Site should be developed only for older people • Inadequate local facilities and services • Site should provide a shop for local residents • Policy should be more specific about uses for each part of the site and about related developer obligations • Object to inclusion of allotments in Breach Lane area, requirement for public access to woodland and required connection to Itchen Way. • Water supply and sewerage infrastructure crosses the site 	<p>accordance with the existing development brief which looks to protect and retain important trees within the site, increase planting where necessary and achieve access to the woodland and connect to the Itchen Navigation.</p> <p>The site is not considered to be subject to an overriding flood risk, contaminated land issues or noise disturbance from aircraft which cannot be addressed in the detailed working up of a development scheme for the site. Development management policies require the provision of adequate drainage, and that development should address issues of flooding, land contamination and noise pollution.</p> <p>The detail of design and layout will be dealt with through the planning application process including impact on character of area.</p> <p>Any development scheme would need to be accompanied by a traffic assessment which will need to assess the highway impact of development. No evidence has been submitted to suggest that there is an in principle objection to developing this site on highway grounds.</p> <p>The scale of development proposed for this site is considered to be appropriate given the constraints and opportunities available. It is not considered reasonable or in the interests of providing mixed and balanced communities to allocate the whole site only for older people. The policy does specifically require that an element of the scheme is designed for the needs of elderly people.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>There has been no evidence to support new retail provision in this location which could compete with and undermine the vitality and viability of existing local centres. The site is considered to be reasonably well related to the existing local shopping area at Riverside in Bishopstoke.</p> <p>The requirement to use the eastern part of the paddock north of Breach Lane for allotments was informed by local needs, and an intention to minimise the impact of built development by limiting it to the western (lower) part of the site. The portion of the paddock nearest to Church Road is on higher ground and visible in long views across the Itchen valley, which is an area of some sensitivity. Built development on the higher eastern part of the site is likely to be visually intrusive.</p> <p>No change.</p>
Object: 2175	Bi1	Sewerage infrastructure is inadequate	<p>Accept.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments.</p>
Object: 5547	Bi1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	<p>The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.</p> <p>No change.</p>
Support: 804, 3939, 4613, 5062, 5186	Bi1	Support.	Noted.
Object: 2147, 2611, 3765, 3939, 4537, 4544, 4567, 4583,	Bi2	<p>Countryside and open space:</p> <ul style="list-style-type: none"> Impact on rural character and loss of green fields and gap 	Not accepted. The allocation of a greenfield site for development will inevitably lead to a

Reps nos.	Policy/para	Representations	Proposed response
4608, 4613, 4617, 4621, 4650, 4688, 4699, 4731, 4747, 4752, 4760, 4766, 4807, 4808, 4824, 4825, 4829, 4841, 4843, 4845, 4854, 4893, 4930, 4953, 4957, 4959, 5000, 5006, 5027, 5028, 5032, 5045, 5047, 5055, 5056, 5157		<ul style="list-style-type: none"> · Loss of calm/ tranquillity · Damage to woodland and wildlife at Stoke Park Woods · Loss of trees · Loss of arable land · Precedent for further development in this area <p>Design/ density/ local character</p> <ul style="list-style-type: none"> · Number of units should be increased to 50-60 dwellings · Plot too small for number of dwellings proposed – number of units should be reduced · Out of keeping with built form of Bishopstoke · Impact on conservation area · Proximity of dwellings to cemetery · Development at Longmead Arms will supply local housing needs · Loss of privacy for dwellings opposite site <p>Transport</p> <ul style="list-style-type: none"> · Substandard vehicular access; dangerous bend in road · Traffic impacts – lack of local facilities/ employment/ public transport means people will have to use cars – plan fails to demonstrate how this could be mitigated · Local traffic congestion, compounded by development proposed at The Mount site · Concern about traffic on Stoke Common Road and Edward Avenue · Previous applications refused on highway grounds · Increased traffic · No bus service or other public transport <p>Community infrastructure</p> <ul style="list-style-type: none"> · Power supplies inadequate · No need for extension to cemetery · Need for risk assessment and ground data to ensure new graves are not below water table · Area not suitable for affordable housing · Would welcome extension to cemetery and new allotments without the development · Pressure on local facilities; local schools are at capacity · No local shops <p>Other</p>	<p>change in the landscape character of the area and some loss of amenity to the local community. It is also acknowledged that the development of this site would lead to the loss of some agricultural land. It is not accepted that the allocation of this site would set a precedent for further development in this area. The area identified for residential development is well defined by mature tree coverage. Any further residential development proposals in this area would be likely to involve a significant intrusion into the open countryside and impact on the tranquillity of the cemetery.</p> <p>There is a site of importance for nature conservation (SINC) to the south east of the site and any development proposal for this site would need to ensure that there is no overall adverse impact on these nature conservation interests. The site itself is not within an area specifically designated for providing a habitat for fauna or flora. Any planning application will need to demonstrate that an assessment of the habitat value of the site has been undertaken and that the development proposals respond accordingly.</p> <p>The detail of design and layout will be dealt with through the planning application process including impact on character of area including the neighbouring uses such as the cemetery, existing housing and public footpath. At this time, it is considered that 40 dwellings is an appropriate amount of housing to provide for within the site.</p> <p>Any development scheme would need to be accompanied by a traffic assessment which will need to assess highway safety and</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Few employment options · Devaluation of property · Poor publicity for plan 	<p>alternative transport modes.</p> <p>Work with Bishopstoke Parish Council has identified a need to extend the cemetery to meet future needs. The provision of residential development within the allocation enables the deliver of this.</p> <p>Based on the evidence currently available there is no reason to doubt that sufficient community infrastructure could be made available to accommodate the development.</p> <p>The issue of utility infrastructure capacity is accepted and the following change is proposed.</p> <p>No change.</p>
Object: 2175	Bi2	Sewerage infrastructure is inadequate	<p>Accept.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments.</p>
Object: 5547	Bi2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	<p>The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.</p> <p>No change.</p>
Support: 5130	Bi2	Support allocation, site is well screened, accessible and has good access to local footpaths and bus services.	Noted.
Object: 804, 4854, 4893	Bi3	<ul style="list-style-type: none"> · Proposed provision of bus priority measures at junction of Bishopstoke Road and Eastleigh River Side will be difficult to implement as the road is congested with limited road space. · No mention of how proposals would be delivered · Would like the reinstatement of bus services in Bishopstoke which were recently withdrawn · Inadequate to deal with proposed development in area. Need 	<p>Noted.</p> <p>Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining</p>

Reps nos.	Policy/para	Representations	Proposed response
		Chickenhall Lane Link Road.	infrastructure contributions required from new development – text amended accordingly (see new para. 6.2.16).
7.3 Botley			
<p>Object: 101, 2877, 3159, 3438, 3244, 3434, 3438, 3463, 3556, 3768, 3848, 4037, 4080, 4564, 4623, 4876, 4892, 5073, 5075, 5122, 5132, 5135, 5184, 5196</p>	<p>7.3.1-7.3.15</p>	<ul style="list-style-type: none"> • Concern about impact on character of Botley parish of development proposed at Boorley Green, Botley and Hedge End; • Poor management of gap between Hedge End and Botley is due to planning blight and landowner development aspirations • Plan should take into account implications of development for surface water drainage, in particular where it is likely to affect Pudbrook stream, which floods after rainfall. • Plan should acknowledge that development at Boorley Green, Botley etc could impact on roads through Whiteley. • Plan should not rely on contribution from Whiteley development for Botley bypass. • Plan should acknowledge that through traffic contributes to the prosperity of the village. • Statement about commuting destinations should be corrected – most people from Botley commute to Basingstoke and London. • Move the MOT testing station which increases HGV movements through the village. • According to ONS data population is static and not in decline as stated • No justification for the assumption that increased population would sustain local services and facilities • Plan should take into account the Botley Parish Plan, in particular its references to housing. • Plan should acknowledge that as population ages younger people will take over their houses • Plan should recognise that local schools are over-subscribed and at capacity • School numbers issue should be resolved by changing the local school catchment • Plan should acknowledge need for pre-school play facilities 	<p>It is acknowledged that the development will change the character of Boorley Green and have some impact on Botley. New development in any location around the borough will affect character. The Council considers that this proposal brings benefits that outweigh any disadvantages arising from these impacts.</p> <p>Work has been undertaken on surface water and other forms of flooding, and these do not present insuperable constraints. The development will be required to provide sustainable drainage systems.</p> <p>Transport assessment has been undertaken using the Transport for South Hampshire (TfSH) Sub-Regional Transport Model (SRTM). This takes into account development proposals in south Hampshire as a whole, and demonstrates that local roads are capable of accommodating traffic generated by this proposal, and other developments such as that at Whiteley. It does not demonstrate traffic impacts on Whiteley from this proposal. A detailed transport assessment will be required to support development proposals on this site.</p> <p>The Botley bypass is needed to limit through traffic including HGVs in the village, and to resolve air quality issues there. It is acknowledged that local opinion is divided on its potential impacts. On balance, the Council considers that the benefits of the bypass in terms of improved environment</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>outweigh any loss of passing trade. As well as benefitting local residents, it is likely will make the village a more attractive destination and could help to boost trade.</p> <p>Demographic projections for the next 15-20 years demonstrate that without development in the area, the population will decline. The borough has a similar age profile to other areas of the country, including an increasing proportion of older people.</p> <p>The Council has worked with the Education Authority to arrive at the proposals for schools included in the draft local plan, and will continue to do so as the plan evolves. General policies for community facilities in both the adopted and the emerging local plans enable the development of pre-school facilities.</p> <p>Detailed points:</p> <ul style="list-style-type: none"> · Commuting destinations noted; · The Council has no powers to change the location of the MOT testing station near Botley railway station (it is outside the borough); · The Council is aware of the emerging Botley Parish Plan <p>No changes are proposed in response to these representations.</p>
<p>Objections to the principle of the allocation 101, 213, 224, 363, 379, 398, 519, 522, 626, 673, 804, 1465, 2083, 2210, 2357, 2378, 2404, 2405, 2417, 2484, 2485, 2544, 2550, 2574, 2577, 2604, 2877, 2878, 2879, 3107, 3244, 3342,</p>	<p>BO1</p>	<p>Sustainability</p> <ul style="list-style-type: none"> · The site is remote and isolated from existing communities; · The proposed development is not of a scale sufficient to provide the community facilities required to serve it. No costing exercise has been undertaken to demonstrate the viability of the proposals, and the policy does not identify the full infrastructure requirements. · The site is remote from public transport networks (see also 	<p>This general location has previously been identified in the South East Plan as suitable to accommodate a strategic development area. The site is less than a kilometre away from Botley, and 2km from Hedge End. It is not 'remote' in the normally accepted sense of the word. However, it accepted that access to public transport will need</p>

Reps nos.	Policy/para	Representations	Proposed response
3368, 3395, 3434, 3438, 3439, 3447, 3459, 3463, 3475, 3490, 3515, 3553, 3556, 3569, 3585, 3639, 3654, 3664, 3664, 3665, 3676, 3683, 3725, 3727, 3728, 3763, 3768, 3775, 3808, 3848, 3884, 3917, 3941, 3954, 3969, 3974, 4008, 4021, 4027, 4037, 4042, 4048, 4053, 4070, 4071, 4091, 4096, 4101, 4118, 4164, 4186, 4191, 4212, 4226, 4242, 4402, 4406, 4446, 4449, 4461, 4487, 4515, 4543, 4551, 4557, 4564, 4566, 4569, 4572, 4573, 4574, 4575, 4579, 4581, 4587, 4588, 4589, 4590, 4591, 4592, 4601, 4602, 4603, 4604, 4605, 4607, 4610, 4611, 4612, 4615, 4616, 4618, 4619, 4620, 4622, 4623, 4625, 4626, 4627, 4628, 4633, 4634, 4635, 4636, 4637, 4639, 4640, 4641, 4643, 4647, 4648, 4651, 4652, 4656, 4657, 4659, 4662, 4665, 4666, 4668, 4670, 4671, 4672, 4673, 4676, 4677, 4678, 4679, 4680, 4682, 4686, 4690, 4691, 4700, 4704, 4706, 4708, 4712, 4713, 4715, 4717, 4718, 4719, 4722, 4724, 4725, 4726, 4727, 4728, 4735, 4736, 4738, 4739, 4740, 4741, 4744, 4748, 4750, 4751, 4754, 4755, 4758, 4759, 4763, 4765, 4773, 4775, 4776, 4777, 4779, 4781, 4782, 4783, 4784, 4786, 4788, 4794, 4796, 4800, 4801, 4802, 4804, 4806, 4809, 4811, 4817, 4834, 4839, 4842, 4844, 4846, 4848, 4857, 4861, 4863, 4865, 4867, 4869, 4873, 4880,		<p>comments on transport issues below);</p> <ul style="list-style-type: none"> • The site is therefore not a good location for older people and those in need of affordable homes, as residents will be dependent on car transport; • The site is also remote from workplaces (see also comments on employment below), and will become another large dormitory; • Other sites in the borough are in more sustainable locations. A majority of objectors favoured the Allington Lane site, which was seen as better related to Eastleigh, able to support regeneration of the town centre and Eastleigh River Side, and able to cater for development beyond the plan period. Two objectors suggested developing the land north of Hedge End railway station. • The Council's own sustainability appraisal demonstrates that the site fails a number of the sustainability criteria. The choice of this site does not reflect the Council's own sustainability appraisal of broad locations or its criteria for locating new development; • Area has previously been dismissed as unsuitable for development. • Proposed development may set a precedent for future development in this area, along the lines of the former proposed north/north-east Hedge End Strategic Development Area. • A disproportionate amount (over 50%) of the borough's green field housing requirement is being located here. <p>Vision, objectives and other policies of the draft local plan</p> <ul style="list-style-type: none"> • Proposal is contrary to the vision and objectives set out in the draft local plan because of its perceived impact on the countryside and gaps, nature conservation, sport and recreation facilities, flood risk, likely reliance on the private car, and remoteness from employment opportunities. • Proposal is contrary to a number of its strategic and development management policies e.g. S13 (protection of the countryside and gaps), S14 (provision and use of sport and recreation facilities), S15 (biodiversity), S17 (flooding and drainage), S18 (pollution), S19 (local economy), S21 (transport and limiting car use), DM13 (protection of high grade agricultural land), DM17 (loss of sport & recreation 	<p>improvement.</p> <p>There is employment within 3.5km at Hedge End. Improvements to public transport should include footpath and cycle access to Hedge End station, which provides train links to the main areas for local employment in Eastleigh and Southampton. It is anticipated that improved bus services will also link to these and other destinations. It is accepted that development at this site does not contribute directly to the regeneration of Eastleigh town centre or Eastleigh River Side – other elements of the Council's strategy do this.</p> <p>Review of other locations revealed issues of deliverability and/ or transport or environmental impacts with many of them, in particular Allington Lane where there are substantial issues of access to transport networks. See Sustainability Appraisal and Transport Assessment.</p> <p>The scale of development is necessary to ensure provision of adequate services and facilities to serve the new developments without overloading existing facilities.</p> <p>Development of any green field site in this relatively small borough will affect issues such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development. Sport and recreation facilities can be replaced. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, accessible</p>

Reps nos.	Policy/para	Representations	Proposed response
<p>4889, 4890, 4891, 4892, 4893, 4894, 4895, 4896, 4897, 4898, 4899, 4900, 4901, 4902, 4904, 4905, 4906, 4907, 4911, 4912, 4918, 4927, 4928, 4929, 4935, 4938, 4944, 4947, 4950, 4951, 4952, 4958, 4961, 4965, 4966, 4969, 4970, 5002, 5003, 5004, 5005, 5007, 5008, 5009, 5010, 5014, 5018, 5040, 5042, 5046, 5048, 5058, 5059, 5060, 5061, 5063, 5073, 5075, 5079, 5080, 5082, 5086, 5088, 5090, 5093, 5094, 5099, 5099, 5102, 5116, 5118, 5122, 5123, 5126, 5131, 5132, 5134, 5135, 5139, 5140, 5142, 5144, 5149, 5150, 5159, 5160, 5166, 5167, 5174, , 5205, 5536</p> <p>Petition: 166, 183, 213, 294, 568, 2409, 2570, 2619, 3023, 3033, 3377, 3403, 3428, 3434, 3477, 3586, 3666, 3684, 3824, 3861, 3884, 3887, 3976, 3992, 4005, 4038, 4098, 4108, 4109, 4238, 4242, 4252, 4266, 4280, 4385, 4403, 4470, 4569, 4591, 4634, 4655, 4739, 4775, 4836, 4860, 4883, 5116, 5211, 5212, 5213, 5214, 5215, 5216, 5217, 5218, 5219, 5220, 5221, 5222, 5223, 5224, 5225, 5226, 5227, 5228, 5229, 5230, 5233, 5234, 5235, 5236, 5238, 5239, 5240, 5243, 5244, 5245, 5246, 5251, 5252, 5253, 5255, 5257, 5258, 5259, 5260, 5261, 5262, 5264, 5266, 5267, 5268, 5269, 5270, 5271, 5273, 5275, 5276, 5279, 5280, 5282, 5284, 5285, 5286,</p>		<p>facilities), DM26 (national biodiversity), DM27 (local biodiversity), and DM32 (flooding & drainage).</p> <p>Settlement hierarchy</p> <ul style="list-style-type: none"> Boorley Green is in the lowest category of the settlement hierarchy and has no local facilities or services. <p>Countryside, landscape and biodiversity</p> <ul style="list-style-type: none"> The visual impact of the development on an area of countryside that is seen as part of a wider area of attractive landscape extending into Winchester district and up to the South Downs National Park. The undulating topography of the site is likely to mean that the development is particularly visible; The combined impact of this development and the allocation west of Woodhouse Lane – there is a strong feeling that the proposals will result in the loss of a gap between Boorley Green and Hedge End; A perceived need for a gap between the development and Boorley Green itself; Impact on biodiversity – on wildlife within and adjoining the site, and on the internationally-recognised River Hamble, e.g. from surface water run-off; The high agricultural value of the golf course (believed to be Grades 1 and 2 agricultural land) – golf is a reversible use whilst development is not, and high quality agricultural land is important nationally for future food security. <p>Recreation</p> <ul style="list-style-type: none"> Considerable dismay over loss of a golf course that is highly valued as recreational, tourist and employment facility. This will significantly worsen golf provision in the borough. The golf course is used by all age groups and is seen as one of the most mature in borough. Note – objectors to the loss of the golf course include Sport England; Concern over loss of footpaths through the site; Concern over loss of the hotel and related employment – many believe that the hotel will close. <p>Design and layout</p> <ul style="list-style-type: none"> Concerns about the likely density and form of housing, and fears of high-density 4-storey and flatted development out of character with the local area. 	<p>community facilities and provision of attractive places to live.</p> <p>It is recognised that Boorley Green currently has no facilities or services. The development would help to provide these.</p> <p>It is acknowledged that the development would have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping.</p> <p>It is acknowledged that the combined effects of the proposals to develop the sites at Boorley Green and east of Hedge End will be to narrow the gaps between Hedge End and Boorley Green and Botley. However, there will still be gaps.</p> <p>The site does not include or directly border any nature conservation sites of national or European significance. The potential impacts of development on the River Hamble have been examined through the Habitats Regulations Assessment, and it is concluded that any adverse impacts can be mitigated, e.g. through the use of sustainable drainage systems.</p> <p>It is acknowledged that the development results in the loss of an attractive golf course. However there are other local golf courses, and it is considered that if necessary this facility could be replaced within the borough.</p> <p>Footpaths through the site will not be lost. It will be a condition of new development that they are retained and enhanced.</p>

Reps nos.	Policy/para	Representations	Proposed response
5287, 5288, 5289, 5290, 5291, 5293, 5294, 5295, 5296, 5298, 5299, 5300, 5301, 5302, 5303, 5304, 5305, 5306, 5307, 5308, 5309, 5310, 5311, 5312, 5313, 5314, 5315, 5316, 5317, 5318, 5319, 5320, 5321, 5322, 5323, 5324, 5325, 5326, 5327, 5328, 5329, 5330, 5331, 5332, 5333, 5334, 5335, 5337, 5338, 5339, 5343, 5345, 5346, 5348, 5349, 5350, 5351, 5352, 5353, 5354, 5355, 5356, 5357, 5358, 5359, 5360, 5361, 5362, 5363, 5364, 5365, 5366, 5367, 5368, 5369, 5370, 5373, 5374, 5375, 5376, 5380, 5381, 5382, 5383, 5384, 5385, 5386, 5387, 5388, 5389, 5390, 5391, 5392, 5393, 5394, 5395, 5396, 5401, 5402, 5403, 5404, 5405, 5406, 5407, 5408, 5409, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5418, 5419, 5420, 5421, 5422, 5423, 5424, 5425, 5426, 5427, 5428, 5429, 5430, 5431, 5432, 5433, 5434, 5435, 5436, 5437, 5438, 5439, 5440, 5441, 5442, 5443, 5444, 5445, 5446, 5447, 5448, 5450, 5451, 5453, 5454, 5455, 5456, 5457, 5458, 5459, 5467, 5468, 5469, 5470, 5471, 5472, 5473, 5474, 5475, 5476, 5477, 5478, 5479, 5480, 5481, 5482, 5483, 5484, 5485, 5486, 5487, 5488, 5492, 5493, 5494, 5495, 5496, 5497, 5499, 5500, 5501, 5502, 5503, 5504, 5507, 5508, 5510, 5512, 5513, 5514, 5515, 5516, 5517, 5518, 5519, 5521,		<ul style="list-style-type: none"> • Concerns about impacts on existing dwellings. <p>Employment</p> <ul style="list-style-type: none"> • Very little local employment, and the plan does not propose any – indeed, it results in job losses at the golf course and potentially the hotel which will not be compensated for by increases elsewhere, e.g. at the Rose Bowl; and • The site is remote from the borough’s main centre of employment in Eastleigh, and from Southampton (unlike Allington Lane). It therefore does not help with the strategy to regenerate Eastleigh town centre and Eastleigh River Side. <p>Transport</p> <ul style="list-style-type: none"> • Lack of public transport locally; • Poor quality of existing public transport facilities. Parking at Hedge End station is very limited, and there are no direct rail links to Southampton or London; and • Poor access to both Hedge End & Botley stations; both are considered too far from Boorley Green to make walking to them possible. • Development will therefore be reliant on car-based transport • Severe impacts on local roads – in combination with other developments at Fareham, Whiteley and Waterlooville, this development will cause traffic congestion on local roads around Boorley Green, Botley, Durley, Horton Heath and Fair Oak, and in Hedge End (Kings Copse Road and Heath House Lane). Most local roads are considered to be at capacity. There are concerns about impacts on quiet country lanes used by walkers & horse riders such as Maddoxford Lane, Wangfield Lane and Crow’s Nest Lane, and on roads in Botley such as Winchester Street which is already inadequate for the volumes of traffic using it. Possible impacts on Eastleigh with people from this area trying to access employment there; • Severe impacts on the M27 and at junctions 7 and 8, which are already congested; • Severe impacts on Botley centre, which is a conservation area; • Increase in air pollution from traffic; also noise and light pollution. • Policies only refer to road links to the M27, not to Eastleigh 	<p>It is understood that the hotel will not close, but will expand and be central to community infrastructure to be provided on the site, including potentially a combined heat and power facility. It is not a requirement of the policy that the hotel should close.</p> <p>Improvements to non-car modes of transport should include footpath access to Hedge End station across the fields to the north of the railway. From the hotel to the station is just over 1 km. The station provides train links to the main areas for local employment in Eastleigh, Southampton etc. It is anticipated that improved bus services will also link to these and other destinations. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre.</p> <p>Transport assessment undertaken using the sub-regional transport model indicates that traffic generated by the development can be accommodated on local roads.</p> <p>Improvements to junction 8 of the motorway are being considered by the Highways Agency. A detailed transport assessment will be required to support development proposals on this site.</p> <p>The development is not being proposed only to get the Botley bypass. The bypass is needed anyway to relieve Botley village centre of through traffic. The bypass is to be funded from a variety of sources including potentially the community infrastructure levy.</p> <p>Proposed change: Reference to this site being dependent on the construction of the Botley bypass is deleted from Policy BO1. However, the policy still requires</p>

Reps nos.	Policy/para	Representations	Proposed response
5522, 5523, 5524, 5525, 5526, 5527, 5528, 5529, 5530, 5531, 5532, 5533, 5534, 5535		<p>which is main centre for employment.</p> <ul style="list-style-type: none"> • Development is only being promoted to get the Botley bypass. • There is no guarantee that development will fund the bypass, or any indication of phasing of development in relation to the bypass. Many ask that construction of bypass should be made a legal requirement of the development, and that it should be constructed before the development takes place. • The bypass will not be sufficient to alleviate local traffic problems, and will only move congestion and air quality issues elsewhere. • Hampshire County Council object to the bypass in principle, indicating that the scale of development does not justify a bypass. <p>(See also objections to Policy BO3, Botley bypass).</p> <p>Community</p> <ul style="list-style-type: none"> • Residents of Boorley Green do not want the promised new community facilities, most valuing its semi-rural character; • The new development will obliterate the existing community at Boorley Green, and sever existing community links with Botley; • The provision of a new local centre at Boorley Green will compete with, and therefore be detrimental to Botley village centre; • The development could also overload existing local community facilities and infrastructure. Some objectors point out that opportunities to share facilities such as surgeries etc are no better here than at Allington Lane; • Local crime levels are likely to increase; and • The development will therefore be detrimental to the local quality of life. • Proposed new primary school will not help the existing school in Botley, contrary to the plan's expressed intentions • Local secondary schools are known to be at capacity; and • There are no secondary schools within walking distance, which will again increase traffic movements. <p>Utilities infrastructure and flooding</p> <ul style="list-style-type: none"> • Objectors refer to infrastructure crossing the site including the oil pipeline and a water main. • Concerns regarding flood risk on the site particularly from 	<p>contributions to off-site highway improvements necessary to serve the development including the Botley bypass (see amended policy BO1).</p> <p>It is acknowledged that the development of the golf course will change the character of Boorley Green. The Council considers that it will make this a more distinct and viable community, with its own identity and community infrastructure.</p> <p>The shopping facility to be provided is likely to comprise a small convenience store. It is not anticipated that this will compete to any great degree with the shops in Botley, which are more diverse. Other community facilities such a primary school and sports and leisure facilities should complement rather than compete with those in Botley.</p> <p>The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of secondary school provision, and they have indicated that provision can be made. It is not unusual for children to require vehicular transport to secondary and further education facilities as by their nature these institutions have larger catchment areas than primary schools.</p> <p>Work has been undertaken on surface water and other forms of flooding, and these do not present insuperable constraints. The development will be required to provide sustainable drainage systems.</p> <p>The Council is aware of the location of existing oil pipelines and water mains crossing the site. These are not absolute</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>surface water drainage. There are fears that development could increase flood risk off site. Some objectors refer to flooding in Maddoxford Lane & Wangfield Lane.</p> <p>Other</p> <ul style="list-style-type: none"> • Council has a conflict of interest in allocating this golf course and hotel for development whilst promoting its own golf course and hotel at the Rose Bowl. 	<p>constraints on development, and cross other developed areas. They can be taken into account in the layout of development and open space on the site.</p> <p>The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, is not adequate to serve the new development. New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.</p> <p>The Council does not accept that there is a conflict of interest in its proposals for this site and development at the Rose Bowl (now the Ageas Bowl).</p> <p>No further changes are proposed in response to these representations.</p>
Object: 2175	BO1	Sewerage infrastructure is inadequate	<p>Accept.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments.</p> <p>Preliminary work on infrastructure indicates that the site is capable of being drained. The developers will need to make provision for improvements to foul drainage systems serving the area, and Southern Water have been involved in discussions about this and the capacity of the receiving treatment works, which for this site would be Peel Common on the coast of Fareham Borough.</p>
Objection to the detail of the policy: 5108	BO1	Site should be expanded to the east beyond the oil pipelines. Development should not be related to the progress of the Botley bypass because this is not within the site owners' control.	<p>Accept in part.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> • Site boundary amended to include the land to the east of the oil pipelines. • Policy amended to require open space

Reps nos.	Policy/para	Representations	Proposed response
			<p>provision in the south and east of the site.</p> <ul style="list-style-type: none"> Reference to this site being dependent on the construction of the Botley bypass is deleted from Policy BO1.
Object: 5547	BO1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 3941, 4323, 4753, 5108,	BO1	<ul style="list-style-type: none"> Support provided road infrastructure is in first Support because assists to deliver the overdue Botley bypass Will benefit local businesses and small shops 	Noted
Object: 166, 224, 374, 398, 522, 804, 2357, 3438, 3439, 3463, 3556, 3639, 3808, 3974, 4008, 4070, 4101, 4164, 4402, 4557, 4564, 4572, 4581, 4587, 4601, 4602, 4604, 4659, 4722, 4724, 4725, 4726, 4755, 4774, 4783, 4796, 4801, 4802, 4803, 4806, 4811, 4869, 4879, 4892, 4927, 5007, 5073, 5075, 5093, 5126, 5131, 5144	BO2	<p>Countryside, landscape and biodiversity</p> <ul style="list-style-type: none"> Development will impact on the gap between Botley and Boorley Green and have a significant impact on the character of the settlements in terms of traffic and pressure on local amenities Impact on biodiversity Loss of grade 1 and 2 farmland, and of working dairy farm <p>Vision, objectives and other local plan policies</p> <ul style="list-style-type: none"> Proposed developments would be in breach of other policies in the draft local plan (S13, Countryside, S14 Sport and recreation facilities, S15, Biodiversity, S16 Climate change). <p>Settlement hierarchy</p> <ul style="list-style-type: none"> Does not accord with settlement hierarchy More appropriate to expand north of Hedge End Allington Lane is a better location <p>Character and heritage</p> <ul style="list-style-type: none"> Impact on listed buildings of Uplands Farm Impact on identity of Botley <p>Employment</p> <ul style="list-style-type: none"> Lack of local employment <p>Transport and other infrastructure</p> <ul style="list-style-type: none"> No indication of where vehicular access will be. Insufficient road capacity in Winchester Street and other local roads including in Eastleigh Impacts on M27 junctions 7 and 8 which are already 	<p>It is acknowledged that the development will have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping. The Council considers that this is the best-located site to provide new development for the village that does not intrude into sensitive landscape or gaps. The proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p>It is acknowledged that the proposal will narrow the gap between Botley and Boorley Green. However, there will still be a gap.</p> <p>Development of any green field site will affect issues such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the local plan's vision and objectives relating to provision of an</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>congested</p> <ul style="list-style-type: none"> • Insufficient community infrastructure including schools, medical facilities and affordable housing • Funding for Botley bypass doubtful with investment required to address site constraints it is doubtful that development could also fund Botley bypass. • Policy should require construction of Botley bypass before development commences, and allow for future dualling of bypass • Poor public transport links • Increased traffic will worsen air pollution • Development would be affected by noise from the railway and the bypass, and by the overhead power lines. • Insufficient road, water and drainage infrastructure • Flood risks <p>Community</p> <ul style="list-style-type: none"> • Housing for Botley should be scattered in smaller sites • Development would not help to sustain services and facilities in Botley. • Contrary to local community views • Limited scope for secondary education to expand; Wildern is at capacity • No guarantee for allotment holders; concern about relocation of allotments <p>Other</p> <ul style="list-style-type: none"> • Overdevelopment of the area and proposes more houses than required to meet local needs • Policy should allow for development of small stand-alone sites within this area that are not dependent on the bypass • Would support small development on this site (25-50) 	<p>adequate supply of homes, retaining the identity of existing settlements and provision of attractive places to live.</p> <p>It is acknowledged that the development will affect the character of Botley village to some extent, and of the listed farm buildings. However, the development will have benefits for the settlement in terms of increasing the catchment population within walking distance of the village centre. This should help to support the shops, services and facilities there, and in combination with the bypass, assist to enhance the character of the conservation area. The listed farm buildings can be retained and incorporated sympathetically into the scheme, providing a focus and a design theme.</p> <p>It is not accepted that this scale of development is inappropriate to Botley's position in the settlement hierarchy. Botley is level 3 in the hierarchy, which indicates that it has a range of local services and facilities adequate to support (and be supported by) this scale of development.</p> <p>It is accepted that there is little local employment. However, there is employment within 5km at Hedge End. Improvements to non-car modes of transport should include footpath access to Hedge End station, which provides train links to the main areas for local employment in Eastleigh and Southampton. It is anticipated that improved bus services will also link to these and other destinations. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>Proposed change: 1.5 ha of land within the site is allocated for employment development.</p> <p>Vehicular access will be via part of the proposed Botley bypass. Transport assessment indicates that local roads have the capacity to accommodate traffic generated by development of this site and other allocations nearby. This site will not have to fund the entire bypass (see response to representations on Policy BO3). A detailed transport assessment will be required to support development proposals on this site.</p> <p>The constraints arising from the railway and the power-lines are recognised and would be taken into account in the design and layout of the development.</p> <p>Residents of the site would be able to benefit from new infrastructure to be provided in nearby larger developments and would not overload existing facilities in Botley. The development would be required to include affordable housing, which would increase the amount of affordable accommodation on the village.</p> <p>The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of secondary school provision.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>The policy does not propose relocation of the existing allotments, but seeks additional allotments plus new cemetery provision, both of which will meet expressed local community needs.</p> <p>The Council believes that this development proposal provides benefits to the village in terms of support for the village centre, new employment, affordable dwellings and additional community facilities that outweigh the concerns about impacts on landscape and changes to the character of this part of the village.</p> <p>No further changes are proposed in response to these representations.</p>
Object: 2175	BO2	Sewerage infrastructure is inadequate	<p>Accept. The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may not be adequate to serve the new development.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments.</p>
Object: 5547	BO2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	<p>The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.</p> <p>No change in response to representation.</p>
Support: 101, 427, 2484, 2485, 4323, 4538, 4539, 4541, 4753, 5200	BO2	<ul style="list-style-type: none"> • Compatible with village of Botley – close to village amenities – bypass route should be protected • Supports village centre and school – within walking distance of village • Support retention and expansion of allotments – note scope for community cemetery. • Sustainable development that does not overpower village 	Noted.

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> • Development should help fund bypass and improvements to Winchester Street • Should include affordable dwellings • Will not harm character of village 	
<p>Object: 101, 109, 224, 334, 365, 508, 626, 697, 804, 2183, 2391, 2425, 2570, 2877, 2878, 3244, 3386, 3434, 3438, 3439, 3463, 3556, 3639, 3654, 3665, 3683, 3725, 3727, 3808, 3848, 4008, 4053, 4070, 4071, 4323, 4352, 4564, 4587, 4623, 4629, 4630, 4631, 4641, 4647, 4704, 4722, 4723, 4724, 4725, 4726, 4727, 4749, 4794, 4801, 4802, 4810, 4811, 4869, 4892, 4893, 4927, 4928, 5073, 5075, 5093, 5096, 5098, 5102, 5126, 5131, 5132, 5135, 5136, 5137, 5149, 5150, 5200, 5536</p>	<p>BO3</p>	<p>Relationship to new development The bypass:</p> <ul style="list-style-type: none"> • Is not wanted by local people if it requires 2400 houses to fund it; it does not have community support • Should be built before the new housing is developed • Is a short term reaction to mitigate excessive development in this area and at Whiteley. • Would make it harder for people from the proposed development sites to access Botley village. • Benefits will be overwhelmed by impacts of traffic from new development. • If the bypass is not feasible there should be no large scale development in this area. <p>Whiteley and other areas</p> <ul style="list-style-type: none"> • Need to coordinate with Winchester City Council on proposals for Whiteley; it is not clear that they will promote the remainder of the bypass. • Concern that development at Whiteley, Bishops Waltham, Fareham etc will place transport pressures on Botley. • Bypass depends on contentious Whiteley link road. <p>Countryside and recreation Concerns that bypass will impact on:</p> <ul style="list-style-type: none"> • the amenity value of the local footpath network reducing recreation facilities, and will create traffic • nature conservation (River Hamble) • high quality agricultural land, including Uplands Farm, with related implications for food security • gaps and recreational land • identity of Botley <p>Environmental issues (pollution etc)</p> <ul style="list-style-type: none"> • Bypass will add to air quality and noise problems; also light pollution and danger to pedestrians. Council needs to develop an air quality management plan anyway regardless of the housing. <p>Local economy</p>	<p>Not accepted. The proposed bypass will provide an alternative route for traffic currently passing through Botley village centre, including the HGVs. This is the most effective means of achieving the improvements in air quality required by the recent designation of the Botley Air Quality Management Area.</p> <p>Reducing through traffic will also benefit the environment of the local centre of Botley, increasing its attractiveness as a leisure and shopping destination, and enabling greater appreciation and enjoyment of its character and heritage, including Botley Mill. This should boost the vitality and viability of the village centre.</p> <p>The proposed bypass also provides access to the development proposed under Policy BO2 which has benefits for the village in terms of supporting the viability of the local centre and increasing local prosperity.</p> <p>Suggested alternative solutions are considered unlikely to be practicable.</p> <p>The Council is working with Winchester City Council and the Highway Authority to secure a scheme for the bypass that is viable and capable of implementation partly through the new development, and with additional funding through the community infrastructure levy. The Council is commissioning an outline engineering and feasibility study of the bypass.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Bypass would have an adverse impact on businesses in Botley by removing passing trade. <p>Transport</p> <ul style="list-style-type: none"> · Proposal does not show the whole route of the bypass – should show the section in Winchester district. More information is needed about the route and the type of road. · Concern about traffic impacts of bypass on other parts of the local road network that it will connect to, many of which are already congested, e.g. Boorley Green, Hedge End, Horton Heath and Fair Oak and B334 to Winchester, Woodhouse Lane and Kings Copse Road. Bypass will not be sufficient to address local traffic problems. · Concern about impacts on M27 junctions 7 and 8. · Concern that bypass will simply move air quality problems elsewhere, e.g. to Boorley Green, Hedge End, Horton Heath, Fair Oak and Bishopstoke. · Proposal needs to be justified by transport assessment work which has not been undertaken. Previous transport assessment for the Strategic Development Area did not identify a need for the Botley bypass. · Study by CPRE, Countryside Agency and Natural England showed that bypasses are not effective in removing traffic and harm rural character. · New roads increase traffic <p>Alternative routes suggested:</p> <ul style="list-style-type: none"> · Re-route bypass to Denham Corner via Botley-Fair Oak Road, and down Tollbar Way to Junction 7 – this would do away with the need for a Sunday's Hill bypass, and enable funding of improvements to Retail park roundabout. · Re-route bypass across HE1 to Maunsell Way, around the back of the Herald Industrial Estate across to Tollbar Way. · Route should be south of Botley to link up with Junction 8, so that traffic does not have to use already congested roads in Botley and Boorley Green. · Should consider other solutions e.g. a toll on HGVs. <p>Funding and feasibility</p> <ul style="list-style-type: none"> · Plan does not explain how bypass would be funded. · Unlikely that sufficient funds will be available for bypass; concern also that even CIL will not be able to fund it. 	<p>No change subject to the outcome of the feasibility study.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Bypass should be funded by development at Whiteley. · Bypass should not have to be funded by new development – it is needed anyway. 	
<p>Support (13): 398, 522, 2484, 2485, 2574, 3152, 4101, 4538, 4539, 4541, 4755, 4879, 5144</p>	<p>BO3</p>	<ul style="list-style-type: none"> · Supports as principal access to land east of Winchester St · Support but is needed anyway, not just for 1400 dwellings at Boorley Green · Needed for centre of Botley · HCC should fund bypass · Essential for bypass to be in place before development is started · Will help to alleviate existing traffic congestion and poor air quality in Botley · Will help to provide for future traffic generation · Would need extension to car parking facilities at Botley Station <p>WCC will continue to reserve route provided that traffic studies justify the need for it and there are sufficient resources to deliver it</p>	<p>Noted.</p>
<p>Object: 2484, 4637, 5108</p>	<p>BO4</p>	<ul style="list-style-type: none"> · Include a footpath/ cycleway from Botley Mill to Botley railway station avoiding the road · Include improvements to Woodhouse Lane and Kings Copse Avenue · Not clear how improvements to Kings Copse Avenue and footpaths are to be delivered or whether they meet CIL Reg 122 tests and Circular 05/05. · Links to South Downs National Park are outside borough and may not be deliverable 	<p>Noted. Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.3.21)</p>
<p>Support: 522, 4879, 3980, 4101</p>	<p>BO4</p>	<p>Support proposals including improvements to green routes and encouragement of walking and cycling</p>	<p>Noted. Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.3.21)</p>
<p>Support: 101, 522, 2484,</p>	<p>BO5</p>	<ul style="list-style-type: none"> · If the Botley bypass is delivered it would relieve congestion on 	<p>Noted.</p>

Reps nos.	Policy/para	Representations	Proposed response
2485, 3980, 4101, 4879		<p>the A334 and permit easier integration of the Botley Mill site with the community and safer access and egress onto the A334.</p> <ul style="list-style-type: none"> · It is a valuable community and heritage asset with great business, educational and leisure potential. · Sympathetic use supported · The Mill could benefit from better access and visibility to generate more business. 	
Object: 5057	Proposals map	Amend urban edge at Woodhill School to include land to the south.	Not accepted. Would allow for development that could have an unacceptable impact on the landscape. No change.
7.4 Bursledon			
Object: 655, 804, 4551, 4565, 4830, 4852, 4875, 4978, 4983, 4987, 5044, 5048, 5049, 5051, 5127, 5128, 5129, 5162	BU1	<p>Countryside, landscape, gaps and biodiversity</p> <ul style="list-style-type: none"> · The loss of countryside of historical and amenity value, · Detrimental impact on the rural landscape character of the area · Loss of gap between Hedge End and Bursledon · Impact on mature trees within the site. One representation supports the retention of trees on site to screen the development and help to maintain a rural character to the area · Harm to adjoining Site of Importance for Nature Conservation · Impact on setting of adjoining conservation areas (including Bursledon windmill) · Impact on watercourses - it would harm one of the very few un-spoilt sections of the stream flowing through Bursledon that meets the Hamble River at Badnam Creek. · Loss of green belt <p>Highways</p> <ul style="list-style-type: none"> · Impact that the traffic generated from the proposed development would have on an already congested local road network. · Concern that the proposal fails to address traffic congestion issues at Windhover roundabout and Hamble Lane. · Proposed pedestrian/cycle refuge on an abnormal load route needs to be more fully assessed. · Policy should also require a traffic light controlled crossing - essential as the A27 is very busy and difficult for pedestrians 	<p>Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p>Whilst the landscape character would alter as a result of development, the design and layout of development, combined with the retention of soft landscaping (including trees) and the existing built form on this side of the A27 would help to mitigate its impact.</p> <p>Whilst the proposal would lead to the erosion of the gap between Bursledon and Hedge End, it is considered that a sufficient area of land would be retained to provide a gap between these settlements.</p> <p>The desirability of retaining significant tree coverage within the site is reflected in the existing policy wording and in the relatively</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>to cross</p> <p>Infrastructure</p> <ul style="list-style-type: none"> · Insufficient capacity of existing infrastructure within the area to accommodate the additional development. · Schools have additional capacity. <p>Other</p> <ul style="list-style-type: none"> · Site should be extended to include adjoining land of Forge Mount and Morellos to the north-west. · Concern about separation of site from facilities and services by A27 · Reduced noise buffer to M27 · Question the need for the proposed development · Planning history – site previously considered for development and ruled out. · Contrary to views of local community · Site has significant changes of level within it which makes development difficult. · Number of dwellings could easily be doubled without significant impact 	<p>small amount of development proposed on this site in relation to its area.</p> <p>Any development proposal would need to ensure that it would not harm the SINCC (or provide suitable mitigation). There is no reason to doubt that this could be achieved.</p> <p>The topography of the area and significant tree coverage serve to minimise the inter-visibility between this site and the Bursledon Windmill Conservation Area. A well designed scheme on this site is not considered to have a significant detrimental impact on the character and appearance of this Conservation Area. There are no other conservation areas within the vicinity of the site.</p> <p>Any development proposal on this site would need to be accompanied by a flood risk assessment. It will be important to ensure that the development takes account of the watercourses in the design and layout.</p> <p>The borough does not contain any land which is designated green belt.</p> <p>The strategic transport assessment undertaken by the Council has not identified any insurmountable traffic issues in this area. A detailed transport assessment will need to be undertaken to support development proposals on this site.</p> <p>The A27 in the vicinity of the site is not an abnormal load route.</p> <p>The support for the policy requirement for a new pedestrian and cycle crossing on the</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>A27 is noted.</p> <p>It is accepted that the land of Forge Mount and The Morrellos can be included in the site.</p> <p>Proposed change: Extend site boundary to include residential properties to the north-west and increase estimated number of dwellings from 50 to 75.</p> <p>It is acknowledged that the A27 is a significant physical barrier between the site and the facilities and services within Bursledon e.g. at Lowford. However, this does not in itself provide sufficient justification not to develop this site and a new pedestrian and cycle crossing of the A27 will provide some mitigation.</p> <p>A noise impact assessment will be required to accompany any development proposals for this site. At this time it is not considered that development on this site would either suffer from significant noise from the M27, or diminish any noise buffering effects of this area to an extent that would significantly harm the amenities of existing properties.</p> <p>The need for additional housing development is set out in the Background Paper H1, Housing. The SLAA considers the potential suitability, achievability and availability of sites within the borough and has helped to inform the location of the proposed housing allocations.</p> <p>It is acknowledged that the potential allocation of this site to contribute towards (past) housing needs was considered and dismissed at the Local Plan Inquiry on</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>landscape and accessibility grounds. However, the merits of site have been re-appraised in the light of the current housing need and the suitability and availability of alternative sites.</p> <p>It is acknowledged that development of the site has given rise to objections from the local community, which this response seeks to address.</p> <p>The changes of level within the site, whilst notable, are not considered to be prohibitive to its development.</p> <p>The relatively low number of dwellings proposed reflects the site constraints and is considered to be a reasonable approach at this time. Further detailed work may support a variation to the numbers proposed in any development proposal.</p> <p>No further changes are proposed in response to these representations.</p>
<p>Object: 2175</p>	<p>BU1</p>	<p>Existing sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required.</p>	<p>Accept.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments</p> <p>The development proposed within this site is considered to be capable of resourcing the necessary utilities infrastructure.</p>
<p>Support: 202, 2147, 4565, 4729, 4778, 5127</p>	<p>BU1</p>	<ul style="list-style-type: none"> · Supports retention of trees on the site to screen the development and maintain the rural character of the area. · Support as the site has a degree of protection from motorway noise and could provide affordable housing. The access to the site and local road network need to be improved and the Windhover roundabout 	<p>Noted.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Support more houses in Bursledon but they must include affordable homes. Site is suitable for this purpose as it is close to facilities and services. · Site is in a sustainable location and well-related to local facilities. No issues with regard to highway access from A27. It affects relatively few trees. 	
<p>Object: 655, 804, 3159, 4551, 4565, 4701, 4729, 4830, 4863, 4875, 4878, 4888, 4978, 4987, 5044, 5048, 5049, 5051, 5162</p>	<p>BU2</p>	<p>Countryside, landscape, gaps and biodiversity</p> <ul style="list-style-type: none"> · Unjustifiable loss of green space including its wildlife and wild flower habitats, loss of rural character and tranquillity · Harm to heritage and wildlife assets · Erosion of gap between Bursledon and Hedge End · Erosion of gap between Bursledon and Fareham · Harm to the setting of the River Hamble and urbanisation of the A27 corridor · Harm to character and appearance of the Old Bursledon Conservation Area · Loss of landscape buffer for existing residents · Site needs to be preserved for nature conservation · Loss of green belt, <p>Highways</p> <ul style="list-style-type: none"> · Impact that the traffic generated from the proposed development would have on an already congested local road network. · Concern that the proposal fails to address traffic congestion issues at Windhover roundabout and Hamble Lane. · Proposed pedestrian/cycle refuge on an abnormal load route needs to be more fully assessed. <p>Infrastructure</p> <ul style="list-style-type: none"> · Concerns about the capacity of existing infrastructure and facilities to accommodate development. · Schools have additional capacity. · Existing sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. <p>Other</p> <ul style="list-style-type: none"> · Concern about separation of site from facilities and services by A27 · Planning history - dismissed by the last Local Plan Inspector because the A27 severs it from the local school and shopping 	<p>Not accepted.</p> <p>The allocation of a greenfield site for residential development will inevitably lead to a change in the character of the area, and some loss of amenities to the local community, including tranquillity.</p> <p>The site does not have any designated areas of nature conservation interest within it. Any development proposals for this site would need to be informed by a survey of the site (including any nature conservation interest). The impact of development on the environmentally sensitive River Hamble would need to be fully assessed with appropriate mitigation measures as part of development proposals.</p> <p>Although the site provides a setting to the River Hamble and adjoins the Old Bursledon Conservation Area and Maidenstone historic garden, its allocation for development is not considered to be inherently harmful to the character and appearance of these areas. Careful attention will need to be given to the design, layout and scale of the proposed development in this regard.</p> <p>Whilst the proposal would lead to the erosion of the gap between Bursledon and Hedge End, it is considered that a sufficient area of land would be retained to provide a gap between these settlements.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>facilities in Lowford</p> <ul style="list-style-type: none"> · Contrary to views of local community · Flood risk & archaeology hasn't been taken into account · Layout - only eastern part of site suitable for development · Impact of motorway noise · Type of housing – question why site allocated as a superior site for more expensive high quality houses when the local need is for affordable housing 	<p>The borough does not contain any land which is designated green belt.</p> <p>The strategic transport assessment undertaken by the Council has not identified any insurmountable traffic issues in this area. A detailed transport assessment will need to be undertaken to support development proposals on this site.</p> <p>The A27 in the vicinity of the site is not an abnormal load route.</p> <p>The support for the policy requirement for a new pedestrian and cycle crossing on the A27 is noted.</p> <p>Bursledon has a reasonable level of facilities and services which are understood to have sufficient capacity to accommodate the new development proposed in this area.</p> <p>It is acknowledged that the A27 is a significant physical barrier between the site and the facilities and services within Bursledon. However, this does not in itself provide sufficient justification not to develop this site and a new pedestrian and cycle crossing of the A27 to provide some mitigation.</p> <p>It is acknowledged that the potential allocation of this site to contribute towards (past) housing needs was considered and dismissed at the Local Plan Inquiry on landscape and accessibility grounds. However, the merits of site have been re-appraised in the light of the current housing need and the suitability and availability of</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>alternative sites.</p> <p>It is acknowledged that development of the site has given rise to objections from the local community, which this response seeks to address.</p> <p>Whilst a small part of the south-eastern part of the site is within flood zones 2 &3 the rest of the site is at a low level of risk from flooding. Any development proposals would need to be accompanied by a flood risk assessment.</p> <p>Development proposals will be subject to normal requirements for archaeological recording.</p> <p>The developable areas of the site will need to be identified through an assessment of the site's constraints and opportunities, including noise from the M27, within the early stages of environmental assessment and the preparation of a design and access statement.</p> <p>No change.</p> <p>It is not accepted that the policy suggests that this site is 'superior' and that 'more expensive high quality houses' should be built. However it is important to ensure that development takes advantage of its setting. The current wording of the policy does not provide clarity in this regard. A proposed change to criterion ii is therefore proposed.</p> <p>Proposed change: Amend policy wording to clarify design requirements in respect of relationship to the River Hamble.</p>
Object: 2175	BU2	Existing sewerage infrastructure does not have adequate	Accept.

Reps nos.	Policy/para	Representations	Proposed response
		capacity to serve the development and off-site provision is likely to be required.	<p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments</p> <p>The development proposed within this site is considered to be capable of resourcing the necessary utilities infrastructure.</p>
Object: 5547	BU2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 4565, 4778, 5070	BU2	<ul style="list-style-type: none"> • Sustainable location close to services and facilities including public transport. • Site could provide up to 190 dwellings at 40 dwellings per hectare • Support has been given to the inclusion of a signal controlled pedestrian crossing of the A27. This is needed locally regardless of whether the housing goes ahead to allow those on the north of the A27 to reach local facilities locally. 	Noted
Object: 4655, 2108, 2147, 3238, 3821, 4473, 4551, 4556, 4565, 4689, 4692, 4830, 4837, 4855, 4884, 4885, 4888, 4908, 4909, 4936, 4962, 4978, 4987, 5033, 5035, 5036, 5037, 5039, 5043, 5044, 5048, 5051, 5076, 5087, 5104, 5121, 5156, 5158, 5181, 5182, 5189, 5538, 5539, 5540, 5541	BU3	<p>Countryside, landscape, gaps and biodiversity</p> <ul style="list-style-type: none"> • Unacceptable loss of countryside and detrimental impact on landscape character • Erosion of gap between Bursledon and Hedge End • Unacceptable impact on SINC and other wildlife habitats (which hasn't been fully assessed) • Loss of 'green infrastructure' <p>Highways</p> <ul style="list-style-type: none"> • Unacceptable increase in traffic congestion on local road network • Insufficient capacity at junction 8 of the M27, as well as the motorway itself • A much higher number of units than that suggested in the policy would be needed to finance the building of the Sunday Hill's bypass 	<p>Not accepted.</p> <p>The site is considered to have the potential to accommodate residential development. Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p>Development includes the construction of a</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Asks whether consideration will be given to traffic calming measures on local road network <p>Infrastructure</p> <ul style="list-style-type: none"> · Existing infrastructure is unable to accommodate any additional development · Lack of school places · Schools have additional capacity. <p>Other</p> <ul style="list-style-type: none"> · Site is poorly related to facilities and services at Hedge End · Welfare of the people occupying the existing Gypsy and Traveller site will need to be addressed · Proposed development would cause significant harm to the residential amenities of adjoining occupiers by reason of noise, air quality and light pollution · Planning history - site was discounted by the last Local Plan Inspector because of its impact on gap, remoteness from local services and facilities and impact on fragmented form of development in the area · Contrary to views of local community · Proposed density would be out of keeping with the local character. · 40 dwellings proposed does not amount to 30 dwellings per hectare if the whole site is developed as appears to be indicated. · Concern about impact of development on Manor Farm · Impact on historic alignment of Roman Road and opportunity to restore Dodwell Pond · Development would harm property values · Concern about inadequate consultation · Deliverability of the site is hampered by existing uses 	<p>site access road and bypass to the junction of Heath House Lane and Bursledon Road which should help to ease traffic flows at this junction. It is agreed that this and other developments to the north could increase traffic using junction 8. However transport assessment has not indicated that this is a major issue. The Highways Agency are investigating the potential for improvements to M27 junction 8.</p> <p>The site is approximately 1.7km from Hedge End centre, and less than 1 km from the nearest primary school at Kings Copse. This is regarded as acceptably close, and a similar distance from such facilities is found in other parts of the urban area of Hedge End. The capacity of local schools and provision for the new residents has been discussed with the Education Authority, and no significant problems are anticipated.</p> <p>It is understood that the gypsy family currently occupying part of the site are willing to sell their land.</p> <p>All development proposals will be required to meet normal planning criteria in respect of protecting existing residential amenities.</p> <p>It is accepted that the last local plan Inspector did not accept the allocation of this land. However, the proposal then did not involve the link road, and circumstances in respect of housing needs have changed.</p> <p>It is acknowledged that development of the site has given rise to objections from the local community, which this response seeks to address.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>The proposed density of 30 dwellings per hectare is a standard requirement intended to ensure the best use of land. It is a net figure excluding larger areas of public open space and distributor roads. It is accepted that the original estimate for the total number to be accommodated on this site was low, but allowance was made for the area likely to be taken up by the proposed new bypass.</p> <p>There is no reason why the development should have an adverse impact on the Manor Farm Country Park, which is a publicly accessible recreation area.</p> <p>The Ordnance Survey map shows a Roman Road passing through Cranbourne Park to the north of Heath House Lane. Dodwell Pond lies outside the site and land ownership issues may prevent restoration. A landscape scheme within the site could include a new pond.</p> <p>Impact on property values is not a planning consideration.</p> <p>The issue of consultation is addressed in responses to representations on paragraph 1.9 of the local plan. The Council is satisfied that adequate publicity was undertaken, and that sufficient opportunity was given for representations to be made.</p> <p>No change in response to representations.</p> <p>Proposed change: Policy BU3 is proposed to be amended to increase the site area from 5.1 to 20.9ha, and the number of dwellings from 40 to 250, and to allocate the site for residential development and open space.</p>

Reps nos.	Policy/para	Representations	Proposed response
Object: 2175	BU3	Existing sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required.	Accept. Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments
Object: 5547	BU3	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 4729, 5124	BU3	<ul style="list-style-type: none"> Site is well suited to the proposed use, provided the bypass is built. Site is shielded from motorway noise and does not extend Hedge End unduly. 	Noted.
Object: 176, 662, 4818, 4821, 4826, 5013	BU4A	<ul style="list-style-type: none"> Retain existing 15% limit on size of extensions Clarify that percentage size restriction applies to homes already enlarged since 1982 Combine both BU4A and BU4B Need to retain mixture of dwelling sizes including small dwellings 	Accept in part. 15% size limit has not proved capable of implementation. Policy is designed to maintain a range of dwelling sizes. Proposed changes: Update paragraph 7.4.24 and combine policy options 4A and 4B into one new policy – see new policy BU6, Chapter 6 section 6.4.
Support: 102, 4323, 4565, 4576, 4729	BU4A	<ul style="list-style-type: none"> Support restricting volume increase to 25% Support clear and unambiguous policy Support more effective protection for the Old Bursledon Conservation Area 	Noted.
Object: 662, 4323, 4576, 4729, 4818, 4821, 4826, 5013	BU4B	<ul style="list-style-type: none"> Combine policies BU4A and BU4B Policy BU4B is too subjective on its own BU4B could be subject to legal challenge and conservation area not working effectively at present BU4B is ambiguous compared to BU4A Village needs to contain a mix of dwellings and smaller dwellings must be protected. 	Accept. Proposed changes: Update paragraph 7.4.24 and combine policy options 4A and 4B into one new policy – see new policy BU6, Chapter 6 section 6.4.
Support: 102	BU4B	<ul style="list-style-type: none"> Supports more effective protection for Old Bursledon Conservation Area 	Noted.

Reps nos.	Policy/para	Representations	Proposed response
<p>Object: 655, 804, 2108, 2877, 2878, 3244, 3434, 3438, 3463, 3556, 3808, 3821, 3848, 4323, 4462, 4473, 4552, 4556, 4640, 4689, 4692, 4729, 4837, 4855, 4884, 4885, 4892, 4908, 4909, 4910, 4936, 4958, 4962, 4978, 5033, 5034, 5036, 5037, 5038, 5039, 5051, 5052, 5087, 5093, 5104, 5124, 5126, 5131, 5132, 5135, 5156, 5158, 5181, 5182, 5189, 5538, 5539, 5540, 5541, 5543, 5549</p>	<p>BU5</p>	<p>Countryside, landscape, gaps and biodiversity</p> <ul style="list-style-type: none"> • Erosion of gap between Hedge End and Bursledon • Loss of countryside, agricultural land and consequential impact on landscape character of area • Existing SINC sites in the area would be harmed by being split in two by the proposed road. Also concern about harm to other wildlife habitats <p>Highways</p> <ul style="list-style-type: none"> • Benefits are relatively minor and would increase traffic flows to M27 J8 which is already congested because of the Windhover roundabout • No mention of how the bypass will link with junction 8 of the M27. • Will simply shift the existing traffic issues, rather than dealing with the cause - other local roads are not capable of accommodating additional traffic which would flow through these areas • Bypass may increase traffic congestion and take an interminable amount of time to complete. Acknowledges that improvements to junction 8 of the M27 may help to address these concerns. • Existing junction of Bursledon Road and Heath House Lane, is not sub standard or overloaded - only congested at peak time due to cars being parked at the junction which could easily be addressed • Not clear how this is funded by Boorley Green development. Need only arises from new developments at Boorley Green, Hedge End and other green field sites. • Doesn't appear to be deliverable from CIL contributions from 40 dwellings • Bypass is not technically feasible or viable – an alternative road scheme is proposed that extends further to the east. • A more substantial road improvement scheme is needed in this area than that proposed. • Bypass would create a dangerous junction • Suggest resurfacing Kings Copse Avenue with a quiet surface material to reduce noise. • Will consideration be given to traffic calming measures to prevent the present uncontrolled and unregulated speeding 	<p>Accept in part.</p> <p>The bypass is necessary to serve new development and to avoid congestion and risk of accidents at the junction of Heath House Lane and Bursledon Road. Use of these roads is likely to increase with new development to the north at Hedge End, Boorley Green and Botley. It is these developments that are likely to increase use of junction 8 rather than this proposed bypass.</p> <p>The bypass is to be funded by being provided as an access road to serve the new development off Dodwell Lane and Pylands Lane, supplemented if necessary by contributions from other sources.</p> <p>It is accepted that the indicative route shown in the draft plan may not be feasible, and that an alternative (longer) route is needed. Further land is also required for residential development. It is accordingly proposed to allocate additional land in this location and to extend the route of the road to the east.</p> <p>Proposed change: Amend policies map to show a revised route for the Sunday's Hill bypass. See also proposed amendments to Policy BU3. See proposed new policies BU3 and BU4, Chapter 6 section 6.4.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>traffic</p> <p>Infrastructure</p> <ul style="list-style-type: none"> Concern about capacity of local infrastructure to accommodate additional development. <p>Other</p> <ul style="list-style-type: none"> Proposals would harm the amenities of existing residential occupiers, including those in Dodwell Lane by reason of increased noise and pollution. Should include proposals to reinstate Dodwell Pond which is an ancient public pond Proposals would harm property values Proposals would harm Manor Farm Country Park 	
Support: 2147, 3821	BU5	Support proposed Sunday's Hill bypass, Hedge End/Bursledon as it should help relieve traffic congestion at the junction of Bursledon Road and Heath House Lane.	Noted.
Object: 102, 655, 4547, 4729, 4816, 5121	BU6	<p>Signalisation of Windhover roundabout:</p> <ul style="list-style-type: none"> is required as it is already congested and queues to the motorway which is dangerous. would only be justifiable at peak times and the rest of the time would result in increased pollution, use of fuel and time wasted as people are forced to wait until the lights change. This would be contrary to other policies of the plan, including DM33 and accompanying paragraph 6.65 would be inadequate to address congestion and cyclists would not want to travel on congested roads. <p>Traffic calming and pedestrian improvements Dodwell Lane:</p> <ul style="list-style-type: none"> Traffic calming and improvements at Dodwell Lane are required as it is currently used as a short cut when the Windhover roundabout is congested <p>Detail:</p> <ul style="list-style-type: none"> suggests no shared pavement/ cycle lanes <p>Other suggested road and cycleway improvements:</p> <ul style="list-style-type: none"> A more comprehensive plan and actions to address traffic and congestion in the area is needed first. Traffic calming and improved pedestrian access on School Road as the speed of vehicles is dangerous. Pedestrian access at Windhover roundabout Improved footpath and cycle access from Bursledon to Upper 	<p>Noted.</p> <p>Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.4.24)</p>

Reps nos.	Policy/para	Representations	Proposed response
		Hamble Country Park and to Hamble village	
Support: 4473, 4565	BU6	Support proposed road, footpath and cycleway improvements subject to additional measures set out in objections above.	Noted
Object: 5049	BU7	Impact on countryside – request to allocate less attractive sites elsewhere.	Not accepted. Objector appears to have misunderstood the policy, and objects to development of the site. However, the policy allocates the site for public open space. No change
Object: 655, 3159, 4551, 4565, 470, 4721, 4729, 4863, 4875, 4878, 4978, 5049, 5072, 5077, 5078	BU8	<p>Principle and identified need:</p> <ul style="list-style-type: none"> · Question the need for a hotel in this location. Already sufficient hotel provision in the Hamble/Bursledon area. Need must be proven as empty local hotel accommodation appears to be available nearby in Sarisbury Green. · Site does not lie in Hamble peninsula – any hotel should be located closer to Hamble where there is the demand for it · Too prescriptive in terms of the location (contrary to PPS12). A variety of sites which provide flexibility for developers and take account of local requirements should be considered, and examined through a sequential test. · Development of a hotel here could prejudice the potential for a high-end hotel development elsewhere on the Hamble peninsula · Question reason for such a large site. · Site should be used for expansion of the boatyard, as proposed at the last local plan inquiry. · Site would need to be designed to limit motorway noise and links with the marina and boatyard should be utilised. · Need in area for a care home or sheltered housing. <p>Highways</p> <ul style="list-style-type: none"> · Poor access, traffic congestion. · Blundell Lane is unsuitable for increased traffic. · Additional traffic on the already congested Windover roundabout at peak times and related pollution - also effects on properties in Oakhill Close and Bridge Close. <p>Countryside landscape and biodiversity</p> <ul style="list-style-type: none"> · Develops an open area which forms part of the gap between Bursledon and Hedge End. Combined with BU2 it will alter character of Hamble River from rural to an urban area. 	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Policy BU8 is proposed to be deleted. · A small part of the site is allocated for expansion of the boatyard (see proposed new policy BU5). · The Mercury Marina and the adjoining Riverside caravan and camping site, Satchell Lane are proposed to be allocated for hotel and marina (Policy HA2).

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Impact on wildlife habitats · Loss of attractive riverside farmland (contrary to other draft local plan policies), river valley should be protected and the impact on local roads of additional traffic, particularly Bridge Road. · Impact on views, in particular the field sloping up to the historic Bursledon Hall and from the river, impact on the riverside entrance to the Upper Hamble Country Park and lack of identified need for hotel in this location. · It remains one of the few remaining green spaces in the area and it occupies an attractive and peaceful part of the River Hamble and Strawberry trail which is well used by walkers. <p>Other:</p> <ul style="list-style-type: none"> · Site should include marine-related employment development alongside the motorway to enhance the viability of the development and screen the hotel from motorway noise. Hotel would depend on its proximity to the river, but current uses on this part of the river are of poor quality. The site should also be extended to include the frontage to the Hamble river and adjoining moorings to enable redevelopment of the marina uses and improvement of the river setting. Site adjoins residential site allocation BU2 and there may be potential for a masterplan for this whole area. <p>Alternative locations for hotel:</p> <ul style="list-style-type: none"> · Mercury Yacht Harbour marina would be a better location for a hotel that could support leisure and tourism for river and marine visitors. Would assist to maintain viability of marina. Better location with more facilities and better links to Hamble village than site BU8. · The car boot sale site opposite Tesco's at Windhover Roundabout, or on the site currently being proposed to be used for gravel extraction, or an existing brownfield site. 	
Support: 5077, 5078	BU8	Support the principle of development of hotel in this location.	Noted
7.5 Chandler's Ford & Hiltingbury			
Object: 3179, 5157	CF1	<ul style="list-style-type: none"> · Support the principle of the redevelopment of this site but concerned about the current vehicle access arrangements onto Oakmount Road; 	Not accepted. Current access arrangements are understood to be acceptable. Car sales traffic movements are likely to be spread

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> Concerned about potential flood risk which would need to be assessed further; A car sales business on this site would be likely to attract more car movements than an office use. Site should be extended to include the residential properties to the north of the site. 	<p>over a longer period that office car movements. It is unlikely to be financially viable to include the residential sites to the north in the site. Other policies of the local plan address flood risk.</p> <p>No change</p>
Support: 701	CF1	Support	Noted.
Object: 5547	CF2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	<p>The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.</p> <p>No change in response to representation.</p>
Object: 2175	CF2	Existing sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly.	<p>Accept.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments</p>
Support: 3179	CF2	Support redevelopment of site whilst recognising difficult ownership issues.	Noted.
Object: 2125	CF3	Object to proposed access from Hursley Road – access achievable from Common Road. Common Gardens.	<p>Not accepted. There is already an existing access to the site from Hursley Road. It is considered reasonable that this should be the main vehicular access to this site.</p> <p>No change</p>
Object: 5157	CF3	Site is partly within flood zone 3 and includes a culverted section of the Monk's Brook – site should not be allocated until flood risk is understood. Policy should require sequential test to determine site layout and measures to de-culvert and protect the Monk's Brook.	<p>Not accepted – issues have been addressed through pre-application discussions to the satisfaction of the Environment Agency.</p> <p>No change.</p>
Object: 5547	CF3	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	<p>The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.</p> <p>No change in response to representation.</p>
Object: 2175	CF3	Existing sewerage infrastructure does not have adequate	Accept.

Reps nos.	Policy/para	Representations	Proposed response
		capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly.	Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments
Support: 3179	CF3	Support proposed development.	Noted.
Object: 804, 3179, 5167	CF4	Should refer to traffic issues in Chestnut Avenue, including junction with Bournemouth Road at Asda Roundabout. Doubt that there is sufficient development in the area to justify the improvements suggested.	Noted. Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.4.24)
Object: 3179	CF5	Concerned about traffic impacts and impacts on use of adjoining Freespace	Not accepted. Site at Stonecroft Rise is considered a suitable location for relocation of the household waste recycling centre. The Council believes that any issues arising from the proximity of Freespace can be resolved, and that provision can be made for traffic. No change.
Support: 804	CF5	Support allocation but consider site should be in urban edge.	Noted. Site allocated as exception. No change.
7.6 Eastleigh			
Object: 804, 3107, 3179, 3670, 4353, 4550, 4557, 4577, 4624, 4663, 4761, 4762, 4805, 4913, 4933, 4934, 4984, 4985, 4986, 5161, 5167, 5183, 5188	E1	Sustainability <ul style="list-style-type: none"> Concerns expressed about the lack of proximity to employment opportunities and the need to create a self-supporting community; Site is not located conveniently for a variety of public transport links making it a missed opportunity for sustainability. There is no train nearby and the bus links are somewhat limited. Site is not well linked to Eastleigh town centre with busy roads and lack of facilities which disconnect it from the immediate area. It would be reliant on car based travel and would not support the regeneration of Eastleigh town centre 	Not accepted. The site is accessible by non-car transport modes to a variety of employment sites within close proximity to the site. There is also reasonable access to bus and train routes, as well as potential reasonable access to the town centre. The site capacity has been estimated on the basis of its area and an assumed density of 30 dwellings per hectare. This will need to

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Proposal would represent the overdevelopment of the area <p>Countryside, landscape and biodiversity</p> <ul style="list-style-type: none"> · Proposal would have an unacceptable landscape/ visual impact · Unacceptable reduction in the strategic gap (some have referred to the loss of 'Green Belt') which is an important green buffer between Eastleigh and Southampton. The gap was designated in 1993 and residents did not expect to see it fade away in such a short time. The planners should have been able to foresee needs. It is tragic to lose this area. · Detrimental impact on the historic parkland of Stoneham Park which is on the Hampshire register of Historic Parks and Gardens. Any development should look to preserve these features as a legacy for the future, address any landscape degradation in a positive way and take account of the recent investment in that parkland. · Particular concern about the loss of Avenue Park which has been recognised in previous studies of being of 'a very high quality Capability Brown landscape' which remains a site of considerable historic and landscape interest'. This area has been protected in previous local and regional plans which have also sought to reduce further damage, bring land into public ownership, and protect/reinstate surviving features such as the War Shrine. The research, protection, and restoration of Avenue Park has needed and used substantial financial resources, volunteer time, and good will, which has successfully resulted in the partial preservation of this formerly 'degraded' environment. Today there is great potential for Avenue Park and adjacent areas to be used as an educational and light-recreational resource for the community. · Harm to the setting of Eastleigh – the park provides a focus for community identity and sense of space · Supports the retention of the shrine but the plan implies it is the only section of the park that merits concern, the park should be considered as a whole. There is a possible impact on an adjacent walled garden of Stoneham Park. Development sites should not be selected on the basis of whether the land is degraded or not this will encourage 	<p>be verified by detailed appraisal of constraints and opportunities, including potential re-location of playing fields currently located within the site.</p> <p>It is acknowledged that the proposed allocation of this site for development would change the character of the area and erode the gap between Eastleigh and Southampton. The designated gaps between settlements are reviewed when development plans (local plans) are being prepared. It is considered that the proposal leaves a sufficient area of land to function as a gap to separate Eastleigh and Southampton.</p> <p>The impact on the historic landscape character of the area will be informed by a historic landscape assessment currently being undertaken on behalf of the landowners. It is acknowledged that the comprehensive development of this site will not be in accordance with the previous restoration plans for this area, and that it may in part undermine implemented restoration schemes. This matter is being reviewed through the historic landscape assessment Subject to the outcome of this assessment it is considered that the benefits of developing this site to provide a significant amount of additional housing development for the borough outweigh the harm in this regard.</p> <p>The loss of some of the features of the historic park is unfortunate but has to be balanced against the potential benefits of developing this site. The allocation excludes land around the Shrine and the development of the site offers the potential for some of the features of the Avenue Park to be retained</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>landowners to neglect land.</p> <p>Recreation</p> <ul style="list-style-type: none"> • Objects to the loss of well-used playing fields and considers that replacement of these would not be easy to achieve • Wants confirmation that playing fields affected will either be retained or replaced in line with Sport England's Playing Field policy and government advice contained in PPG17. In the absence of any such assurances, Sport England would object to this allocation. • Request that the plan takes into account the archery club's requirements in line with plans to seek another site which is more suitable. • Concern about relationship to the proposed Forest Park • Welcome the inclusion of reference to the Forest park regarding financial contributions and footway and cycle links. Test Valley Borough Council will work with Eastleigh in order to deliver the Forest Park proposal. • If it is decided to develop this site, requests that the golf driving range should be relocated and that the Doncaster Farm playing fields are retained for junior football. <p>Transport</p> <ul style="list-style-type: none"> • No transport assessment has been produced • It is incorrect to state that "no major works" will be required to the transport network. Development will increase traffic movements on the local road network which is already congested and could necessitate further improvements to Junction 5 beyond those already planned. • lack of recognition of impacts on other parts of the road network (including the Chestnut Avenue/Bournemouth Road roundabout). Other off-site improvements are likely to be required and concerned about combined impacts of this development, the recently constructed B&Q development and the proposed household waste recycling centre off the same road • Should include proposal for additional cycle link, including along Bournemouth Road to the A33 Bassett Avenue. <p>Infrastructure</p> <ul style="list-style-type: none"> • Local infrastructure could not accommodate the scale of development proposed. 	<p>(in full or in part) or interpreted.</p> <p>Replacement playing fields are proposed south of the M27 junction 5 (see new Policy E12, Chapter 6 section 6.6) which provide the potential to compensate for loss of playing fields within the site. The playing fields should only be developed if satisfactory compensatory replacement is provided.</p> <p>The support for the Forest Park initiative is noted. Whilst the Forest Park is not dependent on this site coming forward, the proposed development offers the potential to contribute positively towards the Forest Park.</p> <p>As the Forest Park proposal is within the PUSH Green Infrastructure strategy as well as the emerging Test Valley Borough Local Plan and adjoins this site, it is considered that it is properly reflected in the policies and requirements of this Local Plan. It is also considered appropriate to seek contributions to other proposals of this local plan likely to be used by residents of this site, including the proposed extension to the Lakeside Country Park (new policy E13).</p> <p>A strategic transport assessment of the overall plan strategy has been prepared and is available to view on the Council's web-site at www.eastleigh.gov.uk/localplan.</p> <p>Within the vicinity of the site, the transport assessment finds that development is likely to cause issues of congestion on Stoneham Way. Measures to manage traffic and mitigate this congestion will be required as part of the development. The assessment has not indicated harmful impacts outside the</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> • Policy should recognise that a trunk water main crosses the site and its diversion is not recommended. • Concern about the impact of a new school on the existing school on Nightingale Avenue. <p>Other</p> <ul style="list-style-type: none"> • Need to ensure that future development would not have a significant harmful impact on the residents of Test Valley or the wider natural environment. • Insufficient consideration has been given to the site's constraints which render the site unsuitable for development of this scale. • 1996 plans for Stoneham Park and surrounding area have been completely ignored • There are so many brownfield sites becoming available in Eastleigh itself which could remove the need for this site to be developed. • Would be unnecessary if the Allington development were to be supported <p>Detailed policy wording comments:</p> <ul style="list-style-type: none"> • E1(i) – should refer to dwellings, not houses. • E1(ii) – should not require primary school to be part of local centre. • E1(vi) – should reflect reality that some playing fields will be lost and set out mechanisms to offset this including compensatory provision or preferably, enhancement of existing facilities. Wording proposed for policy amendment. • E1(ix) – requirements for highway improvements need to be justified in relation to CIL reg 122 and Circ. 05/05. Amend to include the words 'if necessary'. • E1(x) – requirement for financial contributions should accord with CIL reg 122 and Circ. 05/05. Reference to Forest Park proposal should recognise it is only a draft proposal in Test Valley Borough Council's Core strategy – similarly should recognise draft status of proposed Lakeside Country Park extension. • Should also refer to off-site highway improvements necessary to make the development acceptable in highway terms 	<p>borough e.g. in Test Valley. The policy properly requires contributions to fund off-site highway improvements necessary to serve the development.</p> <p>A shared use cycle route has recently been completed along Chestnut Avenue. Taking into account the other provisions of the policy It is not considered reasonable to require that this development provides an additional cycle link on Bournemouth Road. However it may be deemed appropriate for financial off-site transport contributions to contribute towards such a scheme. The general development management policies of the Local Plan require that contribution are made towards the provision of off-site transport infrastructure necessitated by development proposals.</p> <p>The site adjoins the largest town within the borough which contains a range of facilities and services. Various studies including an environmental impact assessment and transport assessment (see above) have been or will need to be carried out to accompany development proposals. Based on the evidence currently available there is no reason to doubt that sufficient infrastructure could be made available to accommodate the development.</p> <p>The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may not be adequate to serve the new development. However there is no evidence to suggest that improvements to the infrastructure could not be achieved (if required) as part of the development proposals.</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>It is not considered necessary for the policy to specifically refer to the 'trunk water main'. There are a number of other constraints on this site including a high-pressure gas main. Development proposals for this site will need to take these constraints into account.</p> <p>The need for a new school is informed by advice from the education authority. The location, function and catchment of the proposed school will need careful consideration in close consultation with the local community and education authority. It is accepted that it may not be possible to locate it with the community facilities, subject to the outcome of masterplanning of the site.</p> <p>The need to allocate this site for residential development has been informed by an assessment of the capacity of the existing urban areas within the borough through the strategic land availability assessment.</p> <p>The reasons for discounting the Allington Lane site as an alternative location for development are discussed in relation to representations made to Policy S3.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Replace 'houses' with 'dwellings' · Delete requirement for primary school to be a part of a local centre (but retain as a requirement on this site). <p>See revised policy E1, Chapter 6 section 6.6</p>
Object: 2175	E1	Existing sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. This should be paid for by the development.	<p>Accept.</p> <p>Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their</p>

Reps nos.	Policy/para	Representations	Proposed response
			developments
Object: 5547	E1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 2257, 2463	E1	Support of the principle of developing south of Chestnut Avenue.	Noted
Object: 804, 2175, 5157	E2	<ul style="list-style-type: none"> Should refer to junction capacity improvements scheduled for the Leigh Road/ Passfield Avenue junction which is a priority scheme requiring developer contributions. Contamination may be present as a result of historical activities. Any planning application should be accompanied by a desk study outlining the historical use of the site and a preliminary risk assessment. 	<p>Accept in part. Proposed change: amend policy to include a reference to the need for scheduled capacity improvement for the Leigh Road/ Passfield Road junction.</p> <p>Note: The Council prepared a development brief for this site approved in April 2008. The Council has resolved to grant detailed planning permission (F/11/70044) for the development of this site for 312 dwellings.</p>
Object: 2175	E2	<ul style="list-style-type: none"> Existing sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly. Pumping station close to site boundary. Water supply infrastructure crosses the site. 	<p>Accept. Proposed change: A new policy (DM8) is proposed to be included in new Chapter 5 requiring developers to provide off-site utilities infrastructure to serve their developments</p> <p>Note: The Council prepared a development brief for this site approved in April 2008. The Council has resolved to grant detailed planning permission (F/11/70044) for the development of this site for 312 dwellings. The capacity of the infrastructure to accommodate the development was considered in the determination of this application.</p>
Object: 5547	E2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is

Reps nos.	Policy/para	Representations	Proposed response
			already set out in the development management policy for community facilities. No change in response to representation.
Object: 2175	E3	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly. Pumping station close to site boundary. Water supply infrastructure crosses the site.	The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may need to be improved if this site is to be redeveloped. A new policy (DM8) is proposed requiring developers to provide off-site utilities infrastructure to serve their developments.
Object: 5547	E3	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 804	E3	Support for the required replacement of Archer Road footbridge. The scale of development proposed nearby is broadly at the right level to finance it. Important to note the potential land constraints on the northern side of railway.	Noted
Object: 804, 921, 2943	E4	<ul style="list-style-type: none"> • Policy makes insufficient reference to Sainsbury's development • Object to treating the Sainsbury's redevelopment as a commitment, to the assumption that this will take up all the additional shopping floorspace requirement and to the consequent lack of additional retail provision in the town centre • Policy fails to examine the implications for the rest of the town centre of redeveloping Sainsbury's. • Concern that redevelopment of Sainsbury's and Upper Market Street will create a shopping facility with better links to the motorway that creates undesirable competition with the Swan Centre and potentially threatens the viability of the centre • Amend E4(ii)(d) to clarify that it applies only to premises at ground floor or street level in established street frontage • More guidance needed on relationship between primary and secondary zones and Swan Centre; further detail as in policy DM42 would be helpful 	Accept in part. Policy refers to redevelopment of the Sainsbury's site. It is expressed in neutral terms and does not require or prohibit redevelopment by Sainsbury's. The policy forms part of an existing strategy to revitalise the town centre by providing a northern focus of retail development to strengthen the retail circuit in the town. The vision for Eastleigh town centre has been agreed by the town centre partnership which includes the objectors. The local plan should not restrict competition between retailers within the town centre, but the basis for the vision and the policy is to increase retail activity generally, which should benefit all traders. The Swan Centre enjoys links to the M27 equally as good as if not better than the northern part of

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> Object to restriction of development to A1 uses in core shopping zone (Swan centre) – policy should allow for A2 and A3 uses which can still add to vitality and viability of centre 	<p>the town centre does to the M3. The policy does not prohibit other retail development in the town centre, which is permissible under new policy DM19. Policy provides sufficient detail on uses permissible in the Swan Centre and in the primary and secondary shopping frontages. It is not accepted that further A2 and A3 uses should be allowed within the core shopping zone in the Swan Centre as this would risk undermining its retail function. Proposed change: Amend Policy E4(ii)(c) & (d) to refer to ground floor retail frontages (see new policy E7, Chapter 6 section 6.6).</p>
Support: 2043, 5069	E4	<ul style="list-style-type: none"> Support policy option E4(ii)(b)(2) as this supports approach to managing leisure facilities in the Swan Centre. Supports aspirations to strengthen the retail circuit of Eastleigh including the Sainsbury's store. 	<p>Noted. Proposed change: Policy amended but with slight amendment to policy option. See new policy E7, Chapter 6 section 6.6.</p>
Object: 804	E6	Policy should also recognise that highway improvements will need to be carried out to an adoptable standard.	<p>Accept. Proposed change: Amend policy E6 to require that highway improvements are carried out to an adoptable standard (see new policy E9).</p>
Object: 804, 3162	E7	<ul style="list-style-type: none"> Policy should recognise need for improvements at Twyford Road roundabout Policy should refer to M27 Junction 5 improvements 	<p>Noted. Proposed change: Policy deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.6.36)</p>
Object: 2175, 4313	E8	The sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly. Sewage infrastructure crosses the site.	<p>Accept. The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may need to be improved if this site is to be redeveloped. Proposed change: A new policy (DM8) is proposed requiring developers to provide off-site utilities infrastructure to serve their</p>

Reps nos.	Policy/para	Representations	Proposed response
			developments.
	E8	Policy also needs to require junction improvement at Leigh Road/ Twyford Road/ Southampton Road/ Bishopstoke Road (Twyford Road roundabout).	Not accepted. The Council has now resolved to grant detailed planning permission (F/11/70108) for the development of this site for 113 dwellings. The capacity of the infrastructure to accommodate the development was considered in the determination of this application.
Object: 3162, 3802, 4694, 4893	E9	<p>Access</p> <ul style="list-style-type: none"> Chickenhall Lane Link Road likely to be too expensive and unlikely to be delivered due to lack of available funding, added cost of safeguarding restrictions of airport, potential for alternative route alignments using the existing Campbell Road bridge and the rejection of Allington Lane (BL5) as a proposed development location. Request that protection of route is removed and the (Northern Business Park) area is promoted for airport related activity. Without link road, developments across the whole borough may not go ahead Concerns about congestion on Bishopstoke Road Improvements to Campbell Road bridge mentioned at E9(v) will need to be accompanied to improvements to M27 Junction 5 or will cause congestion. 	<p>Accept that it may not be economically feasible to construct the Chickenhall Lane link road (draft local plan Policy E9b) within the plan period.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> Remove references to the Chickenhall Lane link road from the policy. Amend policy criteria to refer to the need for improvements to Junction 5 of the M27. Delete the 4ha limitation on airport related uses of the Northern Business Park <p>See new policy E10, Chapter 6, section 6.6</p>
Object: 2943	E9	Policy must protect retail uses in the town centre. Suggest there should be restrictions applied as part of conditions with any planning permission approved for bulky goods uses, including non-fashion, toys and home wares.	<p>The principle of protecting the town centre is already accepted in the policy. Reference to bulky goods is sufficiently specific to avoid town centre retail uses on this site, and would automatically bring forward conditions to limit such uses.</p> <p>No change.</p>
Object: 707	E9	Only allowing Class B 'industrial uses' on the site is unduly and unnecessarily restrictive - other appropriate uses (where justified through evidence) should be allowed. Inclusion of the phrase 'provided that it can be demonstrated ... that the land is not required, either now or in the longer term, for railway uses' is of concern as this requirement would impact on the likelihood of redevelopment of this site.	<p>Accept in part. The policy allows for uses other than B-class industrial uses in parts of the Eastleigh River Side site.</p> <p>Proposed change: Amend policy to include Class B1(b), B1(c), B2 and B8 employment uses on the railway works site, and in the Tower Lane area of the site (see new policy E10, Chapter 6 section 6.6).</p>

Reps nos.	Policy/para	Representations	Proposed response
			Requirement to demonstrate that land is not required for railway uses only applies within the railway works - it does not apply to rail infrastructure owned by Network Rail. No change.
Object: , 804	E9	Policy should recognise the need to retain minerals sites with Eastleigh East rail depot for crushed rock and Eastleigh West rail depot for rail ballast. Both are safeguarded from redevelopment in the emerging Hampshire Minerals & Waste Plan. Policy for railway works should include potential for waste management uses.	Accept. Proposed changes: <ul style="list-style-type: none"> Amend policy E9 to include reference to retention of minerals sites (see new policy E10, chapter 6 section 6.6). Revise employment policies to enable development of waste management and energy generation on employment sites subject to the necessary criteria (see new policy DM11).
Object: 1087	E9	<ul style="list-style-type: none"> Range of possible future uses for the Tower Lane area is too narrow – should include support for B1 uses in order to provide greater flexibility and commensurate with the wider range of uses that the Council wishes to see at Barton Park; Implies the land (accessed from Tower Lane) is available for redevelopment, but owner (Prysmian Cables and Systems Ltd) has no plans to vacate or relocate for the foreseeable future - policy should be reworded to reflect this. Land south of the sewage works is identified as being suited for waste management which restricts the range of permitted uses for the site, this could severely undermine regeneration. HCC minerals and waste plan contains no immediate requirements for major new waste management facilities in Hampshire, therefore unnecessary to allocate site for this use. 	Accept in part. It is accepted that land south of the sewage works could be used for B2 and B8 uses as well as waste management. It is considered reasonable to identify potential uses for the whole of the area south of Tower Lane – the policy does not require redevelopment, but indicates what would be permissible in the event of sites becoming available. It is not accepted that these uses should include B1a office uses, as this site is not well-related to the town centre, and is needed for B2-B8 uses. However, it could include uses in classes B1(b) and B1(c). Proposed change: the potential uses of the land south of the sewage works are amended to include B1(b), B1(c), B2 and B8 uses as well as waste management (see new policy E10, Chapter 6 section 6.6).
Object: 3162	E9	Remove 4ha limit for airport-related uses. Policy should state that use of Northern Business Park will be agreed when access and use of other areas of Eastleigh River Side are agreed – this will protect airport's use of the land should Eastleigh River Side not proceed.	Accept in part. Proposed change: amend policy to delete 4ha limitation on aviation-related uses at the Northern Business Park (see new policy E10, Chapter 6 section 6.6).
Object: 2175	E9	Policy should also mention the need for development sensitive to odours (e.g. housing and offices) to be kept clear of a 400m	Accept. Proposed change: Amend policy criteria to

Reps nos.	Policy/para	Representations	Proposed response
		exclusion zone around the Chickenhall Lane Wastewater Treatment Works	include a reference to the wastewater treatment works odour zone (see new policy E10, Chapter 6 section 6.6).
Support: 804, 4149	E9	<ul style="list-style-type: none"> Support use of land south of sewage works as a waste management site. This accords with evidence supporting the emerging Hampshire Minerals & Waste Plan. Support broad approach to land use. Supports proposed policy for the regeneration of Eastleigh River Side on the grounds of a commitment to working alongside the Council to invest and regenerate the town centre throughout the plan period (in line with objective xv, Chapter 3) 	Noted.
Object: 804	E10	Policy should also recognise the proximity of M3 Junction 13 and Leigh Road/ Passfield Road junction which both require improvements.	Accept. Proposed change: Amend policy to refer to requirement for off-site transport infrastructure contributions to Leigh Road/ Passfield Road and M3 Junction 13 improvements.
Object: 2175	E10	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required - policy should be amended accordingly. Water supply and sewerage infrastructure crosses the site.	Accept. The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may need to be improved if this site is to be redeveloped. Proposed change: A new policy (DM8) is proposed requiring developers to provide off-site utilities infrastructure to serve their developments.
Object: 5547	E10	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Object: 5547	E11	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.

Reps nos.	Policy/para	Representations	Proposed response
Support: 804	E11	Support proposed development of the site and in particular reference to highway junction improvements at Leigh Road/Woodside Avenue which is a Hampshire County Council priority which is awaiting funding.	Noted
Object: 3162	E13	<ul style="list-style-type: none"> Policy should include support for the expansion of regional airports to relieve London airports and meet aspirations for growth set out in the masterplan. Policy should indicate that the Borough Council and airport will work together through the Airport Consultative Committee to manage noise impact in the borough, rather than stating that there will be no increased noise impacts on local residents. 	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> Combine policies S8 and E13 (see new policy E11). Amend accompanying text to refer to expansion of regional airports to relieve London airports, and to the Airport Consultative Committee (see new para. 6.6.48). <p>Note: The noise from the airport is a sensitive issue for local residents. The policy and text indicate the Borough Council's willingness to work with the airport authority.</p>
Object: 757	Proposals Map	Include place of worship and car park south of Chestnut Avenue within the defined urban edge,	<p>Not accepted. Site is close to the motorway and not considered suitable for development that could arise from its inclusion within the urban edge.</p> <p>No change.</p>
7.7 Fair Oak			
Object: 4559, 4581, 4582, 4606, 4632, 4638, 4675, 4681, 4793, 4919, 4920, 4921, 4922, 4923, 4945, 4956, 5089, 5552	FO1	<p>Principle</p> <ul style="list-style-type: none"> loss of greenfield land, should use existing brownfield sites instead past planning history on the site <p>Countryside</p> <ul style="list-style-type: none"> unacceptable impact on wildlife loss of agricultural land Elevated position and would be very prominent in the local scene and more distant view and increase local levels of light pollution <p>Topography/ Density</p> <ul style="list-style-type: none"> Topography and character of the site makes it unsuitable for 20 dwellings, should be reduced to 11 to reflect existing densities If site is developed it should contain bungalows to avoid overlooking and harm to residential amenities 	<p>Accept in part:</p> <p>Proposed change: site boundary to be extended to the west to include the land nearer to Glebe Court.</p> <p>Remaining representations are not accepted.</p> <p>It is acknowledged that the development will have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping.</p> <p>It is acknowledged that the topography of the land rises steeply to the north. However development of the site will be designed to minimise impact on existing neighbouring</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>Infrastructure</p> <ul style="list-style-type: none"> · No consideration of infrastructure requirements including schools, affordable housing, medical facilities · Should provide funding towards the extension of the car park at the doctors surgery · Existing drainage issues on site with localised flooding of pathways <p>Access</p> <ul style="list-style-type: none"> · Questions why policy has conditioned access to be from Mortimers Lane · Congestion on local roads, particularly Station Hill · Highway safety · Sub standard proposed highway access onto Mortimers Lane, suggests access from Glebe Court · Increased number of vehicles using Glebe Court would be unacceptable as there are already unauthorised non-resident parking issues. <p>Other</p> <ul style="list-style-type: none"> · Suggests building more housing on the Scotland Close site (policy FO2) as an alternative · Extend site to the west to include land off Glebe Court. The site could then accommodate up to 60 dwellings 	<p>properties and reflect the character of the area.</p> <p>The relatively low number of dwellings proposed reflects the site constraints and is considered to be a reasonable approach at this time. Further detailed work may support a variation to the numbers proposed.</p> <p>Transport assessment indicates that local roads have the capacity to accommodate traffic generated by development of this site and other allocations nearby. Access from Glebe Court is not proposed because this is a narrow residential street with on-street parking. Access from Mortimers Lane is considered feasible.</p> <p>The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of secondary school provision.</p> <p>Matters relating to drainage associated with the development are considered to be capable of being addressed through the detailed consideration of development proposals.</p> <p>The need to allocate this site for residential development has been informed by an assessment of the capacity of the existing urban areas within the borough through the strategic land availability assessment.</p> <p>The reasons for discounting land at Scotland Close as an alternative location for residential development are discussed in relation to objections to Policy FO2.</p>

Reps nos.	Policy/para	Representations	Proposed response
			No further changes
Object: 2175	FO1	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required	Accept. The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may need to be improved if this site is to be redeveloped. Proposed change: A new policy (DM8) is proposed requiring developers to provide off-site utilities infrastructure to serve their developments.
Object: 5547	FO1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 2147, 2195, 4586, 4730	FO1	<ul style="list-style-type: none"> · Support exploring the development potential of land to the west of the site for development · Land owner is willing to see their land developed · Sustainable location, within easy reach of local services and facilities 	Noted.
Object: 2208,	FO2	Object to specification that development at Scotland Close is for educational, recreational and institutional uses, and does not include housing. The Fair Oak Landfill Study suggests residential development can safely be accommodated on the site, and the matter can be confirmed as a prerequisite of any development proposal.	Not accepted. The allocation on the draft local plan proposals map is for a special policy area which delineates the boundary for draft policy FO2. Due to contaminated land issues on this site the proposed land uses subject to technical studies can be more strictly designed and controlled than housing. No change.
4581, 4793,	FO2	<ul style="list-style-type: none"> · Has not taken into account infrastructure requirements including schools, affordable housing, medical facilities and roads · No local employment so people have to travel · Highway safety · Loss of wildlife habitat · Inadequate drainage · Increased risk of pollution 	Not accepted. Medical facilities have been reviewed in discussion with the NHS, and schools facilities with the education authority. Revised policy for the site does not propose housing - uses proposed could provide employment. Local plan proposals have been subject to transport assessment, and no issues have arisen in connection with this site. The site does not contain any features subject to nature conservation designations, but the policy provides for enhancement of

Reps nos.	Policy/para	Representations	Proposed response
			any biodiversity interest. Development management policies require the provision of adequate drainage, and that development should address issues of land contamination. No change.
5157	FO2	<ul style="list-style-type: none"> Should require that any planning application be accompanied by a desk study and preliminary risk assessment to demonstrate that any development would not pose a risk to controlled waters 	Accept. Proposed change: Amend policy to require that any planning application should be accompanied by a desk study and preliminary risk assessment to demonstrate that any development would not pose a risk to controlled waters.
Object: 172, 4212	FO3	<ul style="list-style-type: none"> Proposed vehicular access to the site would be from a road which is already over capacity, where there is planning permission for a sixty-bed nursing home Lack of clarity regarding vehicular access to the site, concern that another junction onto the busy Botley Road would be hazardous 	Not accepted. Transport assessment has not shown any issues with the capacity of local road, or that this development proposal is likely to give rise to traffic problems. No change.
Object: 3778, 4945	FO3	Need for a parish office and compound has not been justified, on this basis suggests that the number of houses could be increased from ten to fourteen.	Accept in part. Proposed change: Policy amended to allow for between 15 and 20 dwellings. The need for the Parish Council office and compound was identified by the Parish Council through stakeholder meetings. No further change.
Object: 4581	FO3	Infrastructure requirements including schools, affordable housing, medical facilities and roads have not been taken into account. There is no local employment so people have to travel.	Not accepted. Medical facilities have been reviewed in discussion with the NHS, and schools facilities with the education authority. Site is likely to include affordable housing. It is acknowledged that there is little local employment in Fair Oak/ HortonHeath, but a small new employment site is proposed in Horton Heath (see new policy FO4) and in any event, this is a small development unlikely to give rise to significant employment needs. No change.
Object: 5547	FO3	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their

Reps nos.	Policy/para	Representations	Proposed response
			development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Object: 2195, 4893	FO4	<ul style="list-style-type: none"> · Suggest additional traffic improvements: traffic light timings along Botley Road, extend the cycle way along Bishopstoke Road, install a pelican crossing at the Horton Heath garage. · Request a plan which sets out more comprehensive approach to addressing the increased congestion 	Noted. Proposed change: Policy to be deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.7.18).
7.8 Hamble			
Object: 104, 497, 4581, 5081	HA1	<p>Policy:</p> <ul style="list-style-type: none"> · should include provision for free long term convenient parking for foreshore and village centre users. · does not address congestion on Hamble Lane. · should ensure provision of secure bicycle lockers or bicycle compound as part of the proposed new car park 	Not accepted. Policy seeks to achieve parking to assist use of the railway station which if successful to help to remove some traffic from Hamble Lane. Policy is intended to serve only the railway station, and is remote from the foreshore and village centre. Parking provision normally includes provision for bicycles. No change
Support: 4844	HA1	Support - may help alleviate the traffic on Hamble Lane	Noted.
7.9 Hedge End			
Object to the principle of the allocation 101, 224, 398, 479, 519, 522, 673, 804, 2175, 2357, 2485, 2550, 2878, 3198, 3244, 3342, 3395, 3433, 3438, 3463, 3506, 3515, 3556, 3639, 3654, 3665, 3725, 3775, 3808, 3848, 3969, 4008, 4021, 4027, 4031, 4042, 4070, 4101, 4164, 4186, 4323, 4461, 4462, 4556, 4564, 4572, 4581, 4615, 4633, 4649, 4690, 4691, 4706, 4708,	HE1	<p>Sustainability</p> <ul style="list-style-type: none"> · The site is in an unsustainable location – remote from any centre and distant from secondary schools – adds to urban sprawl · Concern about combined impact with other development proposed within and beyond the borough · Should be seen in context of other proposals in the area e.g. at Boorley Green · Impact on Botley, in combination with other sites <p>Vision, objectives and other policies of the draft local plan</p> <ul style="list-style-type: none"> · Conflicts with other policies of the local plan (S9, S13, S14, S15, S16 and DM13) 	Accept in part. It is accepted that the development of the site should not be dependent on the construction of the Botley bypass. Proposed change: amend policy to delete the dependency on Botley bypass, but also to require contributions to off-site highway improvements necessitated by the development. Remaining representations are not accepted.

Reps nos.	Policy/para	Representations	Proposed response
4713, 4717, 4722, 4726, 4727, 4735, 4736, 4741, 4751, 4759, 4763, 4765, 4773, 4774, 4781, 4784, 4790, 4796, 4797, 4799, 4801, 4802, 4803, 4856, 4873, 4892, 4927, 4928, 4929, 4938, 4944, 4947, 4958, 4968, 5007, 5018, 5073, 5075, 5079, 5080, 5082, 5088, 5090, 5093, 5102, 5126, 5131, 5135, 5140, 5142, 5149, 5160, 5167, 5174, 5205		<ul style="list-style-type: none"> · Irresponsible choice that does not contribute to regenerating Eastleigh <p>Countryside, landscape, biodiversity and heritage</p> <ul style="list-style-type: none"> · Development would be detrimental to Botley which is a heritage asset · Impact on the gaps between Hedge End and Botley, and between Hedge End and Boorley Green, contrary to the plan's own objectives; assumption that this site can be developed while retaining a gap between it and Boorley Green/ Botley is unrealistic. · Over-development of the area increasing urban sprawl · Loss of valuable farmland · Landscape impact and loss of rural character · Impact on wildlife habitats · Concern about loss of gap arising from development of land west of Woodhouse Lane; <p>Recreation</p> <ul style="list-style-type: none"> · Loss of amenity space/ recreation facilities and footpaths · Playing fields would only serve Hedge End residents <p>Employment</p> <ul style="list-style-type: none"> · Conflicts with PUSH economic strategy to focus development in cities · Lack of local employment · Development will not help regenerate Hedge End centre which does not need regenerating anyway <p>Transport</p> <ul style="list-style-type: none"> · Impact on local infrastructure including roads · Object to requirement to fund Botley bypass and other major infrastructure (804, HCC) · Object to absence of transport assessment (804, HCC) · Plan should recognise that improvements to Junction 7 will be costly and difficult to achieve (HCC) · Will increase traffic on local roads and M27 and worsen air quality – Botley bypass should be completed before this site is developed. · Botley and Hedge End stations would need improvement · Concern about single access point on to Woodhouse Lane · Concerns over implications for Maypole roundabout and Kings Copse Avenue and potential increase in accidents 	<p>In terms of sustainability - the site adjoins the urban edge of Hedge End, and is less than a kilometre away from Botley, and 1.5km from Hedge End town centre. It is also within walking distance of Hedge End railway station. This general location has previously been identified in the South East Plan as suitable to accommodate a strategic development area. The site is not 'remote' in the normally accepted sense of the word. The sustainability appraisal, transport assessment and Habitats Regulations assessment have reviewed this site in the context of the other developments proposed in the locality.</p> <p>There is employment nearby in Hedge End. Access to Hedge End station provides train links to the main employment areas in Eastleigh and Southampton. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre.</p> <p>The development would increase the catchment population for Hedge End centre, and for this reason is considered likely to contribute to its regeneration.</p> <p>Development of any green field site in this relatively small borough will affect issues such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes and provision of attractive places to live.</p>

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Lack of infrastructure linking site to Southampton · No guarantee that bypass will be built <p>Community</p> <ul style="list-style-type: none"> · Development would be detrimental to the parish · No community benefits if site cannot be integrated with existing settlement · No provision for secondary education or health facilities · No strategy to meet demand for secondary education · Plan should recognise need for new surgery/ improved medical facilities in Hedge End · Not justified by local needs or supported by the local community · Scale of development is greater than needed by community · Need for housing not proven · Hedge End has taken its fair share of development <p>Utilities infrastructure and flooding</p> <ul style="list-style-type: none"> · Site floods and will worsen flooding elsewhere e.g. Hedge End centre · Infrastructure constraints within the site (major gas, water and oil pipelines) · Policy should specify need for development to fund improvements to off-site sewerage infrastructure <p>Other</p> <ul style="list-style-type: none"> · Land will not be released for development (HCC). · Site is constrained and delivery is questionable. · Concern about the scale of the proposed development – accept that the site should be developed but for a lesser number of dwellings. · Oil extraction should proceed first · Criteria for site selection have not been applied equitably or consistently. 	<p>It is acknowledged that the development would have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping.</p> <p>No loss of recreational space is proposed. Around 13ha of the site is proposed to be playing fields to serve this development and adjoining areas. Footpaths through the site will not be lost. It will be a condition of new development that they are retained and enhanced.</p> <p>It is acknowledged that the combined effect of the proposals to develop the sites east of Hedge End and at Boorley Green will be to narrow the gaps between Hedge End and Boorley Green and Botley. However, there will still be gaps.</p> <p>The site does not include or directly border any nature conservation sites of national or European significance. The stream running through the site and associated tree belt are within a locally designated Site of Importance for Nature Conservation. The stream is a tributary of the River Hamble, and the potential impacts of development on the river have been examined through the Habitats Regulations Assessment. It is concluded that any adverse impacts can be mitigated, e.g. through the use of sustainable drainage systems.</p> <p>Transport assessment undertaken using the sub-regional transport model indicates that traffic generated by the development can be accommodated on local roads, with some</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>improvements. The Highways Agency is investigating the potential for improvements to junction 8 of the motorway. A detailed transport assessment will be required to support development proposals on this site.</p> <p>The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of secondary school provision. It is not unusual for children to require vehicular transport to secondary and further education facilities as by their nature these institutions have larger catchment areas than primary schools. The plan contains a general policy requiring the developers to contribute to any new community infrastructure required to meet the needs of the occupiers of their developments.</p> <p>The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, is not adequate to serve the new development. New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments. Southern Water advise that the receiving treatment works, which for this site would be Peel Common on the coast of Fareham Borough has adequate capacity to serve the development.</p> <p>The Council is aware of the location of existing gas and water pipelines crossing the site. These are not absolute constraints on development, and cross other developed areas. They can be taken into account in the layout of development and open space on the site.</p> <p>No change.</p>

Reps nos.	Policy/para	Representations	Proposed response
Object: 3585, 3664	HE1	Object to the scale of the development. Principle of development in this location is supported but the scale of the development should be reduced.	Not accepted. The scale of development can be accommodated satisfactorily and is necessary to ensure provision of adequate services and facilities to serve the new developments without overloading existing facilities. No change.
Object: 4557	HE1	Site should be combined with land north of Hedge End as an alternative to both the other strategic locations – accords better with settlement hierarchy.	Not accepted. The potential for development of the land north of Hedge End has been considered through the SLAA and through the appraisal process. The Council is concerned that development of this area would close the gap between Hedge Ed and Boorley Green. It is also severed from the rest of Hedge End by the railway line. There is limited potential to provide additional links across the railway, and the Council is concerned that development in this location would merely be a further extension of the residential suburbs of Hedge End, resulting in an isolated suburb poorly related to the rest of the settlement and without its own identity. No change.
Object: 5547	HE1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 2544, 3107, 5200	HE1	Support development proposal – it is preferable to infilling – support inclusion of playing fields – should include suitable transport and community infrastructure – should direct traffic to M27 junction 8 as Junction 7 is at capacity	Noted.
Object: 2175	HE2	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly. Water supply infrastructure is also inadequate to serve this	Accept. Proposed change: New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.

Reps nos.	Policy/para	Representations	Proposed response
		development.	
Object: 4581	HE2	Has not taken into account infrastructure requirements including schools, affordable housing, medical facilities and roads. There is little local employment so people have to travel.	Not accepted. The allocation is to complete an already committed development. This provides a school and other local infrastructure. There is employment nearby in Hedge End, and the site is within walking distance of Hedge End station. Transport Assessment does not demonstrate a major issue with local roads arising from this proposal. No change.
Object: 5547	HE2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Object: 503, 797, 2147, 2175, 4192, 4323, 4473, 4525, 4532, 4548, 4551, 4553, 4554, 4555, 4581, 4595, 4599, 4689, 4692, 4693, 4696, 4697, 4785, 4789, 4830, 4837, 4849, 4851, 4871, 4939, 4940, 4941, 4958, 4979, 4991, 4993, 4994, 4995, 4996, 4997, 4999, 5019, 5031, 5050, 5067, 5080, 5104, 5133	HE3	<p>Sustainability</p> <ul style="list-style-type: none"> • Poor accessibility to employment opportunities, services and facilities (as acknowledged in paragraph 7.4.20 of the Plan). Development on this site will therefore increase the need to travel by car and does not accord with the Council's strategic priority. • Constraints on the development of this site would make it difficult to integrate the development with the existing urban area • There has already been too much development in this area. <p>Countryside, landscape and biodiversity</p> <ul style="list-style-type: none"> • Unacceptable erosion of a particularly vulnerable strategic gap between Hedge End and Southampton; • Loss of countryside, trees, agricultural land (one of last areas in village) and buffer to the motorway; • Unacceptable harm to the landscape character and appearance of the area. Council's landscape assessment describes the area as a narrow corridor between settlements, easily compromised by development; • Loss of wildlife habitat within the site and impact on wildlife habitats at Ayers Wood and Carpenters Close. Policy should be amended to ensure that any development is subject to a 	<p>Not accepted.</p> <p>The site adjoins the urban area of Hedge End, and lies 1.2km from Hedge End town centre, on a bus route. The land is not of high agricultural quality.</p> <p>It is recognised that the site currently lies in a strategic gap between Hedge End and West End. However, sites must be allocated to meet housing needs in the borough, and given the relatively small size of the borough, and the need for new development to be in accessible locations, it is inevitable that some of these will be in gaps.</p> <p>The designated gaps between settlements are reviewed when development plans (local plans) are being prepared. The site is of modest size, reasonably well-contained, and will not be obtrusive in views of the area. It is considered that the proposal leaves a</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>wildlife survey and consultation with wildlife organisations to ensure impact is minimal.</p> <p>Recreation</p> <ul style="list-style-type: none"> • Loss of open space on this site, which is one of the last remaining open spaces in Hedge End. The loss of this open space should not be justified on the basis of meeting local housing needs as people will just look elsewhere. • Proposed open space associated with the development would be focused next to the motorway which is not relaxing and enjoyable. <p>Transport</p> <ul style="list-style-type: none"> • Unacceptable increase in traffic on the local road network which is already overloaded and dangerous; • Junction 8 and the M27 are already at maximum capacity at peak times and cannot accommodate additional development • Consequential impact on noise and air pollution, along with concerns about pedestrian safety due to narrow roads with no footways; • Little provision for mitigation of transport impacts, including provision of adequate lighting and pavements on local roads; • Provision of vehicular access would be difficult and expensive, affecting viability. • Access to the new development should be along Peewit Hill as the road already exists and onto Sundays Hill; • General concern about lack of detailed assessments relating to transport impacts to inform the consultation. <p>Infrastructure</p> <ul style="list-style-type: none"> • Concerns about the capacity of the existing infrastructure to accommodate new development – capacity of schools, affordable housing, medical facilities and other community facilities have not been taken into account in identifying this site for potential development. New facilities may be needed. • Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required. The policy should be amended accordingly. <p>Impact on residential amenities</p> <ul style="list-style-type: none"> • Concerns over loss of views, lack of privacy, sunlight and outside space, especially for residents of Carpenters Close who currently have no private gardens. These properties were 	<p>sufficient area of land to function as a gap to separate Hedge End and West End – the motorway itself provides a substantial buffer between the two.</p> <p>Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p>It is recognised that the site is currently occupied by wildlife. However, it is not public open space, and is not the subject of any nature conservation designations.</p> <p>It is acknowledge that there is a risk of noise impact on the site from the motorway. The effects of noise vary over the site, and the precise location of development and open space within the site will need to be the subject of detailed site assessment.</p> <p>Transport assessment does not demonstrate a significant impact on local roads arising from development of this site. It is acknowledged that obtaining access into the site involves negotiating sloping land, but this is a technical issue believed to be capable of being resolved, and does not render the site undevelopable.</p> <p>The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of secondary school</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>permitted with no private gardens with the only substitute being the view of fields and wildlife to the rear which are now proposed to be built on. The only acceptable way to mitigate this impact would be to provide for new rear gardens for these existing properties within the proposed development.</p> <ul style="list-style-type: none"> · Detrimental impact on the health of residents by reason of harm to noise and air quality. The site is directly adjacent to the M27 and will be subject to prevailing winds. The development would be liked to lead to the removal of a buffer between the motorway and existing residents. Noted that no assessments appear to have been undertaken of the site. <p>Other</p> <ul style="list-style-type: none"> · Density – the proposed density would represent the overdevelopment of the site and would be out of keeping with the character of the area. Any development should be of low density; · Property values – proposed development would have a negative impact on property values · Alternative sites – Allington Lane should be developed instead · Lack of affordable housing · Planning history - Site was considered but not pursued through the last local plan process 	<p>provision. It is not unusual for children to require vehicular transport to secondary and further education facilities as by their nature these institutions have larger catchment areas than primary schools. The plan contains a general policy requiring the developers to contribute to any new community infrastructure required to meet the needs of the occupiers of their developments.</p> <p>Details of the layout of the site have not been determined. It is a requirement of the local plan that development does not have a detrimental impact on residential amenities, and the development of this site would need to accord with this principle.</p> <p>The option of developing at Allington Lane has been investigated and found not to be viable because of substantial infrastructure costs. In any event this would not have precluded the need for smaller scale allocations.</p> <p>The local plan also contains a general policy in respect of affordable housing, and 35% of the new dwellings on the site will be required to be affordable.</p> <p>It is acknowledged that the site has been considered for development in the past and rejected for various reasons. However, the new local plan must address current housing needs in the light of a more up-to-date vision and objectives for the borough.</p> <p>No change</p>
Object: 5547	HE3	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local

Reps nos.	Policy/para	Representations	Proposed response
			community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 797, 2197, 4323, 4789, 5067	HE3	<ul style="list-style-type: none"> The site is a sustainable location for a modest urban extension which is well related to facilities and services in Hedge End and visually contained by local topography, mature woodland and the M27. The site is also well related to the local road network. The need for further technical studies is recognised; The site is ideally suited for the provision of much needed affordable housing; A suggestion that the site area should be extended to include boundary of the motorway as is the case with the recently approve Romhill Close development in West End. Space adjacent to the motorway at junction 8 could take pressure off other greenfield sites. The owners will engage actively with neighbours to bring this site forward in accordance with policies outlined. 	Noted
Object: 4856, 5189	HE5	<ul style="list-style-type: none"> Site designated as allotments Loss of countryside, gap, wildlife and landscape character Poor relationship to existing facilities and services Increase in traffic 	Not accepted. Site is not designated as allotments. Need for cemetery provision outweighs countryside impacts. No known biodiversity interest on the site. Site has reasonable access and is not considered likely to be a major generator of traffic. No change.
Object: 5157	HE5	<ul style="list-style-type: none"> Policy should require risk assessment and site specific data to demonstrate that base of graves would not be below water table. 	Not accepted. Issues covered by other policies of the local plan. No change.
Support: 4968	HE5	Supports proposed allocation.	Noted.
7.10 Hound			
Object: 2323, 4535, 4830, 5068, 5397	HO1	Countryside, landscape and biodiversity: <ul style="list-style-type: none"> Potential to affect nearby nature conservation designations Site lies within current strategic gap and proposed development would compromise the gap between Netley and Southampton (to almost 500m) 	Not accepted. The site is a relatively modest allocation, well-contained by strong site boundaries, on the edge of Netley. It is within walking

Reps nos.	Policy/para	Representations	Proposed response
		<p>Infrastructure:</p> <ul style="list-style-type: none"> · Traffic will impact on the M27 and cause congestion on Grange Road and onto the Windhover roundabout increasing the problem around Hamble Lane <p>Other:</p> <ul style="list-style-type: none"> · There are more appropriate brownfield sites in the area, Netley Abbey has already seen a considerable amount of redevelopment by way of demolition and infill. The redundant airfield in Hamble should be considered for development given it could be considered residential infill within Hamble village. · Agree with removal of gravel resource before construction in principle but suggest only if proven to be economically viable, and not prejudicing the retention and operation of existing facilities or harming amenity of nearby properties. · Suggest that reference in (ii) to eastern part of site be removed and location of employment site explored through development brief and masterplan 	<p>distance of Netley station.</p> <p>It is acknowledged that the site lies within the currently defined strategic gap between Netley and Southampton. However, sites must be allocated to meet housing needs in the borough, and given the relatively small size of the borough, and the need for new development to be in accessible locations, it is inevitable that some of these will be in gaps.</p> <p>It is acknowledged that there are nature conservation designations nearby. To the west, and separated from the site by the railway, is a Local Nature Reserve and Site of Importance for Nature Conservation that is publicly accessible (the West Woodland Park LNR). To the north-east there is the Netley Farm closed landfill site that is also identified as a locally important Site of Importance for Nature Conservation. It is not considered that any of these areas are likely to suffer adverse impacts from the development.</p> <p>The site is a relatively small allocation and it is believed that local infrastructure has sufficient capacity to accommodate it. Transport assessment has not identified any adverse impacts from this development.</p> <p>Hamble Airfield is not a viable alternative to this site as it is currently the subject of debate for gravel extraction. It would also not meet local needs in Netley.</p> <p>The issue of pre-extraction of any existing gravel resource on the Abbey Fruit Farm site will need to be resolved with Hampshire County Council as the minerals planning</p>

Reps nos.	Policy/para	Representations	Proposed response
			<p>authority.</p> <p>While accepting that the precise location of employment development within the site can be the subject of a masterplan, the location suggested in the policy is already occupied by employment uses, and any consequential land contamination would need to be remediated if this part of the site was to be used for residential development.</p> <p>No change.</p>
Object: 2175	HO1	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required	<p>Accept.</p> <p>Proposed change: New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.</p>
Object: 5547	HO1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	<p>The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.</p> <p>No change in response to representation.</p>
Support: 593	HO1	Valuable contribution towards affordable housing supply and high quality open space.	Noted.
Object: 2175	HO2	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required.	<p>Accept.</p> <p>Proposed change: New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.</p>
Object: 5157	HO2	Policy should require developers to contribute to the coastal defence scheme to protect Netley. Development should not conflict with biodiversity interests and should enhance biodiversity	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Introduce development management policy requiring development in coastal locations to contribute to coast protection works (see new policy DM5, Chapter 5). · Amend policy HO2 to refer to the need for contributions to coast protection works.
Object: 5547	HO2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their

Reps nos.	Policy/para	Representations	Proposed response
			development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 2147	HO2	Support	Noted.
Support: 104, 497	HO3	Support proposed transport improvements provided they benefit local traffic and do not encourage and increase traffic from Southampton.	Noted. Proposed change: Policy to be deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.10.16).
7.11 West End			
Object: 201, 295, 2620, 3964, 4439, 4499, 4546, 4563, 4568, 4570, 4571, 4584, 4585, 4594, 4596, 4598, 4609, 4644, 4646, 4669, 4683, 4684, 4687, 4711, 4716, 4743, 4745, 4746, 4770, 4771, 4772, 4822, 4838, 4862, 4872, 4946, 4976, 4992	WE1	<p>Countryside, open space and recreation:</p> <ul style="list-style-type: none"> Impact on green open space used for recreation Impact on gap and rural character of area between the site, the motorway and airport SLAA states that the site is unsuitable for development Loss of views looking north from Hatch Grange Impact on biodiversity <p>Local character:</p> <ul style="list-style-type: none"> Too many houses being built, concerns over density Character of West End village In the original planning permission for the existing development there was a restriction on the number of detached houses built Impact on existing properties in terms of loss of daylight and privacy (if houses are built against the boundary and at a higher elevation) Loss of property values. <p>Transport</p> <ul style="list-style-type: none"> Congestion on local roads including traffic on Charmwen Crescent and Barbe Baker Avenue and A27; highway safety Land is currently used as a crash zone for Eastleigh airport <p>Infrastructure</p> <ul style="list-style-type: none"> Pressure on local facilities, including doctors surgery and 	<p>Not accepted.</p> <p>The proposal does not involve development over the whole of the site, and would enable improved management of public open space on the remaining green areas. Nor does it involve development on the highest and most visually prominent parts of the site.</p> <p>The site is not the subject of any nature conservation designations, and does not adjoin any such areas. Development of any green field site in this borough will affect issues such as landscape and biodiversity. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p>Transport assessment has not revealed significant transport issues arising from</p>

Reps nos.	Policy/para	Representations	Proposed response
		<p>schools (St James Primary), drainage capacity; increased flood risk.</p> <p>Other</p> <ul style="list-style-type: none"> · Other sites in West End more suitable such as Moorgreen Hospital and the Pitter Coaches depot; · Suggest development to be located in the north and north/west part of the site where it is flatter ground and access could be gained from Barnsland · Suggest woodland on the site as there is little woodland and recreational land left in West End. 	<p>development of this site. BAA have confirmed that it is not a 'crash zone'.</p> <p>Details of the layout of the site have not been determined, and are the subject of a current study preparatory to preparing a development brief. It is a requirement of the local plan that development does not have a detrimental impact on residential amenities, and the development of this site would need to accord with this principle.</p> <p>In terms of alternative sites suggested by the objectors, both Moorgreen Hospital and the Pitter Coach depot are already proposed to be allocated for development.</p> <p>No change</p>
Object: 2175	WE1	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required.	Accept. Proposed change: New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.
Object: 5547	WE1	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 4094	WE1	Support.	Noted.
Object: 2175	WE2	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required.	Accept. Proposed change: New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.
Object: 5547	WE2	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities.

Reps nos.	Policy/para	Representations	Proposed response
			No change in response to representation.
Object: 479	WE4	Traffic disruption/area diversions/road closures/adverse effects on village retail business. The venue should have been accessed directly from the nearby M27 motorway in the first place.	Not accepted. It is acknowledged that events at the Ageas Bowl (formerly the Rose Bowl) have traffic impacts on local roads, and measures are taken to address these as far as possible. It is not practicable now to change the access. No change in response to representation. Proposed change: References to Rose Bowl amended to Ageas Bowl.
Object: 5074	WE5	Lack of inclusion of a multi storey car park, need for an alternative access and an improved road system	Not accepted. It is not viable to construct a multi-storey car park to cater for events at the Ageas Bowl (formerly the Rose Bowl), as these are not of sufficient frequency or duration. No change in response to representation. Proposed change: References to Rose Bowl amended to Ageas Bowl.
Object: 2175	WE6	Sewerage infrastructure does not have adequate capacity to serve the development and off-site provision is likely to be required.	Accept. Proposed change: New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.
Object: 5547	WE6	Policy should seek financial contributions from developers to improve/ refurbish local GP practice/ premises.	The principle that developers should contribute to improvements to local community facilities necessitated by their development proposals is accepted and is already set out in the development management policy for community facilities. No change in response to representation.
Support: 4094	WE6	Support	Noted
Support: 4094, 5197, 5547	WE7	<ul style="list-style-type: none"> · Need to reserve additional land for scope to expand the surgery · Need to extend the footpath and cover the ditch outside the surgery to enable a direct link to Moorgreen recreational ground and car park. · Support policy as part of the site is likely to become surplus to future health requirements. Remainder is to be retained for future health developments such as expansion of the local GP premises. 	Noted. Policy already covers points made. No change.
Object: 351	WE8	Lack of detail on car parking provision in the village in particular	Noted.

Reps nos.	Policy/para	Representations	Proposed response
		<p>with regard to recent changes in car the parking that is available. Introduce charges to be along the main road. More housing would increase traffic and parking problems.</p>	<p>Proposed change: Policy to be deleted as all such transport proposals are to be included in the Eastleigh Borough Transport Statement and the Council's infrastructure delivery plan that will accompany the local plan and be used for determining infrastructure contributions required from new development – text amended accordingly (see new para. 6.11.28).</p>

Additional late representations on the Draft Local Plan 2011-2029 published 28 October 2011

Representations and proposed responses

Note:

- (i) Representation 5705 is a petition of 371 signatures objecting to the proposed development at Stoneham.

Rep no.	Policy/ para	Representations	Proposed Response
Chapter 4 – Towards a strategy			
Object : 804	4.21	<ul style="list-style-type: none"> Hampshire County Council proposes additional text relating to green infrastructure including details on The Countryside Access Plan and Rights of Way Improvement Plan. 	Accept. Proposed changes: <ul style="list-style-type: none"> Additional text included in Appendix A. References to Countryside Access plans corrected in document.
Chapter 5 - Strategy			
Support: 5679	S2	<ul style="list-style-type: none"> Supports preferred option of 9,400 homes in accordance with PUSH targets. 	Noted.
Object: 5679	S2	<ul style="list-style-type: none"> Should increase proportion of affordable homes to provide the number required. 	Not accepted. Proportion of affordable housing that can be sought from development sites has been the subject of viability assessment. This has informed the policies in the Local Plan. No change.
Object: 5700		<ul style="list-style-type: none"> Land at Vicarage Farm Business Park is put forward for employment floorspace consideration. Compelling reasons for qualitative improvement of business premises. 	Not accepted. Site lies in the countryside and is not well-served by public transport. No change
Object: 294, 4783, 5009, 5010, 5650, 5675	S3	<ul style="list-style-type: none"> Objects to omission of Allington Lane (BL5) as an alternative to Boorley Green on grounds of less adverse impact due to proximity of employment, amenities, less community upset and infrastructure provision. Objects to greenfield development in Botley Parish. Development before infrastructure would add to existing problems of traffic, particularly Wangfield Lane. If bypass is necessary to due to demands of extra housing, it would be supported. 	Not accepted. See responses to Policy S3, Appendix 1.1 page 74.

		<ul style="list-style-type: none"> · Junction 6 of M27 proposal could provide access to Allington Lane development. 	
Object: 2877	S7	Network Rail's route strategy of July 2011 does not provide for enhancement of railway between Hedge End and Eastleigh	Not accepted. Current Network Rail Route Utilisation Strategy identifies improvements for this line. No change,
Chapter 6 – Development management policies			
Object: 5700	DM15	<ul style="list-style-type: none"> · Requests clarity of wording of criterion ii) 	Criterion requires that the building is in lawful use for the purpose for which it is being extended, i.e. is not being occupied illegally or without planning permission.
Support: 5700	DM39	<ul style="list-style-type: none"> · Supports assuming this allows for development within existing employment business parks in the countryside? 	Noted.
Chapter 7 – Parish by parish			
Object: 2550, 3107, 3475, 4863, 5009, 5010, 5650, 5675, 5697, 5698, 5716	BO1	<ul style="list-style-type: none"> · Creeping development between Winchester Road and north of the railway line. · Level of development cannot be sustained with existing or proposed (Botley bypass) infrastructure. · No justification or evidence for loss sports facility. · Site is not large enough for good quality accommodation to be built. · Relationship with north Whiteley has not been assessed. · Will swamp Boorley Green. · Will merge Boorley Green, Hedge End and Botley. · Loss of agricultural land · Drainage and sewerage network will not be able to cope. · Exceed flood plain storage capacity · Air quality problems · Strategic pipelines run across the site. · Conservation impacts of the upper Hamble estuary. · Development of just the bypass without the additional dwellings should be considered. 	Please refer back to pages 84-91 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations.
Object: 224, 4564	BO2	<ul style="list-style-type: none"> · Countryside gap should be maintained · High voltage power lines run through site · Access to site is not reasonable · Brownfield first policy should be upheld · Objects to criterion vi) - Councillors have assured existing 	Please refer back to pages 91-95 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations.

		allotment holders that existing allotment site would be protected.	
Object: 4704, 4706	BO3	<ul style="list-style-type: none"> · Would result in loss of trade · Would lead to future over development of the area. · Existing air pollution problems would be moved further along the route. 	Please refer back to pages 95-97 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations.
Object: 5049	BU1	<ul style="list-style-type: none"> · Loss of historical countryside and meadowland would be enormous. · Acts as buffer between M27 and A27 for noise and pollution · Suggests land opposite Tesco Bursledon 	<ul style="list-style-type: none"> · Please refer back to pages 98-101 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations. · Please refer back to page 68-69 in Paper 1 Appendix 1.1 (OM28) for response to issues raised in these representations.
Object: 2108	BU5	<ul style="list-style-type: none"> · Cause major traffic chaos to the Hedge End locality. · Exacerbate existing problems at junction 8, M27. 	Please refer back to pages 108-110 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations.
Object: 3179, 5638	CF5	<ul style="list-style-type: none"> · Proposed employment site at Allbrook or a site in Chandlers Ford industrial estate could be an alternative. · Increase in traffic generation · Adjoining Freespace site- cannot sit side by side due to clash of interest from users. 	Not accepted. Site at Stoneycroft Rise is considered a suitable location for relocation of the household waste recycling centre. The Council believes that any issues arising from the proximity of Freespace can be resolved, and that provision can be made for traffic. It is not now proposed to proceed with the employment allocation off Allbrook Way (see Appendix 1.2 page 5).
Object: 2183, 5684, 5705, 5716, 5722	E1	<ul style="list-style-type: none"> · Threat to local landscape and heritage value, with irreversible damage to historical significance. · Should have greater heritage status than is currently afforded. · Challenging to develop sympathetically. · Impacts on habitats and wildlife. · Increase in traffic and congestion, especially on Stoneham Lane and Stoneham Way, concerns of road safety. · Disruption to residents during construction. 	Please refer back to pages 113-117 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations.
Object: 3107	HE1	<ul style="list-style-type: none"> · Playing fields lost should be replaced with ones of equal or greater quality, in a sustainable location and subject to equivalent or better management arrangements, prior to 	Policy HE1 proposes a substantial area of new playing fields, substantially more than was lost at Kings Copse School.

		commencement of development.	No change.
Object: 5716	HE3	<ul style="list-style-type: none"> Lack of consultation and so increase likelihood of negative impacts on settled community. 	Not accepted. Site was subject to consultation through draft Local Plan. Please see response to representations received at pages 132-136 of Appendix 1.1. No change.
Object: 4646	WE1	<ul style="list-style-type: none"> Land should remain open space for local residents. 	Please refer back to pages 138-139 in Paper 1 Appendix 1.1 for responses to the issues raised in these representations.

DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029 – CONSULTATION ON APPRAISALS, ASSESSMENTS AND PROPOSED CHANGES JUNE-JULY 2012 PLANNING POLICY & DESIGN NEWSLETTER

PLANNING POLICY & DESIGN NEWS May 2012

The Planning Policy & Design Team forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw



Welcome to the first Planning Policy & Design newsletter of 2012, which updates you on events and our work here since the last newsletter in December last year.

The Team

If you wish to contact any of the team members please see the contact details in this letter or email LocalPlan@Eastleigh.gov.uk. There is also a Who's Who list on our web site at: www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/contact-us.

Draft Eastleigh Borough Local Plan 2011–2029 – more consultation

We published the draft Eastleigh Borough Local Plan 2011-2029 for public consultation last October. Some 1200 people commented on the plan, making between them around 2700 representations. These will be considered by Cabinet on 26 July, along with responses to all of them. In the meantime we have been analysing the representations, and from these and some additional information we have received, we have concluded that before we proceed to the next formal stage of the local plan, a few changes need to be made to site allocations, that some more sites need to be identified for employment development, and that we should consult on these. We also need to consult on the appraisals and assessments that have informed the draft plan. On **1 June 2012**, we intend to issue the following documents for consultation:

- **Draft Eastleigh Borough Local Plan 2011-2029 – Proposed draft changes to site allocations**
- **Draft Sustainability Appraisal Report**
- **Draft Habitats Regulations Assessment**
- **Draft Transport Assessment**

The closing date for comments is 13 July 2012, 12:00.

Please note: at this stage we need your views only on the appraisals/ assessments and the proposed draft changes to site allocations. There will be an opportunity to make formal representations on the pre-submission local plan later in the summer.

From 1 June you will be able to see the documents on our web-site at:

<http://www.eastleigh.gov.uk/planning--building-control/consultations-and-latest-news.aspx>, at the Council's offices, at parish council offices and in local libraries. Documents can be purchased, prices £5.00 for the draft proposed changes, £20.00 each for the draft appraisals/ assessments, incl. p&p. You can comment using an on-line form which you can also download or obtain from the Planning Policy Team, or by e-mailing or writing to us. Your comments should be sent to the Planning Policy Team, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. If you have any queries about the consultation, please contact the Planning Policy Team at localplan@eastleigh.gov.uk, tel. 02380 688242.

Following this consultation, the Council will bring together all the comments made on both these draft consultations, and prepare a revised version of the local plan for a formal consultation. This will be the 'pre-submission' document, to be considered by the Cabinet and full Council on 26 July 2012. The formal consultation on this document will start early in August and continue until early October. We will confirm details of this consultation nearer the time. After this, we intend to submit the plan and any objections that we can't resolve to the Secretary of State for formal examination.

Contact Julia Norman, Local Development Framework Manager

Biodiversity Action Plan consultation

The Council has also produced a revised draft Eastleigh Borough Biodiversity Action Plan (BAP) which is also published on 1 June 2012 for a 6-week consultation. The BAP sets out where nature conservation action should be focussed over the next ten years. Some of its proposals are linked to those in the draft local plan, for example proposals for green routes. You can see the draft Biodiversity Action Plan at:

www.eastleigh.gov.uk/biodiversity. You can comment using an on-line form which you can also download, or by e-mailing or writing to us. Please send your comments to:

Rachel Hardy, Biodiversity Officer, Countryside & Trees, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN, email biodiversity@eastleigh.gov.uk, tel. 02380 688352 by **13 July 2012**.

Contact: Rachel Hardy or Richard Mould-Ryan, Countryside and Trees

New National Planning Policies

In March this year the Government published the final version of its new National Planning Policy Framework (NPPF). This condenses into one short document much of the advice and guidance previously set out in planning policy statements (PPSs) and guidance notes (PPGs). The Council must ensure that the next draft of our local plan complies with the NPPF. You can see the new NPPF on the government's web site at <http://www.communities.gov.uk/publications/planningandbuilding/nppf>.

Local Plan Evidence

To support our work on the Local Plan we have been collecting evidence which you can see on our web site at: <http://www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx>. You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Our most recent work includes the following topics:

- Draft Sustainability Appraisal

We undertook some sustainability appraisal of the draft Local Plan proposals as explained in Chapter 4 of that plan. With the help of consultants URS we have now completed a full draft sustainability appraisal of the draft Local Plan, including the further changes now being proposed. This includes a full review of the strategic options for locating new development. As noted above, this is being published for public consultation on 1 June 2012, with a closing date of 13 July for comments. You can see the draft at:

<http://www.eastleigh.gov.uk/planning--building-control/consultations-and-latest-news.aspx>

Contact: Gemma Christian, Planning Officer

- Draft Habitats Regulations Assessment

Also with the help of consultants URS we have also assessed the potential impact of the draft plan proposals on sites of European nature conservation interest in and around the borough. The draft Habitats Regulations Assessment is also published for public consultation on 1 June 2012 with a closing date of 13 July for comments. You can see the draft document at:

<http://www.eastleigh.gov.uk/planning--building-control/consultations-and-latest-news.aspx>

Contact: Gemma Christian, Planning Officer

- Draft Transport Assessment

Consultants MVA have undertaken work on transport assessment of the draft plan using the sub-regional transport model developed for the south Hampshire area. The initial findings are published for consultation on 1 June with a closing date of 13 July for comments. You can see the draft document at:

<http://www.eastleigh.gov.uk/planning--building-control/consultations-and-latest-news.aspx>

Contact: Ed Vokes, Head of Transportation and Engineering (ed.vokes@eastleigh.gov.uk) or Matthew Grantham, Principal Transport & Development Planner (matthew.grantham@eastleigh.gov.uk)

- Annual Monitoring Report

We did not prepare a monitoring report last year because of changes in the way the government wants them to be organised. We now intend to publish them in the summer of each year when the relevant data on housing completions etc becomes available. This year's Annual Monitoring Report will be considered by the Council's Cabinet on 26 July and published on our website as soon as possible after that.

Contact: Vashti Gooding, Planning Officer or Tim Guymer, Senior Policy Planner

- Strategic Land Availability Assessment (SLAA)

For the Local Plan, we have undertaken an assessment of land potentially available for development in the borough. We have now reviewed all the site assessments in line with the sustainability appraisal, and you can see them on our website at www.eastleigh.gov.uk/slaa. You are welcome to comment. In the meantime, we are also reviewing the related SLAA documents, and these will be available on the website following consideration by the Council's Cabinet on 26 July.

Contact: *Tim Guymer, Senior Policy Planner*

• Employment Land Review

The Employment Land Review comprises an Economic & Employment Land Baseline Report which looks at the supply of employment land and the borough's economy, and an Employment Land Requirements Study which considers the future employment land needs of the borough and has been prepared for the Council by consultants Nathaniel Lichfield & Partners. The Employment Land Review has informed the draft changes to the Local Plan being published for consultation on 1 June 2012, in particular the new employment site allocations. See Background Papers EC1A and EC1B on our web site at:

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

Contact: *Tim Guymer, Senior Policy Planner*

• Green Infrastructure

We have been working on a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure') and will shortly be publishing a Green Infrastructure Background Paper that provides the background for the local plan's proposals for recreational footpaths and cycleways, as well as the wider green infrastructure context.

Contact: *Gemma Christian, Planning Officer*

• Sustainable Development

A Sustainable Development background paper has been prepared which sets out some of the benefits and cost impacts of the different elements of Policy DM29 in the draft local plan. See Background Paper EN8 at: <http://www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx>.

Contact: *Mark Waller-Gutierrez, Urban Designer and Sustainable Development Officer*

Supplementary Planning Documents (SPD)

You can see all the adopted supplementary planning documents at: <http://www.eastleigh.gov.uk/planning--building-control/published-documents.aspx#SPD>. The following SPD has been adopted:

• Old Bursledon Conservation Area Appraisal SPD

Following two stages of public consultation last year, the Council adopted this SPD in February 2012, with some changes to the boundary of the conservation area to exclude Hungerford Bottom and adjoining dwellings. You can see it at: <http://www.eastleigh.gov.uk/PDF/ppdAdoptedOld%20BursledonCAA.pdf>. However, the Council has also resolved that the whole area including Hungerford Bottom should be covered with a new policy controlling residential development (a new special policy area). Note: Last October's consultation draft Local Plan included two alternative new policies for controlling residential development in this area. The response has suggested that both should be included, and the Council has agreed. This policy will therefore be included in the pre-submission version of the Local Plan.

Contact: *Tim J S Dyer, Architectural Design & Conservation Officer/ Julian Davies, Design Team Manager*

Eastleigh town centre

• Sainsbury's planning application received

Sainsbury's Plc has applied for planning permission to redevelop its Eastleigh town centre store with just over 6,643sq.m of new floorspace on two levels, 585 car parking spaces, a new bus station and public realm improvements including a town square, improved cycle and pedestrian links, and enhancements to Upper Market Street. The Council will consult a wide range of interested parties about the application. A decision is not expected before September. The full application is on the Council's website at:

<http://www.eastleigh.gov.uk/fastweb/detail.asp?AltRef=F/12/70543&ApplicationNumber=70543&AddressPrifix=&submit1=Go>

• Eastleigh Railway Station

The final phase of the station improvement project is near completion with significantly increased cycle parking on platform 1 and at a card accessible bike pound south of the main station building. Eastleigh station has seen year on year increases in patronage with 1.5 million journeys recorded during the last 12 month period. The Council would like to improve the railway station forecourt in view of its importance as an arrival point and to integrate it better with the town centre, subject to funding.

· Café Culture

There has been significant growth in restaurant and café sector over the last 5 years with both independent and national operators becoming established in the town. An application has recently been received from Café Nero for a site in Wells Place.

· Project Updates

The Travelodge hotel on Station Hill has now opened. The mixed use scheme on the former Centris site fronting Leigh Road is nearing completion, comprising extra care living, neighbourhood store and social housing, along with a cycle/footway link and additional pedestrian crossing facilities which have been negotiated to enable good access to the town centre from the scheme.

Contact: Dave Francis, Urban Renaissance Coordinator or Julian Davies, Design Team Manager

Design Review

The design team's two qualified Building for Life Assessors have assessed all the borough's major residential developments that have been completed on site in the last eighteen months against the CABE/Design Council Building for Life criteria.

Contact: Mark Waller-Gutierrez, Urban Designer and Sustainable Development Officer or Julian Davies, Design Team Manager

Public Art

· Velmore Church and Community Centre

Velmore's new Community Centre is now open for business and well worth a visit, CAMM Design have been working through the spring to fabricate 80 stainless steel doves which will be mounted on the roof in June 2012. The doves have each been bead blasted with unique designs created by community members.

· Hamble seating

Tim Norris is working closely with Hamble Parish Council and the Hamble Skills Centre to create oak and stone seating with a nautical twist for Hamble Square. The piece is due for installation in October 2012.

· Centre Stage Productions Youth Theatre

Robert Kilvington has been appointed to create a piece that enhances the entrance to Centre Stage Productions Youth Theatre. The piece is due for installation in September 2012.

More details of the Council's public art programme can be found at: www.eastleigh.gov.uk/publicart

Contact: Joanne Calcutt, Public Arts Officer

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

Mary Andrews, Regeneration and Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8252, Email: localplan@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email if possible.

IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL, PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS?

Keep up to date about news and events in the borough.

Did you know that Eastleigh Borough Council also produces a regular e-newsletter, keeping residents and businesses in the borough informed about our services, our work

**DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029 –
CONSULTATION ON APPRAISALS, ASSESSMENTS AND
PROPOSED CHANGES JUNE-JULY 2012 - PRESS
RELEASE AND POSTER**

INFORMATION AND NEWS

**Views invited on changes to the new Local
Plan**

Borough residents are being asked for their views on some possible changes to the draft Plan resulting from new information and from some of the comments that were received as part of the initial consultation. The new consultation begins on 1 June and will continue until midday on Friday 13 July 2012.

The Council undertook a public consultation on the new draft Local Plan for the borough at the end of 2012 and received over 2700 comments from around 1200 people and organisations. The Council will be considering responses to these comments and an amended version of the Local Plan in July 2012.

Local people are now being asked for their views on changes to the link between the construction of a Botley bypass and the housing development proposals, changes and additions to sites allocated for housing and some additional sites for development to create jobs.

Local people are also being asked for comments on draft technical documents that examine aspects of the draft Local Plan - the Sustainability Appraisal Report, Habitats Regulations Assessment and Transport Assessment.

The documents will be available online on the Council's website and paper copies will be available at the Council's Civic Offices and Eastleigh town centre office as well as at parish and town council offices and local libraries. All people who previously commented will also receive a newsletter informing them of this new consultation and the opportunity to comment.

Following this consultation, the Council will bring together all the comments made on both the draft consultations and prepare a revised version of the Local Plan for a formal consultation. This will be the 'pre-submission' document, to be considered by the Cabinet and full Council on 26 July 2012. The consultation on this document will start early in August and continue until early October.

DATE – 29 May 2012

ISSUED BY –

Steve Collins

TEL – 023 8068 8205



Draft Eastleigh Borough Local Plan 2011-2029



New Consultation

Draft changes to site allocations
Draft appraisals and assessments



See the documents and how to respond:

- On the Council's web site at www.eastleigh.gov.uk/lpchanges
- In the Borough Council's offices, town/parish council offices and local libraries



Comment by: 12:00 noon 13 July 2012

Draft consultation June-July 2012



**DRAFT SUSTAINABILITY APPRAISAL REPORT CONSULTATION JUNE 2012 -
REPRESENTATIONS AND BOROUGH COUNCIL RESPONSES as agreed by Cabinet and Council
26 July 2012**

Reps nos.	Policy/para	Representations	Borough Council response
General			
Support: 655 102 5165	General	<ul style="list-style-type: none"> Supports the SA on the grounds it supports site objections with evidence Comprehensive assessment 	Noted
Object: 4701	General	Given it was written at a time where the Transport Assessment and Employment Strategy were not available it should be updated to reflect these documents.	Accept comments regarding the transport assessment and Employment Land Review. Proposed change: SA document to be updated to reflect the updated transport assessment and employment land review.
Object: 5563	General	Various amendments and additions are suggested to the SA with reference to English Heritage's guidance 'Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment'. These include proposed wording changes to sustainability appraisal objectives, proposed additional supplementary questions and queries to indicators to be used.	Not accepted. English Heritage has been consulted on the Scoping Report and the SA framework as it has evolved and has not suggested changes. No change
Support: 5632	General	<ul style="list-style-type: none"> Support reference to the Portsmouth Water Resource Management Plan and the recognition of groundwater pollution as a key concern. Note that the Environment Agency Catchment Abstraction Management Strategies are out of date and the PUSH Integrated Water Management Strategy should be updated. 	Noted.
Object: 5701	General	Object to all of the paragraphs which refer to the loss of existing playing pitches and the negative impact on health and quality of life. Any loss of playing pitches will need to be mitigated through a combination of re-provision and/or	Accept Proposed change SA wording to be changed to recognise the potential for mitigation of loss of playing fields through re-provision and/or enhancement of existing facilities.

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		enhancement of existing facilities. It is reasonable to assume that this negative impact will be mitigated. No reference is made to the site BL1 potential to deliver a footpath and cycleway link between the recreational assets within Eastleigh, most notably Lakeside Country Park, and the proposed Forest Park in Test Valley.	
Object: 5701	General	Object to all of the paragraphs which refer to the potential degrading of the existing Site of Importance for Nature Conservation (SINC) but fail to reflect the opportunities for improvement identified in the BAP which development at BL1 could provide.	Accept. The assessment reflects the potential for impact on the SINC but agreed that it should refer to biodiversity enhancement. Proposed change: Wording will be added to reflect the opportunity for biodiversity enhancements.
Object: 5701	General	Object to all of the paragraphs which make reference to development a BL1 as having a negative impact in landscape terms - this is not considered an accurate assessment of the sites heritage value. The proposed development would not compromise the sense of visual separation between these areas.	Not accepted. The assessment has been undertaken against the SA objectives and indicators. No change.
Object: 5701	General	Object to all of the paragraphs which refer to the need for minerals resources at Stoneham to be extracted prior to development. However, an initial ground conditions investigation of the site has been undertaken which suggests that the site has limited minerals resources and that extraction would be unviable. Suggest amendment of text.	Not accepted. This is based on the advice of Hampshire County Council and technical details of the mineral resource have not been made available. No change
Object: 4918	General	Approach for assessing Allington Lane - The difference in time period and the inclusion of 5,000 dwellings at Allington Lane, means that a like for like comparison cannot be made. The transport impacts of 1,400 dwellings at Allington Lane and land north of West End within the plan period should be assessed to enable Eastleigh Borough Council to objectively consider the most appropriate sites for residential development	Not accepted. The assessment was undertaken of a free standing settlement of 1400 dwellings within this plan period but also recognising the future expansion of the site into the next plan period. This option also included other urban extensions and small site allocations in order to maintain a five year housing land supply. No change

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Object: 4918	General	Does not appraise the various options for major development in a consistent, balanced way – assessment of Boorley Green as a site for residential development is not robust.	Not accepted While all the options have drawbacks, it is accepted that no options perform well in terms of sustainability and different interpretations of the appraisal are possible. However, the SA does not dictate choice of options but is one of a number of material considerations. Proposed change: include more information regarding the reasons for the Council's choice of preferred option.
Object: 5563	General	Appraisal of housing strategy options raises some concerns in respect of the reference to the historic environment. Concerned that sustainability appraisal underplays the potential impact of development at Stoneham on a number of heritage assets, including a historic park and garden which appears to run contrary to the requirements of the NPPF (including paragraph 4.9.4). There is also no reason to assume that development on small green field urban fringe sites is necessarily unlikely to have an adverse impact on the historic environment (paragraph 4.3.15).	Not accepted. The impact on heritage assets is covered within the option appraisal and recognises the impact at Stoneham. The option of small green field allocations gives greater flexibility in allocating development to avoid areas of historic importance. No change.
Object: 2604	General	Conflicts within the document regarding housing construction creating problems of pressure on services and infrastructure, energy consumption and loss of agricultural land	Not accepted. SA Framework sets out criteria and indicators relating to a number of these issues. No change
Object: 788	General	In order to reflect SA Objective 2 (safeguard and improve community health, safety and well-being – the Theatres Trust suggest considering NPPF item 70 (pg17) states that to deliver the social, recreational and cultural facilities and services that the community needs, planning policies and decisions should plan for the use of shared space and guard against unnecessary loss of valued facilities. Also to ensure that established facilities and services are retained and able to develop for the benefit of the community.	Noted. The Council is aware of the NPPF and has included appropriate policies in the Local Plan. No change to SA.
Object: 5016, 5048	General	· The document unsatisfactorily repeats the SLAA approach where the Council considered the whole area west of Hamble	Not accepted. Purpose of the SA was to consider strategic locations for development, not to repeat the SLAA appraisal of sites.

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		<p>Lane (25.8 ha) as one unit - suggest SLAA assessment is reconsidered.</p> <ul style="list-style-type: none"> Misinformation: BL13 is incorrect and thus the site is devalued (see response 03/01/2012 for correct info) and local plan inspector recommended housing numbers for the site - use 480 not 1039 units. 	<p>West of Bursledon was one such strategic option. No change</p>
Object: 5108, 5124, 5701	General	SA should have used updated SA framework instead of update of SLAA. Should also be amended to take into account transport assessment and Employment Strategy.	<p>Accept in part. Proposed change: SA updated to reflect updated transport assessment.</p> <p>Remaining representations not accepted. SA took into account emerging transport assessment and Employment Land Review. Updated SA Framework 2012 was designed specifically to address site-specific issues that would not otherwise have been addressed using 2011 SA framework.. No change</p>
Non-Technical Summary			
Overall Conclusions of the Assessment			
Support: 4623 4473	xxii	Agree with (xxii) the conclusion that the draft local plan did not generally perform well with regard to meeting environmental objectives	Noted
Object: 697	xxi	Hampshire and Isle of Wight Wildlife Trust - the NPPF section 152 states that opportunities to achieve each of the economic, social and environmental dimensions of sustainable development and net gains across all three should be sought. Significant adverse impacts on any of these should be avoided and where possible alternative options which reduce or eliminate such impacts should be perused. Questions whether this can be achieved given the sustainability appraisal conclusion. Request statement of how will address identified impacts.	Not accepted. SA has not identified significant impacts. No change
Chapter 2 - Sustainability Context, Baseline and Objectives			
Object: 5717	2.4	<p>Policy Context</p> <p>In accordance with the NPPF should also consider the ability to provide a 5 year + 5% or 20% housing land supply.</p>	<p>Not accepted. This is considered separately through the Annual Monitoring Report as it changes annually as residential development progresses. No change</p>

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Support: 101	2.6	Localism Act Notes reference in paragraph 2.6 to local authorities being responsible for setting their own housing targets. Accordingly there is no basis to maintain the proposed total numbers in the present plan.	Logic of the representation is not clear. The evidence for the housing options is set out in the Housing Background Paper H1. No change.
Support:101	2.11	NPPF Notes reference in paragraph 2.11 to increased flexibility for delivery of affordable housing in rural areas, protection of community facilities, removal of non-residential parking requirements and in particular removal of the minimum site size threshold for requiring affordable housing. It is their view that this last point undercuts some of the arguments favouring large developments as opposed to a number of smaller developments.	Noted. The affordable housing policy in the plan already seeks contributions toward affordable housing from a minimum of 5 units, therefore does not seek to achieve provision of affordable units only from larger sites. No change to SA.
Support:101	2.16	Portrait of Eastleigh Borough Notes acknowledgement in paragraph 2.16 of significant congestion on the existing road network and points out that the proposed plan will undoubtedly increase the congestion	Noted
Object: 788	Table 2.1	Table 2.1 Key Community Issues 'Access to art and cultural facilities could be improved in the south of the borough' would support the merging of Policy S4 with S24, but title of Policy S4 is retained for clarity. Policy DM55 should not be merged as this is development management guidance which provides a different function. For a policy regarding parking criteria, suggest for theatres (sui generis) = 1 cycle stand per 40 seats – 1 parking space per 5 fixed seats – adequate turning and loading facilities inc. space for one coach or 16.5m lorry.	Accept.in principle. Proposed change to Local Plan: Policy S4 and S24 have been merged into one development management policy to avoid duplication and confusion.(see new policy DM35) Parking standards are not set out in the local plan and are addressed in the Councils Residential Parking Standards SPD and Hampshire County Councils Parking Standards. No change to SA.
Object: 101	Table 2.2	Table 2.2 Key Economy and Transport Issues · Should include specific reference to Botley Air Quality.	Air quality issues in Botley are addressed under the environmental issues in the borough in table 2.3 and the accessibility and transport section of table 2.2 recognise the potential benefits of improved public transport and connectivity if cycleways and bridleways are provided, which

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		<ul style="list-style-type: none"> Should include specific reference to the fact that Botley already suffers from significant traffic movements and public transport measures are unlikely to make any significant reduction to that volume. 	could bring environmental benefits and help reduce air pollution No change.
Support: 4473	Table 2.2	Supports table 2.2	Noted
Support: 101	Table 2.3	Table 2.3 Key Environmental Issues Supports the findings in table 2.3 as it indicates that the total amount of development in the borough should be reduced.	Noted, although it is not agreed that total development should be reduced, or that Table 2.3 suggests that it should be reduced.
Support: 2.3	Table 2.3	Supports table 2.3	Noted
Object: 4623	Table 2.4	Table 2.4 Sustainability Framework <ul style="list-style-type: none"> Should also have specifically included an element relating to the habitat of each of the potential locations for development. This could have been covered under biodiversity but there does not appear to be any indication that local habitats have been covered here or elsewhere. Express concerns that elements of the framework have not been applied consistently. 	Accept in part. The SA framework and indicators ensures the potential impact on biodiversity interests in the borough are assessed for each of the proposed development options. Proposed change include headings within the options assessment sections of the plan to illustrate clearly how the SA framework has been used.
Chapter 4 - Sustainability Appraisal of Options			
How much Development			
Object: 5717	4.1	How much development The plan itself is based on an unjustified housing requirement and not on objectively assessed needs as required by the NPPF. All options are therefore flawed: <ul style="list-style-type: none"> Options A, B & C based on out-of-date information, and both are contrary to requirements of NPPF (paragraph 159) Options D & E - the reduced PUSH 'recession led' figure has not been subject to consultation and has not been tested 	Not accepted. The Council has reviewed housing requirement using the most up-to-date demographic and housing data available. See Background paper H1, Housing. No change

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Object: 5108, 5124, 5701	4.1.9	PUSH Requirements and Affordable Housing Need Paragraph 4.1.9 makes reference to option 4 and option 5 being looked at again but it is not clear from this reference if each housing scenario is assessed again	Noted. Reference to options 4 and 5 was a typing error – should have referred to option D and E of the housing numbers options. Proposed change: references corrected.
Object: 5717	4.1.5-4.1.14	<ul style="list-style-type: none"> Paragraph 4.1.14 - failed to identify the most appropriate alternative because it has failed to consider the NPPF requirement to plan positively and has failed to consider the realistic potential to deliver a greater part of the SDA element within Eastleigh 	The evidence for the housing options is set out in the Housing Background Paper H1. This explains background data including the housing register and acknowledges drawbacks in relation to this approach. It is not clear how planning for the development of 9,400 dwellings can be construed as failing to plan positively. In the updated PUSH Economic Development Strategy there is no longer a requirement for an SDA in Eastleigh Borough. The Borough Council works closely with PUSH. No change
Object: 101		<ul style="list-style-type: none"> Statistics and projections referred to in paragraphs 4.1.5 to 4.1.9 are unreliable and no evidence of their robustness is given. Concerns about the reliability of the housing register as a source to base assumptions on, and the scenario based on the PUSH requirements. Suggests overall requirements of 8000. 	
Object: 5717		<ul style="list-style-type: none"> Conclusion in paragraph 4.1.14 that the Option D most closely reflects the PUSH Joint approach and duty to co-operate is incorrect. 	
Object: 4473	4.1.14	Preferred Approach Objects to paragraph: 4.1.14 – recommend taking out homes completed or under construction since 2011	Not accepted. Monitoring results of housing development are not completed until the summer of the following year. Completions data from 2011-12 was not available at the time of drafting. No change
Object: 5108 5124	4.2.4	Where? Paragraph 4.2.4 refers to constraints on particular sites but then does not specify what these constraints are.	Accept. Paragraph included in error. Proposed change: delete paragraph 4.2.4. Note also that, the constraints are covered in more detail in section 4.2.8 and mapped in Fig 4.4.
Option 1: Minor Urban Extensions			
Object: 101	4.3.1 - 4.3.23.	<ul style="list-style-type: none"> Disagrees with the suggestion (paragraphs 4.3.1 and 4.3.8) that small sites are unlikely to be able to support employment uses. 	Not accepted. The level of development proposed is the same over each option. It is just the location of development that is different. Therefore the amount of traffic generated will remain the

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		<ul style="list-style-type: none"> • Objects to statement in paragraph 4.3.5 that there would be increased traffic congestion and a reduction in air quality as a result of this option. • Objects to statement in paragraph 4.3.6 that spreading development across a number of small sites would put further pressure on existing facilities. • Paragraph 4.3.9 implies that using all small sites creates the same traffic as having two large developments – what is the reasoning for this? • Phrasing of wording in paragraph 4.3.12 is misleading as it applies to all development • Objects to statement in paragraph 4.3.18 that small scale development sites dispersed across the borough would “inevitably leading to large scale increase in total energy consumption in the borough”. No justification or evidence to support this claim. • Objects to the concerns raised in paragraph 4.3.23 in relation to the deliverability of small development sites dispersed across the borough - previous experience indicates that they come available once the financial benefits are seen along with their importance for smaller companies. 	<p>same but the dispersal of this traffic will differ and issues of traffic congestion will arise at different locations throughout the borough.</p> <p>Section 4.3.12 is only an assessment of option one and the issues of biodiversity and geodiversity in the other options have been assessed in the relevant sections of the report. All the development options are identified as increasing energy use simply because they all involve the same amount of additional development.</p> <p>No change</p>
Option 2: Free Standing Settlement, Urban Extensions at Stoneham and Hedge End and Small Site Allocations			
Support: 101	4.4.1 to 4.4.4	Option 2: Supports paragraphs 4.4.1 to 4.4.4.	Noted
Object: 4473	4.4.6	Option 2: Objects to statement Allington Lane would not fully address housing needs on the grounds that localised housing needs would be met through smaller site allocations.	Not accepted. Allington Lane is a large site allocation and therefore does not meet localised housing needs in other parts of the borough. No change,
Object: 4918	4.4.7	Option 2: Paragraph 4.4.7 of the SA states that the Allington Lane site would have negative health impacts and reduction in air quality due to the increase in traffic congestion. The same could be said for the Boorley Green site, but this does not appear to be referred to in the	Not accepted. Air quality issues are dealt with for all the options in the report including option 3. Transport assessment demonstrates significantly greater traffic impacts from Allington Lane than from Boorley Green. No change

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		assessment	
Support: 4473	4.4.7 - 4.4.8	Option 2: The disadvantages listed here also apply to Boorley Green.	Accept in part. Transport Assessment demonstrates significantly greater traffic impacts from Allington Lane than for Boorley Green. Proposed change – loss of recreation facilities to be acknowledged in revised sustainability appraisal.
Object: 101	4.4.15	Option 2: Questions the veracity of paragraph 4.4.15 in relation to the deliverability of Eastleigh River Side.	Not accepted. Statement reflects the outcome of considerable work and research in recent years, including work undertaken by Hampshire County Council in relation to the link road. No change
Object: 101	4.4.19	Option 2: Questions how Woodhouse Lane site, is “not easy to integrate” yet “without needing major works”. Previous sections bemoan economic costs as a factor. This phrasing is seen to be deliberately selective to attempt to emphasize the negative aspects, and would appear to suggest political influence.	Not accepted. Access can be provided to the site west of Woodhouse Lane without major works, and the site has footpath access to residential areas to the west. No change
Object: 101 4623	4.4.42	Option 2 <ul style="list-style-type: none"> · Objects to findings of paragraph 4.4.42 that states that Allington Lane would not be a sustainable community without significant expansion beyond the plan period. Phasing the development at the end of the planning period, and thus closer to the next period, would overcome the self- sustainable view. · Objects to the wording of paragraph 4.4.42 on the basis that the choice of accompanying sites does not need to be limited to Stoneham and west of Woodhouse Lane. Bursledon, perhaps on a reduced scale, would be appropriate. · Paragraphs 4.4.42 and 4.4.25 solely seek to make a case against development. Only paragraph 4.4.46 refers to any of the many factors favouring development. The conclusion should reference the Hampshire County Structure Plan which designates the area for 4,000 homes. The conclusion 	The Allington Lane option would require a large scale of development that would necessarily extend into the next plan period in order for it to succeed as a self sustaining community and to provide the infrastructure necessary to access and support it.. As development on this scale takes some years to plan and deliver, other urban extensions and small site allocations would be required in this plan period in order to maintain a five year housing land supply . A variety of sites have been assessed. These are set out in the Strategic Land Availability Assessment and the Broad Location assessments and were narrowed down into five strategic options. The assessment against the SA framework identifies the benefits and negative impacts for each of the options for development. The conclusions in respect of Option 2, Allington Lane are considered to be a fair reflection of the outcome of the sustainability appraisal. No change in response to representations. Proposed change: Add text to describe the history of the site as an allocation in the former Hampshire County Structure Plan.

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		<p>appears to be written to support the location decisions already taken rather than to be a proper an objective summary of the options.</p> <ul style="list-style-type: none"> Option 2, Allington Lane generally meets wholly or in part each of the framework issues. Whilst the detailed appraisal lists many factors which show its potential and acceptability, the conclusion section differs markedly. 	
Support: 101	4.4.44	Option 2 Agree with paragraph of 4.4.44 in principle	Noted
Object: 101	4.4	Option 2 - Paragraph 4.4.45 acknowledges that there would still be gaps between settlements but un-fairly uses the word 'narrow'.	Not accepted that use of the word 'narrow' is unfair – it is an accurate reflection of the likely situation with full development of the Allington Lane site. No change.
Object: 3152	4.4.45	North of Hedge End is rejected on the basis of the local gap - it is standard practice gap boundaries should only be established after development needs are accommodated.	Accept in part. Impact on a local gap is only one of a number of concerns in respect of the land north of Hedge End (Option 4). Proposed change: Provide further information about conclusions in respect of Option 4, Land north of Hedge End in revised SA report (see revised SA report paras. 4.6.29-4.6.32 and 4.8.2-4.8.5).
Support: 101	4.4.46-4.4.47	Option 2 - Supports the findings of paragraphs 4.4.46 and 4.4.47	Noted
Option 3 – Major urban extensions at Stoneham, Hedge End and Boorley Green			
Object: 4623	4.5.4	Should include specific reference to the health benefits of golf and specifically that the Botley Park Course is particularly suitable for elderly and less mobile.	Accept. Proposed change: amend wording to reflect that the Botley Park Golf Course is particularly suitable for elderly and less mobile
Support: 5679	4.5	Share the Council's concerns about the remoteness of site option 3 from community facilities and the lack of public transport provision. They would expect mitigation measures to be put in place to ensure residents of affordable housing can access community facilities without reliance on private car journeys.	Noted. Mitigation measures for all options are discussed at paragraph 4.7.40 of the draft SA Report and 4.8.4 of the revised SA report.
Support: 3179	4.5	Supports mention of loss of quality of life as a result of E1 proposed development.	Noted.

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Support: 4473	4.5.5	Supports statement of acknowledgment of negative impacts to health due to the increase in local traffic.	Noted
Object: 4623	4.5.6	Should mention secondary school and 6 th form provision for the proposed development at Boorley Green - existing schools are over capacity.	Accept in part Eastleigh Borough Council has not been advised of a need for increasing provision of tertiary education to accommodate the development proposed. Proposed change – acknowledgement of capacity of secondary schools near Boorley Green to be included in the revised sustainability appraisal.
Object: 4473	4.5.6	Queries no mention of new primary schools or issues of capacity and limited opportunity for expansion of the existing secondary school will be addressed.	Not accepted. Paragraph 4.5.6 recognises potential for new primary schools within larger proposed developments. Provision of new primary schools is under the advisement of the education authority. Constraints on expansions of existing schools are recognised in paragraph 4.5.6 and Eastleigh Borough Council are being advised by the education authority Hampshire County Council.
Object: 4623	4.5.9	States that the Botley Park Hotel is understood to be retained and expanded, which given this cannot be guaranteed in the light of the possible new competition at the Ageas Bowl and Mercury Marina should not be stated here	Not accepted. Assessment reflects the current information available at the time. No change
Support: 4473	4.5.10	Supports statement of impact on all junctions at Stoneham as a result of development, and located some way from facilities and public transport.	Noted. No change.
Support: 4473	4.5.11	Support paragraph 4.5.11	Noted
Object: 4473	4.5.13	Disagree there is existing bottleneck at Sundays Hill, development would cause this.	Noted
Object: 4623	4.5.10-4.5.13	Objects to there being no specific mention of Boorley Green in the accessibility and transportation section of the assessment of this option despite other locations including specific mention and comment. There should be mention of the specific traffic impacts which would be similar to those set out in paragraph 4.6.11.	Accept. Proposed change: Include of wording to identify the specific transport impacts form the Boorley Green proposed development.
Object: 4623	4.5.16	Objects to claim that there is potential to	Noted

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		enhance landscape through provision of green infrastructure given the landscape impacts development in this area would have.	
Object: 5108	4.5.28	Incorrect reference to grade 1 agricultural land as majority of site is used as a golf course and MAGIC GIS system which donates parts of site as agricultural land not suitable for field level interrogation.	Not accepted. Most up to date information used from Natural England. No further data submitted to update this. No change
Support: 5108	4.5.31	Support the broad conclusion set out in Option 3, in terms of accessibility and transport, the detailed mitigation strategy for Boorley Green is deliverable and will come out of any transport assessment for the scheme.	Noted
Support: 4473	4.5.34	Supports statement that development at HE1 would diminish gap between Hedge End and Botley.	Noted
Object: 101	4.5.35	Objects to statement in paragraph 4.5.35 that the increased population could be sufficient to support some new local facilities and services and enable the village to be more self-contained	Not accepted. Council notes that shops in Botley have been closing and is of the view that additional residents would help to support the village centre. No change
Support: 101	4.5.35	Agrees with statement in paragraph 4.5.35 that Boorley Green is not well served by public transport and has very limited services and facilities.	Noted
Support: 4473	4.5.35	Support paragraph 4.5.35	Noted
Option 4: Major Extensions at Stoneham and North of Hedge End			
Object: 5108	4.6.1	<ul style="list-style-type: none"> Suggest amended wording in light of conclusion that Option 3 is the Council's Preferred Option. Fails to acknowledge that sustainability of Boorley Green is enhanced through the provision of a CHP District Heating system. 	Not accepted. No detail of CHP scheme has been submitted. Provision of CHP is not amongst the SA criteria but is a potential mitigation. No change
Support: 101	4.6.11	Comments in paragraph 4.6.11 in relation to traffic impacts also apply to proposed development at Boorley Green (Option 3)	Accept. Proposed change: traffic impact outcomes to be included in section 4.5

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Support:101	4.6.32	Concluding comments in paragraph 4.6.32 would also apply to the Boorley Green and West of Wood House Lane option (Option 3)	Not accepted. Paragraph 4.6.32 is specific to option 4. No change.
Conclusions and Preferred Option			
Object: 4623	Table 4.2	Omission of cross references in table 4.2: 2- Safeguard and improve community health, safety and wellbeing – should include a reference to the loss of Botley Park Golf Course. 4 – Reduce road traffic and congestion through reducing need to travel – this section should include a cross reference to the transport assessment and the indication that Boorley Green would be unfavourable for Smarter Choices Approaches. 10 – Protect, enhance and management biodiversity and geodiversity – should include reference to loss of current wide diversity of flora and fauna at the Boorley Green location. 11- Enhance multifunctional green infrastructure networks – should include reference to current public footpaths around Boorley Green and Botley that would be lost	Accept in part, Proposed changes: loss of Botley Park Golf Course to be included. outcomes of the transport modelling work to be incorporated into revised assessment. Remaining representations: The biodiversity interest for each site has been addressed through the assessment. The draft policy seeks to provide good quality pedestrian and cycle links. No further changes.
Object: 5711	Table 4.2	The lack of scoring within the assessment table is used to conceal the correct outcome	Not accepted. Narrative approach was chosen, and reaches the same conclusions as scoring. No change
Object: 5014	4.7.38	Objects to preferred option (option 3) on the grounds of lack of infrastructure. Allington Lane would be more suitable.	Not accepted. Bullet 3 makes reference to potential infrastructure improvements. No change.
Object: 4623	4.7.38	Does not clearly state if the preferred option a result of the Oct 2011 consultation or of the draft sustainability appraisal report?	Not accepted. Preferred option was selected through the sustainability appraisal of broad locations as set out in chapter 4 of the draft local plan. No change.
Object; 5717	4.7.38	The preferred choice is unjustified, given the options assessment summarised in Table 4.2. It is evident within the table that the SA, in conclusion at paragraph 4.7.38, has not actually reflected the results of the assessment and has not therefore identified the most appropriate alternative. Table 4.2 and the preceding text is	Not accepted. Table 4,2 and 4.7.38 relate to the five spatial options set out earlier in the report and are not read in isolation. While all the options have drawbacks, it is accepted that no options perform well in terms of sustainability and different interpretations of the appraisal are possible. However, the

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		<p>clear that there are significant benefits in relation to Option 4 over and above Option 3. Where negative impacts are identified these are equal to both options. The SA conclusion for Option 3 & 4 is disingenuous to the assessment in the table.</p>	<p>SA does not dictate choice of options but is one of a number of material considerations.</p> <p>Proposed change: include more information regarding the reasons for the Council's choice of preferred option.</p>
Support: 101	4.7.38	<ul style="list-style-type: none"> Support for concluding comments in paragraph 4.7.38 would also apply to the Boorley Green development (air quality in Botley AQMA) and lead to the total loss of gap between Hedge End and Botley. As noted elsewhere inclusion of Boorley Green effectively creates a new community. This is a direct contradiction of paragraph 4.5.35. 	<p>Not accepted.</p> <p>Paragraph 4.7.38 is specific to option 5 and issues such as air quality in the Botley area have been addressed in option 3.</p> <p>No change.</p>
Object: 3152 4623	4.7.38	<ul style="list-style-type: none"> Object to the difference in approach taken when drawing together the threads of the option 2 and option 3 into conclusions. The conclusions for option 3 do not mention challenge of environmental or other mitigation (such as biodiversity and landscape); there is no mention of the Botley bypass, whereas other infrastructure is presented as potential. There is no mention of wider issues arising from the Boorley Green location and retention of the existing hotel should not be referenced as certain. This conclusion should be written in a more balanced and objective way. It is evident that the conclusion in this paragraph has not actually reflected the results of the assessment and has not therefore identified the most appropriate alternative. The lack of scoring within the assessment table is used to conceal the correct outcome. The particular the outcome / conclusion drawn from the SA for Option 3 & 4 in this paragraph are disingenuous to the assessment. There is a difference in approach taken when drawing together the threads of the 	<p>Accept in part.</p> <p>Proposed change</p> <p>Amend conclusions and assessments of all options to ensure consistency</p>

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		<p>option 2 and option 3 into conclusions - should be written in a more balanced and objective way.</p> <ul style="list-style-type: none"> Community benefits of developing north and east of Boorley Green are limited and vague without their viability or deliverability being assessed. 	
Object: 5701	4.7.39	Text should refer to strategic highway issues at Junction 5 M27 and the planned improvements which will significantly reduce congestion.	Highway issues at junction 5 of the M27 are addressed in paragraph 4.7.39. No change,
Object 1014	4.7.41	Objects to the sustainability appraisal preferred option 3, in particular proposed development of land south of Chestnut Avenue at Stoneham Park, for reasons highlighted in the sustainability appraisal section 4.5 (landscape and heritage environment, accessibility and facilities, education, air quality)	<p>Accept in part.</p> <p>Historic environment -The Borough Council is of the view that the historic interest of the site has declined. Historic landscape assessment has been commissioned.</p> <p>Education -There is understood to be capacity at local secondary schools.</p> <p>Accessibility – a transport assessment has been undertaken, recognise that further transport assessment work is required in conjunction with a master plan.</p> <p>Air quality - noted</p> <p>Proposed change</p> <p>Policy for the site will refer to need for development to have regard to any remaining historic interest</p>
Object: 5183	4.7.41	<ul style="list-style-type: none"> Statement that "much of [the historic landscape] has now become degraded" is incorrect when only applied to the portion of Stoneham Park within Eastleigh Borough which is in remarkably good condition. The statement in part iv that the "woodland surrounding the Shrine" is the area "of most interest" is incorrect in a heritage context, and not backed up by any meaningful historical or archaeological research. Statement in part vi that the development " will help to provide part of the link between the Lakeside country park and the proposed Forest Park is not a valid reason to give preference to developments at Stoneham Park. A better way to provide a link would be to retain, improve and enhance the existing 	<p>Accept in part. The Borough Council is of the view that the historic interest of the site has declined. Historic landscape assessment has been commissioned. Site has not been selected on the basis of the potential to provide a link to Forest Park.</p> <p>Proposed change</p> <p>Policy for the site will refer to need for development to have regard to any remaining historic interest</p>

Reps nos.	Policy/para	Representations	Borough Council response
<p>Object: 5690 5672 5654 5645 5644 5641 5629 4951 4950 4898 4896 4891 4890 4627 4626 4622 4605 4589 4575 4191 4004 3954 3917 3683 3569 2577 4906 5094 5704 3556 3808 4275 4623 5004 5187 5647 5126 5178 3884 5695 3654 4037 4672 4673 4676 4678 4858 4927 4928 4955 5657 4624 4625 4628 4694 2378 4743 5708 5702 5692 5694 5675 5625 5676 5624 5628 5639 5637 5636 2357 2571 2572 3395 3725 3974 4164 4865 5074 5079 5088 5090 5136 5137 5146 4932 4928 179 2604 2877 4402 4643 4648 4748 4794 4801 2357 5445 2357, 4788, 4352, 4811, 5008, 5041, 4839, 4801, 4446, 4735, 4226, 4034 4091, 3386, 2574 2474, 2405, 4944, 5707, 5634 5108, 5151, 5059, 4863, 2404, 409, 5682, 4918,5442, 5441 4651, 4736 4865 4944, 4802 4918, 2417, 5180, 2357, 4780, 4948, 101, 4352, 4623</p>	<p>4.7.43</p>	<p>green corridor</p> <p>Reasons set out for preferred option are biased, unsound and should be reassessed.</p> <p>Six reasons for Boorley Green as preferred location Not objectively assessed, as follows: i) Maximizing opportunity for flexible provision of community infrastructure. Responses: <ul style="list-style-type: none"> · Facilities are only required as a result of proposed development. · This site does not maximise opportunities more than any other. ii) Improve local facilities not currently available in Boorley Green and support facilities and services in Botley. Responses: <ul style="list-style-type: none"> · Boorley Green does not need or want the local facilities as illustrated in survey of residents. · Botley village could be supported by other proposed development (BO2). · suggestion that the development of land north of Boorley Green would enable the provision for cemetery and allotment facilities for Botley when this is in fact provided through development in Botley iii) It can contribute to provision of the bypass. Responses: <ul style="list-style-type: none"> · Without support of the Highways Authority or Winchester City Council and only seeking developer contributions it is unlikely to be built – therefore proposed development would actually worsen traffic and air quality problems. · The bypass should be removed from the plan altogether so this reason would not apply and it should not still be referenced if it has been removed from policy. iv) Help facilitate Sundays Hill bypass</p>	<p>Accept in part.</p> <p>While all the options have drawbacks, it is accepted that no options perform well in terms of sustainability and different interpretations of the appraisal are possible. However, the SA does not dictate choice of options but is one of a number of material considerations.</p> <p>Proposed change: include more information regarding the reasons for the Council's choice of preferred option.</p> <p>With regard to the objections to: i) Maximizing opportunity for flexible provision of community infrastructure. Not accepted Proposed development in this location creates a free-standing, sustainable community. No change. ii) Improve local facilities not currently available in Boorley Green and support facilities and services in Botley. Not accepted. Proposed development in this location creates a free-standing, sustainable community at Boorley Green and would be likely to generate support for Botley village centre. No change iii)It can contribute to provision of the bypass Not accepted – Council believe that the Botley bypass is needed and will continue to negotiate with HCC and undertake feasibility work. Development in the Botley area will be expected to contribute to the bypass. No change. iv)Help facilitate Sundays Hill bypass Not accepted. The junction at Sundays Hill is dangerous and transport assessment demonstrates that traffic along Heath House Lane is likely to increase as result of development proposed at Boorley Green, Hedge End and Botley. No change. v) Retains countryside gap around Hedge End Not accepted. Gap would be narrowed but not lost. No change.</p>

Reps nos.	Policy/para	Representations	Borough Council response
		<p>Responses:</p> <ul style="list-style-type: none"> · Junction is over three miles away and is not currently a bottleneck. · Cumulative effect of proposed development creates the need and thus it is illogical to pray in aid of mitigating the problem caused by new development. <p>v) Retains countryside gap around Hedge End. Responses:</p> <ul style="list-style-type: none"> · Incorrect - combined effect of proposed development would close gap between settlements and swamp Boorely Green and Botley <p>vi) Deliverable in plan period Responses:</p> <ul style="list-style-type: none"> · Deliverability is relevant to all of the options · Significant land drainage work is needed and major works to provide sewerage and water services, and therefore development would be in the medium to long term within the plan period. <p>Additional reasons why Boorley Green should not be included in preferred option:</p> <ul style="list-style-type: none"> · existing road network and transport infrastructure cannot cope · Repeated feasibility studies have shown that the area is unsuitable for development. · Destroys green field agricultural land · Closer attention should be paid to flood risk · devalidates the return rate of residents survey · must be considered with north of Whiteley · existing health services and the Wildern secondary school are oversubscribed · Botley Park Hotel will not remain open if the golf course closes · Overdevelopment · contrary to EBC's own stated objectives when selecting a site 	<p>vi) Deliverable in plan period Not accepted. Does not relate to all other options as not all other options are deliverable in the plan period. Landowners at Boorley Green indicate that the site can be brought forward early in plan period. No change.</p> <p>With regard to the additional reasons why Boorley Green should not be included in the preferred option: Not accepted. Transport assessment demonstrates that the local road network can accommodate the additional traffic subject to some junction improvements; It is not clear what 'repeated feasibility studies' are being referenced – previous studies of the former proposed strategic development area did not reach this conclusion. For response to remaining reasons see responses to objections to policies BO1 and S3 (Allington Lane) in the schedule of responses on the draft local plan, (pages 74 and 85).</p> <p>No change.</p>

Reps nos.	Policy/para	Representations	Borough Council response
		<ul style="list-style-type: none"> · harm amenity of local residents <p>Reasons that Allington Lane (Option 2) should be in the preferred option:</p> <ul style="list-style-type: none"> · would have a much less dramatic impact than the development of Botley golf course and surrounding area. · Less impact on air quality and disturbance to existing settlements · Allington Lane is of lower agricultural quality · Better infrastructure provision · More benefit to all Eastleigh residents · Closer to employment · Less impact on strategic gap · long term solution · decision not to take this option seems more political than rational. 	
Object: 5717	4.7.42-4.7.43	<p>Justification for preferred approach is weak and unsupported by the sustainability appraisal.</p> <p>Benefits could equally apply to north of Hedge End, without the negatives.</p>	<p>Not accepted. Land north of Hedge End is considered in Option 4. The reasons that option 4 was not pursued are set out in 4.7.38. See paragraph 4.882 in the updated sustainability appraisal.</p> <p>No change.</p>
4.9 Strategic Policies			
Object: 5165	4.9	<p>Suggests policy S1 could be strengthened to reflect definition in the NPPF. The draft Local Plan should be developed further to ensure positive improvements to the natural environment - support strengthening of DM20 Green Infrastructure. No objection to biodiversity policies being rationalised provided that the level of protection appropriate to the hierarchy of designations is strengthened and maintained.</p>	<p>Accept.</p> <p>Proposed changes to Local Plan:</p> <ul style="list-style-type: none"> - Policy S1 amended to repeat the NPPF sustainability policy and the presumption in favour of sustainable development. - New green infrastructure policy included (see new policy S5). - Biodiversity policies merged into one development management policy (see new policy DM9). <p>No change to Sustainability Appraisal</p>
Support: 5563	4.9	<p>Agrees that Policy S12 is not sufficiently specific or detailed as to how it will achieve its aims, a point which is all the more important given the requirements of the NPPF.</p>	<p>Accept.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> - Policy S12 deleted - New development management policy DM10 combines policies for heritage assets.

Reps nos.	Policy/para	Representations	Borough Council response
Object: 5563	4.9	Expected the Sustainability Appraisal to find that policies DM3 and DM4 should take a more positive approach including setting out a programme/commitment to undertake conservation area appraisals, reviews and management plans and a more positive approach to buildings at risk.	Accept in part Proposed change: Policies for heritage assets are combined into a single policy (Which addresses maintenance and management of assets see new policy DM10.)
Object: 5717	Paragraph 4.9	Policy S9 - No clear justification for the inclusion of gaps and the importance given to them in respect of North Hedge End. Gap policy is unsupported by the NPPF	Not accepted. Gaps between settlements are a clear and justifiable part of the Council's development strategy. Principle is supported by PUSH Economic Development Strategy. NPPF refers to "recognising the intrinsic character and beauty of the countryside". No change
Object: 788	4.9	DM55 should not be merged. For a policy regarding parking criteria, suggest for theatres (sui generis) = 1 cycle stand per 40 seats – 1 parking space per 5 fixed seats – adequate turning and loading facilities inc. space for one coach or 16.5m lorry.	Not accepted. SM24 and DM16 are very similar in content. All strategic DM policies now merged with DM policies. No change.
Support: 788	4.9	Supports merging of S4 with S24, retaining title of S4 for clarity.	Noted No change
4.11 Site Specific Allocations and Policies			
Object: 4623	Table 4.5	Table 4.5 Housing Allocations Suggests amendment to wording in the BO1 section to explain that proposed development would have major impacts on the existing settlement of Boorley Green, and on Botley Village.	Noted, impact on Boorley Green village is addressed in the assessment of the option in particular in section 4.5.35. No proposed changes.
Object: 4623	Table 4.6	Table 4.6 Transport Proposals Suggest inclusion of additional text in the Botley Bypass section to explain that it would help the local road network to cope with the cumulative effect of proposed development in this area.	Not accepted. Draft plan already refers to likely increase in traffic flows through the village arising from the new development proposed (see paragraph 7.3.18). No change.
Chapter 6 - Appraisal to Support Further Draft Consultation (June – July 2012)			
Object: 5563	Table 6.1	Hammerly Farm Horton Heath (FO5) Appraisal of policy FO5 in table 6.1 should consider potential for harm to the significance of the Grade II listed Saxon Court.	Accept. Proposed change to Local Plan: amend policy to refer to need to conserve and enhance Saxon Court (see new policy FO4).

Reps nos.	Policy/para	Representations	Borough Council response
Object: 5124	6.25	<p>Land east of Dodwell Lane and north of Pylands Lane (BU3) Site area for BU3 needs to be updated along with the relevant SLAA proformas.</p>	<p>Accept. Proposed change: Site area and SA will be updated.</p>
Appendices – Appendix 1 Assessment of Broad Locations			
Object: 4918, 4623	Appendix 1	<ul style="list-style-type: none"> • The assessment of BL5 in Appendix 1 of the Sustainability Appraisal should refer to the relationship between Eastleigh Riverside and the Allington Lane site. List of advantages to reflect the geographic and economic link between the two. • Assessment of BL6 does not consider the longer-term scenario of the site being development in association with land at Allington Lane, West End (site BL5). • Disagree with a number of the advantages set for BL8 and there should be more disadvantages set out. Disagree with the number of advantages set out for BL5 which should be much longer. In the analysis for BL7 the reference to the impact on the gap between Hedge End and Botley is misleading and the impact on the road network mentioned is equally a disadvantage for BL8. 	<p>Accept in part. Proposed change SA to be updated to reflect the potential link between Allington Lane and Eastleigh River Side.</p> <p>With regard to remaining representations: SA examined development options necessary to meet current needs and focused on representative options. Conclusions with regard to these site options are considered to reflect the appraisal of these sites. No change.</p>

Reps nos.	Policy/para	Representations	Borough Council response
Object: 804	Appendix 1	Comments on archaeological potential and significance at: BL1 South Eastleigh, Stoneham Park. BL2 South of Bishopstoke and Fair Oak BL3 NE of Fair Oak BL4 W of Horton Heath BL5 Allington Lane BL6 North of Hedge End BL7 North and east of Hedge End BL8 North of Boorley Green BL9 East of Boorley Green BL10 SE of Boorley Green BL11 SE Hedge End BL12 North of Bursledon BL13 West of Bursledon BL14 N Portsmouth Road BL16 Hamble Airfield BL15 South of Bursledon	Accept. Proposed change: SLAA proformas and SA will be updated to include archaeological comments.
Appendices – Appendix 3 Transport Development Options and Junction Comparisons			
Object: 5108	Appendix 3	The merit of the exercise set out in appendix 3 is considered limited because it provides no discussion on the rationale for the junctions included and wider impacts, it does not allow the impacts of each development within each option to be assessed separately, it does not allow for mitigation and the costs/benefits of different mitigation strategies.	Accept. Proposed change: revised statement of transport modelling prepared for inclusion with revised SA.
Appendices – Appendix 4 Strategic Policy Assessment			
Object: 4623	Appendix 4	Assessment of policy S3 includes a mitigation column, but does not set out measures in order to explain their intent. The transport and accessibility section does not explain in any detail the context of improvements for Boorley Green. The landscape and townscape assessment does not mention adverse impacts at Boorley Green, and only Stoneham.	Not accepted. The assessment of policy S3 is of the policy wording and the strategy to which the policy refers is assessed through the options for development. No changes.
Appendices – Appendix 6 Compatibility of Policies			

Reps nos.	Policy/para	Representations	Borough Council response
Object: 101	Appendix 6	Assessment of the compatibility of policies shows only five conflicts. Apparent errors here cast validity on entire matrix and render this part of the appraisal flawed and untrustworthy.	Not accepted. Policies have generally been found to be compatible. No change
Appendices – Appendix 7 Strategic Land Availability Assessment References			
Object: 101	Appendix 7	Notes that in Appendix 7 the SLAA proforma which covers BL8 is now covering a significant part of BL9, Given previous doubts over BL9, this is further evidence that Boorley Green is not suitable.	Not accepted. No change.

**DRAFT HABITATS REGULATIONS ASSESSMENT CONSULTATION JUNE 2012
REPRESENTATIONS AND BOROUGH COUNCIL RESPONSES as agreed by Cabinet and Council
26 July 2012**

Rep no.	Representation	Borough Council Response
Object: 697	<ul style="list-style-type: none"> The Hampshire and Isle of Wight Wildlife Trust (HIWWT) state that where the HRA identifies sites where it can't be concluded there will be no likely significant effects, amendments to the plan should be made in order to ensure there will be no such effects. 	<p>Accept.</p> <p>Proposed change: Include new paragraphs for each of these sites outlining the likely need for Habitats Regulations assessment and reasons for this.</p>
Object: 697	<ul style="list-style-type: none"> HIWWT - BU10 Riverside Boatyard should include wording that ensures no increase in waterfront activities without a full site HRA. 	<p>Accept.</p> <p>Proposed change: new paragraph included drawing attention to the likely need for Habitats Regulations assessment in relation to development of this site.</p>
Object: 4473, 4623	<ul style="list-style-type: none"> Scope is too limited, focussing only on impacts on international and European level habitats – should also look at local habitats especially at BO1 north and east of Boorley Green 	<p>Not accepted. The HRA process stems from a European Directive, The Conservation of Habitats and Species Regulations 2010 (as amended) which is only focused on European and internationally designated wildlife sites known as Natura 2000 sites. The wider biodiversity issues are addressed in the Sustainability Appraisal Report.</p> <p>No change.</p>
Object: 4944	<ul style="list-style-type: none"> Curdrige Parish Council state that there is no recognition given to the necessary impacts of NPPF paragraph 119: "The presumption in favour of sustainable development (paragraph 14) does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined."; and Wader disturbance where "in combination effects", at all times of the year, should be considered. 	<p>Not accepted. With regard to paragraph 119 of the NPPF these issues have been picked up on page 2 of the HRA screening report. No change.</p>
Object: 5108	<ul style="list-style-type: none"> WYG – representing developers for proposed allocation BO1 - HRA should not conclude that development north and east of Boorley Green cannot be screened out with respect to potential impacts on the River Itchen SAC given the nearest part of the SAC is 4km away and there is a lack of knowledge if the ditch network is important to the SAC's integrity 	<p>Not accepted. The Council has adopted the precautionary approach to this screening assessment and through consultation with the statutory agencies have screened in site BO1 due to potential likely significant effect on the terrestrial otter habitat.</p> <p>No change.</p>

Object: 5647	<ul style="list-style-type: none"> Is of the belief that the Environmental and Habitat Protection Officer at the Hampshire and Isle of Wight Wildlife Trust was not consulted as this is what she said to them 	Not accepted. The Hampshire and Isle of Wight Wildlife Trust were consulted. No change.
Object: 5647	<ul style="list-style-type: none"> Impact on local wildlife at Boorley Green will be catastrophic 	Not accepted. Wider biodiversity issues are addressed in the Sustainability Appraisal Report. No change.
Object: 4863	<ul style="list-style-type: none"> Environmental concerns are addressed in a superficial manner. Proposed allocation BO2, for example, clearly has scope to impact on important habitats and is not convinced that, for example, leafleting initial residents is going to deal with those concerns in the long term 	Not accepted. The HRA process stems from a European Directive, The Conservation of Habitats and Species Regulations 2010 (as amended) which is only focused on European and internationally designated wildlife sites known as Natura 2000 sites. The wider biodiversity issues are addressed in the Sustainability Appraisal Report. More detail on mitigation measures for proposals will be picked up at the planning application stage where further detailed HRA work will be required for site BO2. No change.
Support: 102 655	<ul style="list-style-type: none"> Burseldon Parish Council support the HRA as it supports the site objections with evidence 	Noted
Support: 5124	<ul style="list-style-type: none"> WYG – representing developers at proposed allocation BU3- Support for conclusion that development at Pylands Lane (BU3) will not have a likely significant effect and can therefore be screened 	Noted.
Support: 5165,	<ul style="list-style-type: none"> Natural England support way that summary of evidence relevant to impacts under consideration has been undertaken. 	Noted.
Support: 5165,	<ul style="list-style-type: none"> Natural England supports the recommendations in section 4.4.12 that the Solent Disturbance and Mitigation Project Work be signposted in the plan. 	Noted
Support: 5165,	<ul style="list-style-type: none"> Natural England support the assessment of impacts on designated sites as it is proportionate and well set out. 	Noted.
Support: 5165,	<ul style="list-style-type: none"> Natural England suggest that roadside barriers to mitigate against impacts on the River Itchen SAC should not be written off merely due to the fact the authority can't directly deliver the solution. 	Not accepted. Not clear what change to the plan is required. This is likely to be a matter for other legislation. No change
Support: 5701	<ul style="list-style-type: none"> WYG – representing developers at proposed allocation E1 – support for amendments to policy E1 	Noted.

DRAFT TRANSPORT ASSESSMENT CONSULTATION JUNE 2012 - REPRESENTATIONS AND BOROUGH COUNCIL RESPONSES as agreed by Cabinet and Council 26 July 2012

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
Object: 102, 655	Transport Assessment – whole.	<ul style="list-style-type: none"> Bursledon Parish Council and Bursledon Rights of Way and Amenities Preservation Group (BRoWAPG) note insufficient information of the Bursledon area. 	Insufficient information to support objection. No change.
Object: 804, 5048	Transport Assessment – whole	<ul style="list-style-type: none"> Hampshire County Council (HCC) note lack of supporting technical information including: model documents, detailed assumptions, and detailed junction modelling. Notes phrases such as ‘investigate effectiveness of..’ indicate much work is still to be done. state that the combined above reasons mean there is insufficient information to be satisfied the plan is sound. 	Accept in part - The TA outlines the results of the modelling work completed using the SRTM endorsed by HCC as providing accurate results. However it is acknowledged that background modelling results could be a useful appendix item. Proposed change: Final transport assessment to include modelling results.
Object: 2577 4626,3569, 3683, 3917, 3954, 4004, 4191, 4575, 4589, 4605, 4622, 4623 4627, 4890, 4891, 4896, 4898, 4906, 4950, 4951, 5624, 5628, 5629, 5641, 5644, 5645, 5654, 5655, 5672, 5690, 4918	Transport Assessment – whole	<ul style="list-style-type: none"> Scope of the TA does not extend to considering all broad locations, thus not allowing a meaningful comparison of the transport implications of all the development options, including alternatives. 	Not accepted - The TA covers the 'preferred option' with alternative sites having been ruled out through the Sustainability appraisal work. No change. No change.
Object: 2577 4626,3569, 3683, 3917, 3954, 4004, 4191, 4575, 4589, 4605, 4622 4623 4627, 4890, 4891, 4896, 4898, 4906, 4950, 4951, 5624,	Transport Assessment – whole	<ul style="list-style-type: none"> Assessment should have been prepared to inform decisions rather than justify the initial decision. 	Not accepted. Transport modelling prior to preparation of final assessment informed decisions – see appendix 3 of Sustainability Appraisal Report. No change

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
5628, 5629, 5641, 5644, 5645, 5654, 5655, 5672, 5690,			
Object: 1014	Transport Assessment – whole	<ul style="list-style-type: none"> Specific concern of analysis of Chestnut Avenue site and implications for congestion impacting Riverside employment development. 	<p>Not accepted - Modelling work has been produced based on anticipated trips rates and routes of travel. The traffic modelling work has been completed using latest software supported by HCC / HA. No change</p> <p>Not accepted - Localised TA work will be required to find mitigation for issues of congestion. This will form part of a planning submission, though indicative schemes are outlined in 6.8 and 6.9. No change.</p>
Object: 3179		<ul style="list-style-type: none"> Chandlers Ford Parish Council – TA does not support proposed allocation of land for development south of Chestnut Avenue - existing infrastructure is not sufficient and mitigation measures proposed likely to also be insufficient to prevent gridlock. 	
Object: 3179		<ul style="list-style-type: none"> transport infrastructure needs to be considered over a wider area with significant investment in new roads. 	
Object: 3386	Transport Assessment – whole	<ul style="list-style-type: none"> Findings of TA relating to Botley bypass defy common sense in stating BO1 would not have such a significant detrimental effect on congestion and pollution to justify the bypass. 	<p>Not accepted - The traffic modelling work has been completed using latest software supported by HCC / HA. Further sensitivity testing has been undertaken to refine this further in some cases. No change.</p>
Object: 3386	Transport Assessment – whole	<ul style="list-style-type: none"> Previous studies and evidence are ignored for the convenience of EBC to abandon precondition on bypass 	<p>Not accepted. The local plan retains the bypass proposal, and while HCC require that the larger sites should not be dependent on it, the local plan policies still require them to contribute to it. No change.</p>
Object: 5126 3808 3725	Transport Assessment – whole	<ul style="list-style-type: none"> Concern that proposed roundabout at the end of Woodhouse Lane would add to congestion problems. 	<p>Not accepted - The TA is a high level document looking at issues across the whole borough. Impacts such as the roundabout outlined will need to be assessed as part of a development specific TA. No change.</p>
Object: 4865	Transport Assessment – whole	<ul style="list-style-type: none"> No detailed traffic assessments for north and east of Boorley Green, only through central Botley. No health assessment of traffic implications taken. 	<p>Insufficient information to support objection. No change.</p>
Object: 4918	Transport Assessment – whole	<ul style="list-style-type: none"> Modelling for Allington Lane site should have been undertaken for 1400 homes – the life time of the strategy, rather than for 5000 homes- part of the longer term plan. 	<p>Not accepted. Development of the 1400 dwellings would not take place without a commitment to the 5000, and it was considered important to assess the transport implications of the full development.</p>

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
			No change.
Object: 5049-	Transport Assessment – whole	<ul style="list-style-type: none"> Seeks specific recommendation to make Dodwell Lane and Blundell Lane safe for walking and cycling. 	Not accepted - The TA is a high level document looking at issues across the whole borough. Individual mitigation measures will need to be assessed as part of a development specific TA. No change.
Object: 5124, 5717, 5108	Transport Assessment – whole	<ul style="list-style-type: none"> The traffic impact of the Local Plan development proposals in the Transport Assessment was tested through volume over capacity. Priority junctions and roundabouts normally reach their practical capacity at around 0.85 RFC and signal controlled junction at 90% DOS and it is considered that this is a more accurate threshold than the 80% used. 	Not accepted - By utilising a lower 80%, it ensured a worst case scenario was achieved in identifying capacity issues. No change.
Object: 5108 5124 5717	Transport Assessment – whole	<ul style="list-style-type: none"> The Transport Assessment 2026 “do nothing” modelling exercise does not set out committed development (i.e. development that benefits from a valid planning permission or is in an adopted development plan) differently from planned development (i.e. development in an emerging development plan). Refers to DfT Guidance on Transport Assessment which indicates that both should be included. The assessment method used may be too simplistic - suggest two stages in respect of looking at the impact of draft local plan when looking at truly committed development and then also when taking into account other planned development in the South Hampshire area 	Not accepted - Committed development is pre-built into the SRTM and so would have been included in the "do nothing" scenario. No change.
Object: 5108 5717	Transport Assessment – whole	<ul style="list-style-type: none"> The Boorley Green site (and the Woodhouse Lane site), it is considered that the draft Transport Assessment has looked at accessibility, sustainable travel and Smarter Choices in too simplistic a way. The analysis to date shows that the proposed development can assist in bringing forward improvements 	Not accepted - Work has been completed as part of the TA to assess sites for Smarter Choices on an individual basis. Therefore, % rates outlined are considered reasonable. No change.

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
		at locations identified in the TA.	
Object: 5653	Transport Assessment – whole	<ul style="list-style-type: none"> States access to the M27 will be via junction 8, this will be impossible to police and so will add traffic to junction 7. 	Not accepted - Modelling work has been produced based on anticipated routes of travel. The traffic modelling work has been completed using latest software supported by HCC / HA which demonstrates most (not all) traffic would be anticipated to use J8. No change.
Object: 5701	Transport Assessment – whole	<ul style="list-style-type: none"> Baseline is not accurate as does not include improvements from pinch point funding. Assessments should use agreed trip rates. 	Not accepted - Pinchpoint funding allocations have not yet been secured. Trip rates are part of the overall model to which HCC and the HA are signed up to. No change.
Support: 5049,	Transport Assessment - whole	<ul style="list-style-type: none"> Expresses general support for findings of the TA. 	Not accepted - The TA is a high level document looking at issues across the whole borough. Individual mitigation measures will need to be assessed as part of a development specific TA. No change.
Support: 5164	Transport Assessment - whole	<ul style="list-style-type: none"> Southampton City Council – promoting of sustainable travel choices as a priority is fully supported. Sustainable Transport Fund and Better Bus Area Fund can be considered committed as funded interventions. TA has not considered provision of strategic Park and Ride proposals. If at a later day LTSIP identifies these as necessary then these will need to be added to transport assessment 	Eastleigh Borough Council does not support Park & Ride facilities within the borough at this time. It should be noted however, that no alternative development proposals for these sites is outlined within the DLP. No change.
Object: 5717	Transport Assessment - whole	<ul style="list-style-type: none"> Although the draft Transport Assessment discusses potential mitigation measures no detail is provided on whether the measures actually mitigate development impact and whether they are deliverable. 	Not accepted - The TA is a high level document looking at issues across the whole borough. Individual mitigation measures will need to be assessed as part of a development specific TA. No change.
Object: 101	-1.1.3	<ul style="list-style-type: none"> Use of the word ‘robust’ needs to be defined given the previous paragraph refers to ‘broad terms’. 	Accept in part - The TA is an overarching document providing comment at a high level. However, where possible it has identified local issues and (i.e.) utilised localised trip rates to ensure a robust scenario. No change.

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
Object: 101	1.2.1	<ul style="list-style-type: none"> Two different populations for Eastleigh are given – 1.2.1 – 122,000 people, and 2.1.3 – 116,000. 	Accept in part. The figures quoted are editorial errors. They have not impacted on background calculations Proposed change: Figures to be corrected in final version of the report.
Object: 101	2.3 bullet 2	<ul style="list-style-type: none"> Reference to A334 omitted. 	Accept. Proposed change - this will be amended in final version of the transport assessment.
Object: 101	2.4.2	<ul style="list-style-type: none"> Reference to Botley railway station omitted. 	Accept. Proposed change - inclusion within the finalised TA will be investigated.
Object: 101	2.6.1	<ul style="list-style-type: none"> Paragraph should note that Botley has no cycleways. 	Noted
Object: 101	2.8.5	<ul style="list-style-type: none"> Objects to statement regarding development location in places where travel will be minimised/sustainable transport maximised because Boorley Green provides insufficient on site employment. 	Not accepted. Subject to provision of footpath/ cycleway access to Hedge End Station and improvement of bus services Boorley Green has some access to public transport, and is within 3.5km of employment areas at Hedge End. No change.
Object: 101	2.8.14	<ul style="list-style-type: none"> No mention of Eastleigh- Botley corridor. 	Noted. This section reports on an HCC document, not an EBC document.
Object: 101	2.8.15c	<ul style="list-style-type: none"> No mention of Botley bypass as mitigation 	Noted
Object: 101	2.8.15d	<ul style="list-style-type: none"> Cycling strategy would not affect motorway use, and there is limited possibility of cycleways in Botley. 	Noted. The strategy aims at providing a fully linked cycle network which does not exist at present. Once complete, it would be anticipated that modal shift would rise accordingly.
Support: 101	2.8.16	<ul style="list-style-type: none"> Supports reference to new transport infrastructure. 	Noted
Object: 101	3.1.2	<ul style="list-style-type: none"> Population prediction figures are unreliable as a result of different population figures given. 	Accept in part. Proposed change - The figures quoted are editorial errors. They have not impacted on background calculations.
Object: 101	3.1.3	<ul style="list-style-type: none"> Land at Riverside development area discrepancy – 200,000sq.m. in 3.1.3 and 85,000sq.m. in 2.4. 	Noted. Likely delivery of additional employment floorspace at Eastleigh River Side has been reviewed following review of economic viability of Chickenhall Lane link road. No change.
Object: 101	3.2.1	<ul style="list-style-type: none"> Referencing typo in 3.2.1s 	Accept. Proposed change - Administrative error. Will be corrected in the final document.

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
Object: 101	3.2.1	<ul style="list-style-type: none"> Queries if table under 3.2.1 modelled Boorley Green and Woodhouse Lane as one unit. 	<p>Not accepted - Modelling of the borough as a whole was completed as 'one unit' however access and trips were derived for individual sites. No change.</p>
Object: 101, 5636	3.4	<ul style="list-style-type: none"> No access to Riverside from the eastern part of the Borough where most new housing is going to be. 	<p>Not accepted - At present funding for such a link has not been secured, so was not within the modelling suite. No change.</p>
Object: 2577, 3569, 3683, 3917, 3954, 4004, 4191, 4575, 4589, 4605, 4622, 4623, 4626, 4627, 4890, 4891, 4896, 4898, 4906, 4950, 4951, 5624, 5628, 5629, 5641, 5644, 5645, 5654, 5655, 5672 5690, 4473, 101	3.5	<ul style="list-style-type: none"> Section 3.5 is too brief and should include <ul style="list-style-type: none"> reference to remoteness from shopping, education, transport, and shopping and community facilities. additional facilities only needed as result of development (3.5.1) Botley bypass should reference opposition of the Highways Authority. (3.5.3) Heath House Lane/ Dodwell Lane is 3 miles for Boorley Green and is not a significant bottleneck. Development would cause congestion (3.5.4) 	<p>Accept in part - The section is a brief summary of the site, with expansion later in the document. No change. Not accepted (point one) 3.5.1 - The TA covers the 'preferred option' with alternative sites having been ruled out through the Sustainability appraisal work. No change. Not accepted. 3.5.3 - Document is an assessment of Eastleigh Borough Council's preferred option and properly references the Council's proposals requirement in respect of Botley bypass. No change. Not accepted. 3.5.4 The existing junction is constrained and has poor visibility due to the hill to the south. No change.</p>
Object: 101	3.5	<ul style="list-style-type: none"> 3.5 map – shows development extending south of Maddoxford Lane which is inconsistent with other data published. 	<p>Accept. Proposed change: map to be amended in final version of document.</p>
Object: 101	3.5	<ul style="list-style-type: none"> Questions how development at Boorley Green site can contribute meaningfully to Botley bypass and Sundays Hill – surely it will weaken both (3.5.3 and 3.5.4). 	<p>Not accepted - Developer contributions would be taken, as there would be direct links between development traffic flows and the highway infrastructure. No change.</p>
Object: 101	3.6.1	<ul style="list-style-type: none"> Does not make clear that Woodhouse Lane is adjacent to Boorley Green development. Appropriate to assess combined impact of Woodhouse Lane and Boorley Green. 	<p>Not accepted - Modelling of the borough as a whole was completed as 'one unit' however access and trips were derived for individual sites. No change.</p>
Object: 101	3.7.1	<ul style="list-style-type: none"> 3.7.2 States no evidence to justify infrastructure improvements in 3.7.1, casting doubt on if they will come forward. 	<p>Not accepted - As stated these are 'possible transport infrastructure proposals' which at the outset have been perceived as being of benefit. The TA informs further on this, as will individual site TA's to follow. No change.</p>
Object: 4918	3.7.2	<ul style="list-style-type: none"> Draft plan does not include detail of schemes or justification as the evidence base should 	<p>Not accepted - As stated these are 'possible transport infrastructure proposals' which at the outset have been</p>

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
		be used to inform allocations.	perceived as being of benefit. The TA informs further on this, as will individual site TA's to follow. No change.
Object: 101	4.21 -4.24	<ul style="list-style-type: none"> Questions assumptions and statistics used in 4.21-4.24 	Not accepted - The model has been produced by TfSH of which HCC are a partner. The HA has also given backing to the models utilisation and it is seen as the most accurate model currently available. As such, the background data is to be relied upon. No change.
Object: 101	4.3.5	<ul style="list-style-type: none"> How can junctions with V/C ratio greater than 80% be relied upon, does this not justify including missing M27 junction? 	Not accepted - Motorway junctions constrain traffic accessing the motorway. By simply adding junctions, the likely impact would be to simply increase congestion on the motorway itself. Increased number of junctions also increases the risk for accidents and junction hopping - neither of which the HA are likely to see. No change.
Object: 101	4.3.7	<ul style="list-style-type: none"> Queries term 'a degree of latitude', how much and in which direction? Paragraph alludes to reaching/exceeding modelling capacity, queries if V/C ratio of more than 100% means modelled capacity is or is not exceeded. 	Accept in part - As robust as the model is, 'fine tuning' or interpretation is required when a review is complete and elements are not as accurate as hoped. Validation of the model via queue length surveys is often the way to ensure its accuracy. No change.
Object: 101	4.6.4	<ul style="list-style-type: none"> Not modelling Botley bypass is a major failing of the transport assessment. 	Not accepted - Transport congestion is one element of the requirement for the Botley bypass, the others including Air Quality and pedestrian access. By not including the bypass in the modelling, it presented a worst case scenario upon which a bypass would be an improvement. No change.
Object: 101	4.6.4	<ul style="list-style-type: none"> Reference with Whiteley Way "as a comparatively unappealing through-route" implies no recognition of potential A334 impacts. 	Not accepted - 'Unappealing through route' implies to the constraints developers are alluding to implementing. These will discourage through traffic through bus prioritisation, non-direct routes, etc. This will encourage Whitely traffic to primarily use J9 of the M27. No change.
Object: 101	4.6.4	<ul style="list-style-type: none"> Modelling makes no mention of the impact on the A334 resulting from development north of Whiteley and others. 	Not accepted - The model is a TfSH model, and has all known development input into its database. The 3 schemes mentioned are simply the most localised large development schemes, and as such most likely to have an impact on the borough.

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
			No change.
Object: 101	4.6.4	<ul style="list-style-type: none"> No mention of traffic schemes in Eastleigh in Appendix B as referenced in 4.6.4. 	Noted - This is a list of high level committed schemes within southern Hampshire that has been entered within the model. There are no such schemes for Eastleigh at the present time. No change.
Object: 101	Table 5.1	<ul style="list-style-type: none"> No mention of Botley Air Quality Management Zone, constraints of the river crossing at Botley Mills, confinement of Winchester Street/Mill junction or Botley High Street west of the square. 	Not accepted - The level of development and indicative access points are built into the model as a known development in the TfSH region. As such, traffic associated with the development has been dispersed via highway links accordingly. No change.
Object: 4839	5.5.3	<ul style="list-style-type: none"> Sunday's Hill junction is not currently a hotspot and would only become one as a result of the proposed developments. Situation at Windhover roundabout would be exacerbated by developments with or without the Sundays Hill bypass. 	Accept in part - the Sundays Hill junction also suffers from poor visibility and access issues to some dwellings to the south. These will be solved in part by the by-pass. In regard to Windhover roundabout, developer contributions could be collected that may fund solutions to the existing and future capacity issues at this point. No change.
Support: 2577, 3569, 3683, 3917, 3954, 4004, 4191, 4473, 4575, 4589, 4605, 4622, 4623, 4626, 4627, 4890, 4891, 4896, 4898, 4906, 4950, 4951, 5624, 5628, 5629, 5641, 5644, 5645, 5654, 5655, 5672, 5690	5.5	<ul style="list-style-type: none"> Supports conclusion that Hedge End road network will experience increases in traffic and 'stress' (5.5.1 and 5.5.13). 	Noted
Support: 101	5.5.5	<ul style="list-style-type: none"> Supports Mill Hill/Winchester Street and Maypole roundabout as identified hotspots (5.5.5). 	Noted
Support: 101	6.2.5	<ul style="list-style-type: none"> Supports principle outlined in 6.2.5 of smarter travel choices. 	Noted
Object: 101, 2577,	6.3	<ul style="list-style-type: none"> Does not assess other potential broad 	Accept in part. Sustainability Appraisal includes review of

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
3569, 3683, 3917, 3954, 4004, 4191, 4575, 4589, 4605, 4622, 4623, 4626, 4627, 4890, 4891, 4896, 4898, 4906, 4950, 4951, 5109, 5624, 5628, 5621, 5641, 5644, 5645, 5654, 5655, 5672, 5690		locations.	transport implications of other options but this needs to be set out more clearly Proposed change: revised Sustainability Appraisal report to include full details of the options appraisal (see SA Report Appendix 3).
Object: 101	6.3	<ul style="list-style-type: none"> Table 6.3 sets out mitigation measures but not the impact of these measures or how much additional capacity that may be created. Reference to Botley bypass is meaningless without modelling it. 	Not accepted - The TA is a high level document looking at issues across the whole borough. Individual mitigation measures will need to be assessed as part of a development specific TA. No change. Not accepted - the TA modelling did not include the bypass to demonstrate exactly what the effects of development would be without it - i.e. a worst case scenario. In regard to the Mill Street junction, this would be likely to require additional land to enable works. No change.
Object: 101	6.3	<ul style="list-style-type: none"> Expanding the south bound approach for a filter lane is not feasible given topography of the junction. 	Not accepted - Modelling work has been produced based on anticipated trips rates and routes of travel. The traffic modelling work has been completed using latest software supported by HCC / HA. No change.
Support: 2577, 3569, 3683, 3917, 3954, 4004, 4191, 4473, 4575, 4589, 4605, 4622, 4623, 4626, 4627, 4890, 4891, 4896, 4898, 4906, 4950, 4951, 5624, 5628, 5629, 5641, 5644, 5645, 5654, 5655, 5672, 5690	6.3	<ul style="list-style-type: none"> Supports smarter choices principles as objective basis for assessment. Agree with 6.3.30 that Boorley Green and Woodhouse Lane are both semi-rural and remote. It has to be recognised that development is almost wholly reliant on the private car. 	Noted
Object: 101	7.2.3	<ul style="list-style-type: none"> Questions what value the current consultation has if the final document is produced before 	Not accepted. Work on assessing the outcome of the consultation has proceeded in parallel with, and has informed,

Rep nos.	Section/ para	Key points from the summaries	Borough Council Response
		the consultation on the current document is finished and assessed.	production of final version of transport assessment. No change.
Object: 5108	Appendix A	<ul style="list-style-type: none"> It is not clear if the 1.9ha of planned commercial uses at Boorley Green have been modelled. It assumes two points of access from Winchester Road, but masterplanning exercise indicates preferred access is one via Winchester Road and one for Maddoxford Lane. 	Not accepted. The TA is a high level document looking at issues across the whole borough. Individual mitigation measures will need to be assessed as part of a development specific TA. Masterplanning for individual sites is on-going and likely to be subject to change before any application is submitted. No change.
Object: 5124,	Appendix A	<ul style="list-style-type: none"> Appears 145 not 250 dwellings have been modelled for proposed development BU3 	Accepted. Proposed change - Revised modelling will be undertaken to accommodate changes to the draft plan in the 'final' TA.
Object: 5717	Appendix A	<ul style="list-style-type: none"> Does not fully reflect all changes to the DLP. 	Accepted. Proposed change -Revised modelling will be undertaken to accommodate changes to the draft plan in the 'final' TA.

DRAFT PROPOSED CHANGES TO SITE ALLOCATIONS CONSULTATION JUNE 2012 - REPRESENTATIONS AND BOROUGH COUNCIL RESPONSES as agreed by Cabinet and Council 26 July 2012

Reps nos.	Policy/para	Representations	Proposed response
Proposed changes - general			
Object: 2108, 2183, 2577, 3725, 3808, 4042, 4473, 4623, 4856, 5126, 5189, 5627, 5648, 5678, 5696, 5716	Proposed changes document & process	<p>Object to:</p> <ul style="list-style-type: none"> · Lack of publicity and insufficient consultation with residents · Household near proposed sites should be notified separately in writing · Internet inadequate and inaccessible to older residents · Many residents did not receive e-mail notification of consultation · Documents lengthy and difficult to comprehend · Format of on-line consultation form too restrictive · Draft appraisals and assessment were not available at May Cabinet · With consultation to 13 July and Cabinet end July process is too rushed to enable proper consideration of issues 	<p>Not accepted.</p> <p>Council undertook extensive publicity as well as e-mails including articles in Borough News and press.</p> <p>Appraisals and assessments are technical documents. They include executive summaries.</p> <p>On-line form was not the only way to respond – there was not restriction on how residents could respond.</p> <p>Necessary to expedite plan preparation process.</p> <p>No change.</p>
Object: 4928	Proposed changes document & process	Object to the way Eastleigh Borough Council is ignoring overwhelming objections to the Boorley Green site – calls into question the purpose of the consultation.	<p>Not accepted. Council is considering all representations.</p> <p>No change.</p>
Object: 3152, 4918	Proposed changes document & process	Support removal of dependency of development on bypass as bypass is not justified in transport terms, but suggests therefore that justification for retention of allocated sites is questionable, as bypass was a key element of the development strategy. Bypass formed part of opinion survey that determined choice of sites. Fundamental review of strategy is needed for the plan to be sound and compliant.	<p>Not accepted. Bypass proposal remains in the local plan and forms part of the strategy. No need to review strategy.</p> <p>No change.</p>
Object: 4918	Proposed changes document & process	Object to piecemeal approach to extending residential allocations. Allington site would offer more flexibility in meeting housing needs.	<p>Not accepted. Proposed changes were relatively minor adjustments to draft plan. Potential for development of Allington Lane site reviewed through earlier work - see</p>

Reps nos.	Policy/para	Representations	Proposed response
			sustainability appraisal of options. Unlikely to be deliverable because of infrastructure issues. No change.
Object: 5108, 5124, 5701	Proposed changes document & process	Before pre-submission draft of plan is published it should be checked for compliance with the NPPF particularly in relation to sustainability policies, and subject to viability assessment.	Accept in part. Plan is being checked for compliance with NPPF. Viability studies have been undertaken of a number of aspects of the plan, e.g. environmentally sustainable development requirements, affordable housing, and space standards. Proposed changes: Strategic policy S1, Sustainability is amended in accordance with the NPPF.
Object: 5193	Proposed changes document & process	Proposed changes fail to make provision for proper master-planning of area north of Hedge End – should have been addressed at this stage in view of need for more housing sites, and while extending the allocation at Boorley Green.	Not accepted. Area north of Hedge End is not an allocation of the plan. It was reviewed as an option during preparation of the plan – see sustainability appraisal, and found to be unacceptable for a variety of reasons including poor relationship to Hedge End and impacts on gap. No change.
Support: 2175	Proposed changes document & process	Additional allocation do not raise major issues in relation to water resources and wastewater treatment capacity but may need off site water and sewerage infrastructure	Noted.
Support: 5194	Proposed changes document & process	Supports proposed changes to the Plan in relation to the provision of additional employment land.	Noted
Proposed changes document section 2			
Object: 804	Para. 2.2	Object to retention of bypass as it is not justified by the transport assessment.	Not accepted. Assessment has no been able to take into account full implications of Whiteley development proposals. Bypass is also needed for reasons other than those examined through transport assessment, e.g. environmental concerns including air quality and impacts on conservation area and vitality and viability of village centre. No change.
Object: 4856	Para. 2.2	In view of Highway authority objections to Botley bypass there is	Not accepted. Botley bypass remains a

Reps nos.	Policy/para	Representations	Proposed response
		no confidence that road improvements to serve proposed housing developments at Hedge End and Botley will be delivered. Dependency on bypass should be retained.	proposal of the local plan subject to the outcome of a feasibility study. All developments in the area will be required to contribute to it. No change.
Support: 101	Para. 2.2	Supports the intention that construction of the Botley bypass should not be dependent upon residential development within Botley and its immediate vicinity.	Noted.
Object: 701, 5164	Para. 2.4	Object to employment provision – additional sites are too small to replace development now unlikely to be delivered at Eastleigh River Side or to meet needs of businesses requiring larger sites. Economic development potential of land at airport should be recognised. Scale of development should be consistent with emerging PUSH strategy.	Not accepted. There remains some potential for employment development at Eastleigh River Side, including on the airport land assuming access to this can be arranged. PUSH have been advised of likely scale of development. No change.
Support: 101	Para. 2.4	Supports the principle of developing localised employment provision within communities in the borough.	Noted.
Object: 1014, 4449	Para. 2.5	Object to lower residential densities on allocated sites – allocating additional sites to cater for this is a knee-jerk reaction.	Not accepted. Plan is not proposing lower densities – paragraph simply recognises what has been taking place. No change.
Object: 5659	Para. 2.5	Residential developments at Hedge End should be at lower densities.	Noted. Residential densities on any site will be related to the form and scale of the development, the character of the site and its relationship with existing development. No change
Object: 101	Para. 2.6	Object to intention to expand Boorley Green site.	See responses to representations on Policy BO1.
Proposed changes document section 3			
Object: 101, 101, 102, 179, 224, 294, 655, 2357, 2357, 2378, 2404, 2405, 2417, 2571, 2572, 2574, 2577, 2604, 2877, 3395, 3556, 3569, 3654, 3664, 3665, 3683, 3725, 3808, 3884, 3917, 3954, 3974, 4004, 4034, 4037, 4071, 4091, 4164, 4186, 4186, 4191, 4226, 4275, 4352, 4402, 4446, 4449, 4473, 4569, 4575, 4580, 4589, 4605, 4607,	S7	Object because <ul style="list-style-type: none"> Removal of dependency of BO1 and HE1 on Botley bypass – residents were promised that development would not go ahead without the bypass – this was a key element in choice of strategic sites - Now this has unravelled Council should review its development strategy, the process for selection of which was seriously flawed - site allocations should be re-assessed – Allington Lane is a better location As HCC do not support Botley bypass proposed allocations should be withdrawn 	Not accepted. Strategy has not changed. Botley bypass proposal is retained in the local plan. Large site developments at Hedge End and Botley will be expected to contribute to it. Improvements to Woodhouse Lane and Maypole roundabout form part of the bypass proposals. Removal of dependency on bypass was a

Reps nos.	Policy/para	Representations	Proposed response
4622, 4623, 4626, 4627, 4643, 4648, 4672, 4673, 4676, 4678, 4718, 4726, 4735, 4736, 4748, 4780, 4783, 4788, 4794, 4801, 4802, 4811, 4839, 4856, 4858, 4865, 4890, 4891, 4896, 4898, 4906, 4918, 4927, 4928, 4932, 4944, 4948, 4950, 4955, 4971, 5004, 5009, 5010, 5014, 5016, 5059, 5074, 5079, 5088, 5090, 5094, 5126, 5135, 5136, 5137, 5146, 5159, 5170, 5178, 5180, 5187, 5386, 5441, 5442, 5445, 5624, 5628, 5629, 5636, 5637, 5639, 5641, 5644, 5645, 5647, 5653, 5654, 5657, 5661, 5663, 5664, 5665, 5666, 5667, 5668, 5669, 5670, 5671, 5672, 5675, 5676, 5682, 5683, 5690, 5692, 5694, 5695, 5702, 5704, 5707, 5708, 5710, 5720, 5721		<ul style="list-style-type: none"> · Relying on developer contributions will not ensure provision of bypass · Bypass is needed anyway, even before the new residential development · Removal of Woodhouse Lane from roads in need of improvement – identified in transport assessment as being in need of improvement · Improvements to Woodhouse Lane will be needed anyway regardless of whether bypass is built · Many local roads struggling with existing traffic · Development without Botley bypass will result in traffic congestion and air quality problems · Need air quality assessment on surrounding routes · Removal of dependence on bypass will increase traffic on local roads such as Winchester Street, Maddoxford Lane, Wangfield Lane, Crows Nest Lane and Oatlands Road, exacerbated by Boorley Green development. · Bypass would only move pollution elsewhere 	<p>requirement of Hampshire County Council (HCC) in objections to the draft local plan. HCC objected (and continue to object) on grounds that bypass is not needed in transport terms. The Borough Council maintain that the bypass is needed for environmental reasons, to improve air quality and enhance conservation area and village centre in Botley, and improve quality of life for residents. Also, transport assessments of development outside the borough are still in progress and implications for Botley remain unclear.</p> <p>No change.</p>
Object: 804	S7	Wording should be amended to relate proposals to new development and to include reference to HCC's Eastleigh Borough Transport Assessment. Reference should also be made to outcomes of transport assessment in particular identified 'hotspots'.	<p>Accept.</p> <p>Proposed change: text amended to refer to transport assessment and 'hotspots'.</p>
Object: 5048	S7	Object to inclusion of two bypass proposals not supported by HCC (Botley and Sunday's Hill). First is now separated from major developments and second is environmentally damaging. No evidence of need, environmental assessment or deliverability.	<p>Not accepted. Botley bypass is needed for environmental reasons. HCC do not object to Sunday's Hill bypass. All proposals in the plan have been subject to sustainability appraisal and Habitats Regulations assessment. Policies require developers contributions.</p> <p>No change.</p>
Object: 2877	S7	Conflict of Network Rail route strategy July 2011 with policy S7 (vi) regarding rail improvements between Hedge End and Eastleigh.	<p>Not accepted. See Network Rail Route Utilisation Strategy as referenced in Appendix A of the pre-submission Local Plan.</p> <p>No change.</p>
Support: 101	S7	Support intentions of criteria relating to public transport	Noted

Reps nos.	Policy/para	Representations	Proposed response
Support: 701	S7	Support case for Botley bypass	Noted.
Support: 804, 3152, 5108	S7	Support removal of conditional requirement on construction of bypass	Noted.
Object: 4402, 5074, 5146	Para.3.5	Object to proposed expansion of site at Boorley Green as it takes up more valuable agricultural land.	See responses to representations on Policy BO1.
Object: 804	Para.3.7	Object to Botley bypass – it is not justified by the transport assessment.	Not accepted. Assessment has not been able to take into account full implications of Whiteley development proposals. Bypass is also needed for reasons other than those examined through transport assessment, e.g. environmental concerns including air quality and impacts on conservation area and vitality and viability of village centre. No change.
Support: 2550	Para.3.7	Support retention of bypass.	Noted
Support: 804, 5124	Para 3.14	Supports alternative route for the Sunday's Hill bypass which is considered to be more deliverable than previously suggested.	Noted
Object: 2183, 5189, 5716	Para 3.14	Objects to the alternative route for the Sunday's Hill bypass on the grounds that it is unclear how this larger route will be funded and concerned about loss of countryside and impact on wildlife	Not accepted. Loss of countryside and impact on wildlife is not considered to be any more significant than the previously proposed route. Technical studies have indicated that route is feasible and costs are likely to be no greater than previously proposed route. No change
Support: 5049	Para 3.15	Supports deletion of proposal for hotel at Blundell Lane on the grounds it is an unsuitable site due to quiet location on the River Hamble.	Noted
Policy AL4, land south of Allbrook Way, Allbrook			
Object: 4645, 4709, 4975, 5016, 5688, 5699, 5706, 5709, 5714	AL4	Object to development off Allbrook way because of: <ul style="list-style-type: none"> · Impact on rural area, landscape and biodiversity and on local footpath · Loss of local amenities and heritage · Landscape proposals will not mitigate impacts · Availability of unoccupied industrial units in the area, e.g. Boyatt Wood and Woodside Avenue · Existing units do not perform well and relate badly to local resident 	Accept. Proposed change: Delete proposed employment allocation off Allbrook Way Allbrook.

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Harm to local community – could drive people out of the area · Increased traffic including HGVs · Boyatt Lane is a narrow country lane unsuitable for traffic · Inadequate consultation 	
Support: 4886	AL4	Support allocation – suggest expansion of site – could provide 422 jobs – propose layout of development – confirm access is possible from Allbrook way.	Noted.
Support: 3179	AL4	No objection to proposed allocation but requests that additional traffic generated is mitigated through junction improvements and consideration to weight limits on surrounding residential roads.	Noted. Proposed change: policy deleted (see above).
Policy BO1, Land north & east of Boorley Green: extension of site, remove reliance on Botley Bypass			
Object: 101, 101, 179, 508, 2357, 2357, 2378, 2404, 2405, 2417, 2570, 2571, 2572, 2574, 2604, 2607, 2608, 2877, 2877, 3244, 3395, 3463, 3556, 3654, 3725, 3763, 3808, 3848, 3884, 3974, 4034, 4037, 4091, 4108, 4164, 4226, 4275, 4346, 4352, 4402, 4515, 4643, 4648, 4651, 4672, 4673, 4676, 4678, 4704, 4718, 4735, 4736, 4741, 4744, 4748, 4780, 4783, 4784, 4788, 4794, 4801, 4802, 4839, 4858, 4863, 4865, 4927, 4928, 4932, 4944, 4948, 4955, 4971, 5004, 5008, 5014, 5048, 5059, 5074, 5079, 5088, 5090, 5094, 5126, 5135, 5136, 5137, 5146, 5170, 5178, 5187, 5441, 5442, 5445, 5634, 5636, 5637, 5639, 5640, 5650, 5657, 5675, 5676, 5694, 5695, 5704, 5707, 5711, 5716, 5720, 5721	BO1	Object to extension of the site area because <ul style="list-style-type: none"> · object to this allocation in principle – loss of gaps , unnecessary, Allington Lane would be a better location · object to increased size. Site is already too big. · no confidence that best site has been chosen · site may not accommodate 1400 dwellings · Figures et out in draft plan were obviously inaccurate · local infrastructure will not cope with increased traffic and population; · further loss of high quality agricultural land · increased landscape impact · extends site into another land ownership · unacceptable levels of traffic and pollution including noise · stress on water resources · will result in highway access on to Maddoxford Lane · increase in flood risk and loss of flood plain storage capacity · impact on nature conservation · should have higher densities and more affordable housing rather than extend site · no need for houses – they be for people from elsewhere and there are no local jobs or infrastructure to support them · proposed employment will not rectify lack of local employment for new residents · golf course should be used for health and recreation · lack of concern for local residents · impact on Boorley Green and local amenities 	Not accepted. In respect of objections to the principle of the development see response to objections to the draft local plan. Increase in size is minor and enables provision of additional open space and lower density development more appropriate to this location, and to mitigate impacts on existing dwellings in Boorley Green. Loss of agricultural land is regrettable but generally unavoidable if green field sites are to be developed. The majority of the proposed allocation is not in agricultural use. Impact on nature conservation interests has been assessed and mitigation measures can be provided through landscape and open space proposals for the development – also by sustainable drainage systems. Flood risk has also been assessed and can be mitigated through sustainable drainage systems.

Reps nos.	Policy/para	Representations	Proposed response
		Need to explore option of building bypass without this allocation	<p>It is acknowledged that on-site employment proposals will not meet all the new residents' needs but there is employment within a relatively short distance at Hedge End, and subject to provision of footpath links between the site and the station, rail services from Hedge End station also provide links to other employment areas.</p> <p>Developers contributions will be required as part of funding package for the bypass.</p> <p>No change.</p>
<p>Object: 2577, 3569, 3683, 3917, 3954, 4004, 4191, 4569, 4575, 4589, 4605, 4622, 4623, 4623, 4626, 4627, 4890, 4891, 4896, 4898, 4906, 4950, 5059, 5386, 5624, 5628, 5629, 5641, 5644, 5645, 5654, 5661, 5663, 5664, 5665, 5666, 5667, 5668, 5669, 5670, 5671, 5672, 5690</p>	<p>BO1</p>	<p>Object because</p> <ul style="list-style-type: none"> · development no long relies on the Botley bypass – this was a key element of the decision to proceed with the allocation. Bypass needed anyway even without this development. Relying on off-site contributions from developers will not provide the bypass. Now this has unravelled Council should review its development strategy. · decision process in choosing this site was seriously flawed. Revelation that golf course cannot accommodate 1400 dwellings undermines justification for allocation; · proposed extension is high grade agricultural land that is actively farmed – loss of this land increases un-sustainability of this location 	<p>Not accepted.</p> <p>Policy still requires developers to contribute to Botley bypass. Developers contributions are required as part of funding package for the bypass. Bypass proposal has not 'unravelled' – it is still included in the local plan and developers are still required to contribute towards its construction.</p> <p>Increase in site size is necessary to enable lower density development appropriate to this location, and to enable provision of on-site open space and measures to mitigate impacts on existing dwellings.</p> <p>Loss of agricultural land is regrettable but generally unavoidable if green field sites are to be developed. The majority of the proposed allocation is not in agricultural use.</p> <p>No change.</p>
<p>Object: 804</p>	<p>BO1</p>	<p>Policy should be amended to:</p> <ul style="list-style-type: none"> · require contributions to off-site highway improvements set out in Eastleigh Borough Transport Statement including measures to mitigate impacts on Botley AQMA and increased pressures on Mill Hill/ Winchester Street junction 	<p>Accept in part. References to Botley bypass and Synday's Hill bypass retained.</p> <p>Proposed changes:</p> <ul style="list-style-type: none"> · Policy amended to refer to: <ul style="list-style-type: none"> – Eastleigh Borough Transport

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> refer to links to local schools refer to minerals safeguarding refer to potential archaeological interest 	<p>Statement</p> <ul style="list-style-type: none"> links to local schools minerals safeguarding <p>Text amended to refer to potential archaeological interest.</p>
Support: 5108	BO1	<p>Support proposed development north and east of Boorley Green but suggest amending Policy BO1 to enable more flexibility in master-planning for the site;</p> <ul style="list-style-type: none"> Remove reference to 'additional' employment at Braxells Farm Remove requirement for primary school to be in local centre Remove reference to re-use of hotel site Refer to contributions toward provision of pedestrian and cycle links to Botley, not provision of. 	<p>Accept.</p> <p>Proposed changes: Amend policy as requested.</p>
Support: 804	BO1	Support removal of reliance on Botley bypass.	Noted.
Policy BO2, Land north-east of Winchester Street, Botley			
Object: 804	BO2	<p>Object to requirement to build part of the Botley Bypass. Amend policy to:</p> <ul style="list-style-type: none"> refer to the need for contributions to schemes included in the Eastleigh Borough Transport Statement and considered necessary to serve the development. include reference to links to local schools; and include the scenario where the bypass is not completed and good quality pedestrian and cycle links from the development to Botley Station are provided via improvements to the existing network as opposed to via the bypass. Refer to potential archaeological interest on the site 	<p>Accept in part.</p> <p>Proposed changes: Amend policy to refer to:</p> <ul style="list-style-type: none"> Eastleigh Borough Transport Statement; pedestrian and cycle links to local schools. <p>Amend text to refer to potential archaeological interest.</p> <p>No change in respect of requirements involving deletion of references to Botley bypass, as the route passes through this site and the building this section of the bypass is seen as an important component of this scheme.</p>
Support: 101	BO2	Support provision of 1.5ha of employment land within the proposed allocation	Noted
Policy BU1, Land at Providence Hill and Oakhill, Bursledon			
Object: 102, 655, 2183, 5048, 5162, 5674, 5687, 5696, 5716	BU1	<p>Object to extension of site and increased numbers because of:</p> <ul style="list-style-type: none"> Impact on local gap and countryside – loss of green break at A27 Impact on wildlife Adds to ribbon development Increased traffic – A27 is already gridlocked at Windhover 	Not accepted. Site represents a relatively minor area of infilling on an existing road frontage.

Reps nos.	Policy/para	Representations	Proposed response
		roundabout <ul style="list-style-type: none"> · Fails to address wider highway network issues at Windhover roundabout · Impacts on Lowford · Risk of negative impact on community · Insufficient consultation 	
Object: 2204	BU1	Allocation should include land of The Misery.	Not accepted. See response to omission site OM15
Object: 5092, 5092, 5127	BU1	Land should be included beyond the central watercourse	Not accepted. Proposal would extend site out into countryside close to the motorway. This is not considered a suitable or sustainable location for residential development. No change
Object: 5615	BU1	Land at Maidenstone House should be included	Not accepted. Maidenstone House and its garden has a very different character to that land which is proposed to be allocated. Maidenstone House is within the Old Bursledon Conservation Area and is identified as a historic garden. A significant part of the site is within Flood Zone 3 (and an additional smaller area in Flood Zone 2). For these reasons the Council concludes that the site should not be allocated for residential or other development. No change Note: this site adjoins proposed residential allocation BU2.
Object: 2175	BU1	Policy should state that development is subject to provision of the necessary local water and sewerage infrastructure.	Accept in principle Proposed change: introduce new general policy covering public utilities infrastructure for all developments (see new policy DM8).
Support: 5092, 5127, 5128, 5129	BU1	Support inclusion of Forge Mount and the Morellos	Noted.
Policy BU3, Land east of Dodwell Lane and north of Pylands Lane			
Object: 102, 655, 2108, 2183, 4473 4856 , 4863, 4885, 5048, 5049, 5076, 5087, 5189, 5619, 5696, 5716	BU3	Object to increased development north of Pylands Lane because: <ul style="list-style-type: none"> · No benefits to Bursledon · Traffic congestion at M27 junction 8 and Windhover roundabout · No need for a bypass in this location 	Accept in part. Proposed change: include a requirement in the policy to ensure protection of the scouts activities. Remaining objections are not accepted.

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Bypass may not be viable · Bypass only being proposed to facilitate development at Boorley Green · Moves urban edge to Heath House Lane · Loss of local gap and countryside · Loss of wildlife habitat · Green field site – use brown field first · Housing not in keeping with the area · Would only provide large low density houses · Adverse impact on local residents and quality of life · Poor accessibility of local service and facilities · Impact on local infrastructure including schools and public utilities · Increased noise and pollution · Public accessibility of Pylands Copse would mean local residents would need screening · Threatens scouts through loss of camping site and proximity of residential development which could inhibit activities – could lead to loss of centre which is recognised locally, nationally and internationally for the opportunities it provides for young people – would also result in loss of local jobs. 	<p>Transport assessment does not reveal significant traffic impacts. Bypass needed to resolve unsafe junction between heath House Lane and Bursledon Road.</p> <p>Green field allocations are necessary to provide dwellings to meet the borough's needs. It is recognised that the site includes the Pilands Copse SINC – this is to be protected and management of it improved.</p> <p>Site will be required to provide a mixture of dwelling types including affordable dwellings for local needs. The local primary school would be within walking distance with the new link road in place. The development would be no further from Hedge End centre than other developments in this area. Maintaining security of premises is a general requirement for all developments (see policy DM1).</p> <p>No change.</p>
Object: 2175	BU3	Policy should state that development is subject to provision of the necessary local water and sewerage infrastructure.	Accept in principle Proposed change: introduce new general policy covering public utilities infrastructure for all developments (see new policy DM8).
Object: 5124	BU3	Include additional wording to state: <ul style="list-style-type: none"> · Woodland lost through bypass will be replaced; · Facilities for scouts to be replaced 	Accept in principle. Proposed changes: Policy BU3 amended to refer to replacement of woodland lost to bypass, and to include provision to protect the scouts.
Object: 804	BU3	Amend policy to require developer to build bypass and its junctions with existing highways.	Accept. Proposed change: policy amended to require developer to build the Sunday's Hill bypass and its junction with existing highways.
Support: 804	BU3	Supports increased development north of Pylands Lane on the grounds that the changes are more likely to make Sunday's Hill bypass more deliverable.	Noted.

Reps nos.	Policy/para	Representations	Proposed response
Object: 102, 655, 3159, 5049, 5658, 5674	BU9	Object to proposed extension to boatyard because: <ul style="list-style-type: none"> · Located in floodplain · Local gap and countryside · High quality agricultural land · Threatens conservation interests · Quiet location on River Hamble – should be for small-scale uses only · Creeping industrialisation of the Hamble · No additional provision needed beyond that proposed at Deacon’s boatyard · Masted boat cannot reach this boatyard · Connection with Mercury Boatyard unrealistic; this would not replace facilities lost there · Poor access – Blundell’s Lane is too narrow · Traffic on A27 	Not accepted. The site is already partially developed and the existing uses on the site have an impact on the setting of the River Hamble. This proposal allows for a moderate expansion of the boatyard, with enhanced landscape screening and the opportunity to secure a management plan for the wider site which can contribute towards ensuring that the setting of the River Hamble is retained and where possible enhanced. The proposal will in part contribute towards the replacement of some boatyard facilities which may be lost through future development at Mercury Marina. Whilst recognising the constrained water access to the site, there is considered to be a need and demand to expand the boatyard at this site to partly compensate for this loss. No change
Object: 804	BU9	Site is less than 500m from proposed gravel extraction at Hamble Airfield – this should be recognised in policy.	Noted. No change
Object: 5646	BU9	Support principle of allocation but request that policy and text are amended to refer to ‘marine-related business’, to define ‘limited expansion’, to explain what ‘rationalisation’ and ‘enhancement of footpath’ mean and correct and explain location of landscaping.	Accept in part. Proposed changes; policy amended to refer to: <ul style="list-style-type: none"> · Management of waterfront uses · Correct references to location of landscaping (see new policy BU5).
Policy CF6, land south of the hypermarket and east of Bournemouth Road			
Object: 1014, 3179	CF6	Object to employment development on land south of the supermarket because: <ul style="list-style-type: none"> · Will diminish strategic gap · Roads are over capacity · Sufficient employment sites in Chandler’s Ford which are under-utilised 	Not accepted. The need to identify new employment sites to accommodate economic growth in the borough in the period up to 2029 is supported by the findings of the Employment Land Review. Whilst there may currently be some vacancies on industrial estates, the Plan is seeking to plan for the longer term needs of the borough. Whilst it is recognised that the development would lead to a small erosion of the gap between

Reps nos.	Policy/para	Representations	Proposed response
			Eastleigh and Chilworth/Southampton, there remains a significant degree of separation between the settlements and in this instance it is considered that the need to identify new employment land outweighs the harm by reason of loss of gap. No change
Support: 1948, 5633	CF6	Support employment development as there is a need for more employment in the area.	Noted
Policy FO1, Land north of Mortimers Lane, Fair Oak			
Object: 2195, 4559, 4606, 4638, 4945, 5109, 5611, 5618, 5630, 5630, 5713, 5715	FO1	Object to residential development north of Mortimers Lane because of: <ul style="list-style-type: none"> · Impact on wildlife, · Overlooking of adjoining properties – only bungalows should be allowed · Existing houses should not be demolished · Impact on agricultural land · Landscape impact · Steep gradient of land · Light pollution · Flooding and drainage · Highway safety – access from Mortimers Lane is poor and subject to control of third party so is not deliverable · Consider access from Glebe Court 	Not accepted. General concerns relating to the impact of development of this site on landscape character, residential amenity, flood risk, biodiversity habitats, agricultural land value and highway safety are all addressed in the Council's response to representations received on the Oct 2011-Jan 2012 consultation draft Local Plan (insert ref). Whilst the specific concerns relating to the impact of extending the allocation to the west are noted, the development of this area was already provided for in the previous consultation draft of the Local Plan. Development in this western part of the site is considered to be achievable without causing significant impact. No change
Object: 2175	FO1	Policy should state that development is subject to provision of the necessary local water and sewerage infrastructure.	Accept in principle Proposed change: introduce new general policy covering public utilities infrastructure for all developments (see new policy DM8).
Object: 5089	FO1	Site could be expanded even further to the north without undue harm to the amenities of the area. Landowners are supportive. Given that there is no physical boundary to the north suggest flexibility in determining precise boundary.	Not accepted. Site defined represents limit of what can be developed without undue environmental impact, and avoids higher ground. No change
Support: 5089, 5715	FO1	Support proposed allocation.	Noted
Policy FO5, Hammerley Farm, Anson Road, Horton Heath			
Object: 192	FO5	Adjoining land including greenhouse should be allocated for	Not accepted. The site forms part of the

Reps nos.	Policy/para	Representations	Proposed response
		residential development. This would help to fund development of the employment allocation	narrow gap separating Horton Heath from Fair Oak. The development of this site would narrow this gap yet further and would be likely to have a detrimental impact on the character of the area. It is also unclear whether suitable vehicular access to the site is achievable. No change in response to objection. Proposed change: amend south-western boundary to exclude greenhouse
Object: 2195	FO5	Object to proposed employment allocation because of impacts on adjoining dwellings.	Accept in part. The boundary of the proposed allocation is proposed to be revised on the south-western part of the site to exclude a disused greenhouse close to existing residential properties. The other parts of the site close to residential properties are already used for employment purposes. Other matters relating to boundary treatments are too detailed and will be addressed at the detailed planning application stage. Proposed change: amend south-western boundary to exclude greenhouse
Object: 5563	FO5	Proposed allocation is close to Grade II listed Saxon Court. Policy should therefore include a requirement for the development to conserve or enhance the setting of Saxon Court.	Accept. Proposed change: amend policy to refer to adjoining listed building.
Policy HA2, Mercury Marina			
Object: 102, 655, 662, 1018, 3159, 5619, 5658, 5674, 5719	HA2	Object to hotel development at Mercury Marina because: <ul style="list-style-type: none"> · Development would be intrusive and spoil character of Badnam Creek · Impact on Old Bursledon Conservation Area · Threat to nature conservation interest of internationally designated sites · Urbanisation of the Hamble and loss of rural character and setting · Impact on countryside and local gap · Threat to existing businesses and recreational craft · Loss of local jobs, particularly in the marine industry · Would restrict access to water-related activity for young 	Not accepted Site is already substantially developed with poor quality industrial buildings. Hotel development provides an opportunity to improve the appearance of the site. Allocation does not include protected areas and any development would be required to protect and enhance these. Hotel would provide jobs, and policy seeks to keep marina uses that also provide jobs. Current industrial uses provide few jobs. Transport assessment does not indicate a significant increase in traffic.

Reps nos.	Policy/para	Representations	Proposed response
		<p>people (including Sea Scouts)</p> <ul style="list-style-type: none"> · Poor pedestrian links · Increase in traffic on Hamble Lane · Impact on car parking – inadequate for hotel guests and staff and marina users · Hotel not needed · Risk of explosion fro oil pipeline · Delay until decision made on mineral extraction at Hamble Airfield 	<p>Car parking would have to be provided in accordance with normal standards. Hotel has been needed in the Hamble peninsula for some years as recognised in existing local plan. Development would need to have regard to oil pipeline as it does now. Eastleigh Borough Council opposes mineral extraction at Hamble airfield. Not clear what implications it would have for the site.</p> <p>No change</p>
Object: 1437	HA2	<p>Objects to proposed development at Mercury Marina, Satchell Lane, Bursledon/Hound due to the omission of Riverside Park, Satchell Lane as an alternative or additional location for holiday accommodation, hotel and associated facilities. Previous proposal refused. If not allocated for hotel, allocate for residential development.</p>	<p>Accept in part. It is accepted that the boundary of the proposed allocation for a hotel and marina at Mercury Marina could be extended to the south to include Riverside Park. This would enable greater flexibility in identifying the most appropriate location for a hotel in this area. However, it is important to ensure that the existing amount and range of holiday accommodation is retained (and ideally enhanced) in order to ensure that a range of accommodation types are available to encourage tourism in the area.</p> <p>Proposed change: extend site boundary to south to include Riverside Park but include criterion within policy to ensure that existing range and amount of holiday accommodation is not lost, and where feasible enhanced.</p> <p>The site is not considered to be suitable for housing development which would significant change the character of the area and lead to the loss of important holiday accommodation. No change in response to this part of the objection.</p>
Object: 5570	HA2	<p>Amend policy to require a flood risk sequential approach to allocating land uses within the site, with the most vulnerable parts of the development located in the areas of lowest risk.</p>	<p>Accept. Proposed change: policy amended to refer to a flood risk sequential approach to allocating land uses within the site.</p>

Reps nos.	Policy/para	Representations	Proposed response
Support: 5049	HA2	Supports proposed development of Mercury Marina, Satchell Lane as it is a more suitable location to serve the yachting community.	Noted.
Policy HE1, Land west of Woodhouse Lane, Hedge End			
Object: 460, 4856	HE1	Object to removal of dependency on Botley bypass because: <ul style="list-style-type: none"> · Traffic congestion will increase · No confidence that road improvements necessary to serve the development will be implemented · This would be a better site for travelling showpeople 	Not accepted. Policy still requires contributions to off-site transport infrastructure including the Botley bypass. Site identified by proposed changes policy HE10 is considered a better location for travelling showpeople. No change.
Object: 804	HE1	Amend policy to remove reference to Botley bypass and refer to Eastleigh Borough Transport Statement and need for improvements to Woodhouse Lane and Maypole roundabout and other measures necessary to resolve traffic issues in Botley.	Accept in part. Proposed change: amend policy to refer to Eastleigh Borough Transport Statement and improvements to Woodhouse lane and Maypole roundabout.
Object: 2175	HE1	Policy should state that development is subject to provision of the necessary local water and sewerage infrastructure.	Accept in principle Proposed change: introduce new general policy covering public utilities infrastructure for all developments (see new policy DM8).
Support: 804	HE1	Support removal of dependency on construction of Botley bypass.	Noted.
Policy HE6, Land adjoining the Botleigh Grange Business Park west of Woodhouse Lane			
Object: 4856, 5164, 5165, 5691	HE6	Object to office development adjoining Botleigh Grange retail park because of: <ul style="list-style-type: none"> · Impacts on SINC and priority species · Impacts on landscape and harm to character of the area · Site is in multiple ownerships and may not be deliverable · No need for additional floorspace in this location · Policy should include reference to sequential test in relation to offices. 	Not accepted. Policy requires protection of SINC. Parts of the site are already developed with residential properties. Employment land Review has identified a need for additional employment floorspace, including office floorspace within the borough. Site adjoins existing offices. No change
Policy HE7, Land at Wildern Mill, Hedge End			
Object: 2243,	HE7	Object – site has previously been identified for residential development and has an extant residential permission. There are emerging proposals for retail and residential use of the site.	Accept. Proposed change: proposal to allocate this site for employment is withdrawn.
Object: 5165	HE7	Objects to draft policy HE7 land at Wildern Mill, Hedge End on the grounds that it should require no damage to Hogsty Corner	Accept in principle – general development management policy already protects sites

Reps nos.	Policy/para	Representations	Proposed response
		along with seeking positive improvements (NPPF 109.) It would not be inappropriate to expect a buffer to the woodland.	designated as being of nature conservation interest; draft policy required protection of SINC. No change in response to representation. Proposed change: proposal to allocate this site for employment is withdrawn.
Policy HE8, Land west of Tollbar Way and south of Berrywood Farm			
Object: 5194	HE8	Object as site is subject to constraints including an oil pipeline which bisects the site, and flood risk. Allocation fails to make the best use of land – should be extended to include land to the south-west.	Not accepted. Pipeline runs along north-western boundary of site alongside Berrywood Business Park and is not a major constraint on employment development. Flood risk is recognised and is also not a major constraint. Development of land to the south-west would represent a significant and unacceptable extension of development into the gap between Hedge End and West End. No change.
Object: 5570	HE8	Remove requirement for flood risk assessment from policy as this would be required anyway under NPPF.	Accept. Proposed change: requirement for flood risk removed from policy. Reference to risk of flooding at this site is included in text. See proposed new policy WE9 (site is in West End parish).
Support: 5194	HE8	Supports recognition of suitability of Berrywood Business Village as a good employment location and that the strategic gap in this location is capable of absorbing development without losing its purpose.	Noted.
Policy HE9, Land at Netley Firs Kanes Hill, Hedge End (employment)			
Object: 3429, 4856, 5627, 5635, 5642, 5648, 5659, 5680, 5686, 5690, 5696, 5718	HE9	Object to allocation of land at Netley Firs for additional employment because of concerns about: <ul style="list-style-type: none"> · Sub-standard access - will require expensive works to rectify it · A27 is already congested · Impact on residential amenities for adjoining residents – Kanes Hill is predominantly residential · Site should be allocated for housing · Inaccessibility of services and facilities · Relationship to adjoining travelling showpeople site · Precedent for further industrial development in this area 	Accept in part. It is recognised that the exact location of the vehicular access to the site may require improvements to the existing access or its relocation on the road frontage. Proposed change: delete requirement in policy to use existing access, but require access from Kanes Hill shared with travelling showpeople (see new policy HE5). Other issues raised are not accepted. The

Reps nos.	Policy/para	Representations	Proposed response
		<ul style="list-style-type: none"> · Other sites are better for employment · Employment site not needed in this area · Increased noise and pollution · Impact on countryside and strategic gap · Impact on wildlife and identified sites of nature conservation importance 	<p>site is currently in use for low intensity employment purposes and further development for employment uses is considered to be acceptable without harm to the character and appearance of the area, wildlife or its habitats, or the amenities of adjoining occupiers. There is considered to be sufficient capacity within the local road network and the proposal would not set a precedent for further inappropriate development. Whilst there would be a partial erosion of the gap, the site is well screened and the economic development benefits of the development would outweigh the harm in this regard. The alternative sites proposed are not considered to provide a better opportunity in this regard.</p> <p>No change.</p>
Policy HE10, Land at Netley Firs, Hedge End (travelling showpeople)			
<p>Object: 2405, 3429, 4856, 5164, 5627, 5635, 5642, 5648, 5651, 5677, 5678, 5680, 5686, 5696, 5718</p>	<p>HE10</p>	<p>Object to proposed allocation for travelling showpeople because of concerns about:</p> <ul style="list-style-type: none"> · Access – use of existing access to industrial site maybe dangerous – likely harm to highway safety · Poor accessibility to existing facilities and services · No consultation with Hedge End Town Council as neighbouring landowner · Suggested alternative locations: West of Woodhouse Lane, Upper Northam Road, west of Windhover roundabout, Allington Lane · Impact on existing settled caravan site in Southampton City · Over-provision for travelling community · Impact on residential amenity through noise and light pollution · Relationship to adjoining industrial site · Loss of strategic gap · Diminished area for wildlife · Tree Preservation Orders on site · Concerns about previous use of the site by travellers · Potential increase in fly-tipping 	<p>Accept in part. It is recognised that the exact location of the vehicular access to the site may require improvements to the existing access or its relocation on the road frontage.</p> <p>Remaining representations are not accepted. June-July consultation included Hedge End Town Council. Alternative locations have all been examined and found unsuitable. Not clear why this site should impact on the existing caravan site – the allocation is for travelling showpeople, not travellers. Proposals will be subject to normal policy requiring no adverse impact on residential amenities (see policy DM1). Not clear what problem would be caused by adjoining residential development site. It is accepted that the site is in the gap but it is well screened – it is also difficult to find deliverable sites for this use within the urban</p>

Reps nos.	Policy/para	Representations	Proposed response
			edge. Site is not subject to nature conservation designations. Policy requires retention of trees. No change.
Object: 5659	HE10	Kanes Hill Caravan Park, off Botley Road could provide ideal short-term accommodation for the two weeks a year which the travelling showpeople are in the area. This would free up the Netley Firs site for residential development.	Not accepted. Travelling showpeople need a permanent base. No change.
Support: 5631, 5652	HE10	Supports the proposed allocation at Netley Firs, Kanes Hill, Hedge End for a travelling showmans yard on the grounds that it is an ideal site for Showmen's use.	Noted.
Policy WE9, Dumbleton Copse			
Object: 3429, 5165, 5642, 5659, 5677	WE9	Object to development proposals at Dumbleton Copse because: of concerns about: <ul style="list-style-type: none"> · Financial viability of proposals to maintain copse · Increased pedestrian access – fear that this will increase anti-social behaviour as on Netley Common · No need for additional public open space · Loss of natural habitats. Brown field sites should be developed first. · Impact on SINC – need for better assessment of improved management of remaining area – should become public open space to secure management · Tree felling would be detrimental to nature conservation interest and increase noise nuisance fro sub-station, harming residential amenities · Sewerage system – existing dwellings are on private sewer – need connection to main sewer 	Not accepted. Proposals represent a very small amount of development in return for significant environmental gain in terms of management of Dumbleton Copse and enhanced opportunities for public recreation. No change.
Support: 4660	WE9	Supports proposed allocation on the grounds that it provides for the long term management of the copse for the benefits of local residents and wildlife.	Noted

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Eastleigh Borough Local Plan 2011-2029

Statement of Consultations February 2014

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PRE-SUBMISSION EASTLEIGH BOROUGH LOCAL PLAN CONSULTATION - PLANNING POLICY & DESIGN NEWSLETTER

PLANNING POLICY & DESIGN NEWS

August 2012

The Planning Policy & Design Team forms part of the Regeneration and Planning Policy Unit,
headed by Paul Ramshaw



Welcome to the second Planning Policy & Design newsletter of 2012, which updates you on events and our work here since the last newsletter in May this year.

The Team

We are pleased to welcome into our Planning Policy team Vashti Gooding and Katharine Stuart, who are joining us as planning officers. If you wish to contact any of the team members please see the contact details in this letter or email LocalPlan@Eastleigh.gov.uk. There is also a Who's Who list on our web site at www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/contact-us.

Eastleigh Borough Local Plan 2011–2029 – pre-submission consultation

We published the draft Eastleigh Borough Local Plan 2011-2029 for public consultation last October. Some 1,200 people commented on the plan, making between them around 2700 representations. In addition, on 1 June 2012 we published the sustainability appraisal, Habitats Regulations assessment and transport assessment of the draft Local Plan, along with some proposed draft changes to the site allocations, for a 6-week consultation. We received around 1000 representations on these from about 300 respondents. All the representations were considered by Cabinet and Council on 26 July, along with proposed responses to them. You can see all the representations and the agreed responses to them on our web-site at www.eastleigh.gov.uk/lpchanges.

Cabinet and Council also considered a version of the Local Plan revised to take into account some of the representations received, along with updated appraisals and assessments, and agreed that these should be published for public consultation as the version of the plan that the Council intends to submit to the Secretary of State for examination.

On **17 August 2012** we intend to issue the following documents for consultation:

- **Pre-submission Eastleigh Borough Local Plan 2011 - 2029**
- **Sustainability Appraisal Report**
- **Habitats Regulations Assessment**
- **Transport Assessment**

The closing date for comments is 12 October 2012.

This is the **pre-submission consultation**, and representations are invited on the matters that will be considered at the local plan examination, including whether the plan has been prepared in accordance with the government's requirements regarding the 'duty to cooperate', and legal and procedural requirements, and whether the plan meets the tests of 'soundness'. 'Soundness' means whether the plan is:

- positively prepared to meet identified requirements;
- justified – i.e. it is the most appropriate strategy when considered against reasonable alternatives;
- effective – i.e. the plan is deliverable; and

- consistent with national policy.

The Local Plan and any representations on it that we can't resolve will then be submitted to the Secretary of State. Depending on how many representations we receive and the issues they raise, this should take place before Christmas 2012. The Secretary of State will then organise a formal examination of the plan and objections to it, which should start in the spring of 2013.

From 17 August you will be able to see the documents on our web-site at:

www.eastleigh.gov.uk/localplan, at the Council's offices, at town and parish council offices and in local libraries. Documents can be purchased, prices £45.00 for the Local Plan, £25.00 each for the draft appraisals/ assessments, incl. p&p. You can comment using an on-line form which you can also download or obtain from the Planning Policy Team, or by e-mailing or writing to us. Your comments should be sent to the Planning Policy Team, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. If you have any queries about the consultation, please contact the Planning Policy Team at localplan@eastleigh.gov.uk, tel. 02380 688242.

Contact Julia Norman, Local Development Framework Manager

Local Plan Evidence

To support our work on the Local Plan we have been collecting evidence which you can see on our web site at: www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx. You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Our most recent work includes the following topics:

· Sustainability Appraisal

With the help of consultants URS we have now completed a full sustainability appraisal of the pre-submission Local Plan. This contains a full review of the strategic options for locating new development, including transport modelling, as well as assessments of revised policies and the site allocations. As noted above, this is being published for public consultation on 17 August 2012, with a closing date of 12 October 2012 for comments. You can see the document at www.eastleigh.gov.uk/localplan.

Contact: Gemma Christian, Planning Policy Officer

· Habitats Regulations Assessment

Also with the help of consultants URS we have assessed the potential impact of the pre-submission Local Plan proposals on sites of European nature conservation interest in and around the borough. The Habitats Regulations Assessment is also published for public consultation on 17 August 2012 with a closing date of 12 October 2012 for comments. You can see the document at www.eastleigh.gov.uk/localplan.

Contact: Gemma Christian, Planning Policy Officer

· Transport Assessment

Consultants MVA have undertaken work on transport assessment of the pre-submission Local Plan using the sub-regional transport model (SRTM) developed for the south Hampshire area. The full findings are published for consultation on 17 August 2012 with a closing date of 12 October 2012 for comments. You can see the document at www.eastleigh.gov.uk/localplan.

Contact: Ed Vokes, Head of Transportation and Engineering (ed.vokes@eastleigh.gov.uk) or Matthew Grantham, Principal Transport & Development Planner (matthew.grantham@eastleigh.gov.uk)

· Annual Monitoring Report

We did not prepare a monitoring report last year because of changes in the way the government wants them to be organised. We now intend to publish them towards the end the summer of each year when all the relevant data becomes available. This year's Annual Monitoring Report was to have been considered by the Council's Cabinet on 26 July. However, we were unable to obtain some data in time to complete the report, so it will now be considered by Cabinet on 6 September 2012 and published on our website as soon as possible after that. In the meantime, we have updated our **5-year housing land supply** position, and you can see this on our web-site at www.eastleigh.gov.uk/localplan.

Contact: Vashti Gooding, Planning Policy Officer or Tim Guymmer, Senior Policy Planner

· Strategic Land Availability Assessment (SLAA)

For the Local Plan, we have undertaken an assessment of land potentially available for development in the borough. We have now reviewed all the site assessments in line with the sustainability appraisal, and you can see them on our website at www.eastleigh.gov.uk/slaa. In the meantime, we have also reviewed the related SLAA documents and they have been placed on the web-site, where you can see them at www.eastleigh.gov.uk/slaa.

Contact: *Tim Guymer, Senior Policy Planner*

• **Green Infrastructure and the coast**

We have been working on a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure') and have now completed a Green Infrastructure Background Paper (Background Paper GI1) that provides the background to the Local Plan's proposals for recreational footpaths and cycleways, as well as the wider green infrastructure context. In addition, we have prepared a short background paper about the borough's coastline. You can see these on our website at www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx.

Contact: *Gemma Christian, Vashti Gooding or Katharine Stuart, Planning Policy Officers*

Other news:

Eastleigh town centre

• **Eastleigh Railway Station**

The first phase of the station improvement project through the national 'station improvement programme' is now completed, with work on the buildings and platform areas carried out and improved cycle parking provided. As a result of a bid coordinated by Transport for South Hampshire a further £300, 000 has been identified for improvements to the forecourt area which could include new paving, lighting and a widened crossing on Southampton Road to achieve better links with the town centre. A scheme is to be designed and implemented by 2015.

• **Project Updates**

The former Post Office sorting office at the rear of the High Street is being converted to workspace for creative businesses, comprising 18 units, 3 private studios and 15 open plan units and a 'dirty space' for set making, theatre design and large scale projects. Café Nero has now opened premises on Wells Place. A planning application has been submitted to upgrade Eastleigh House on the corner of Upper Market Street and Romsey Road to accommodate the Borough Council's Civic Offices.

Contact: *Dave Francis, Urban Renaissance Co-ordinator*

Hatch Farm Development Brief

The pre-submission Local Plan includes an allocation of land owned by the Borough Council at Hatch Farm, north of Barbe Baker Avenue, West End for public open space and approximately 80 dwellings (policy WE1). A development brief for the site is being prepared and a public consultation on the draft is planned, commencing in mid September for a month. The consultation will include an exhibition. Further details of this consultation will be sent to local residents, advertised in the surrounding area and posted on the Borough Council's web site nearer the time.

Contact: *Mark Waller-Gutierrez, Urban Designer and Sustainable Development Officer or Julian Davies, Design Team Manager*

Public Art

West End Public Art

Jon Mills has been appointed to create a gateway feature and vision for a heritage trail for the West End village. He was introduced to the local community at West End village carnival and is planning to run workshops for local schools and community members in the autumn.

More details of the Council's public art programme can be found at: www.eastleigh.gov.uk/publicart

Email apology

Since sending out our last newsletter in May this year, we have discovered that for technical reasons, a number of people have not been able to receive our newsletters by email. We are very sorry that this has happened, and steps have now been taken to resolve the technical problem. We hope that this newsletter will now arrive with everyone who has chosen to receive it by e-mail. If you would like to receive the newsletter by e-mail in the future, please let us know.

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

Planning Policy & Design, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8240, Email: localplan@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email if possible.

**IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL,
PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS?**

Keep up to date about news and events in the borough.

Did you know that Eastleigh Borough Council also produces a regular e-newsletter, keeping residents and businesses in the borough informed about our services, our work and our activities? Keep up to date by subscribing to E-News. To receive it email communications@eastleigh.gov.uk

PRE-SUBMISSION EASTLEIGH BOROUGH LOCAL PLAN – CONSULTATION AUGUST 2012 CONSULTATION LIST AND LETTERS

Circulation

Copies = paper copies

E = Electronic notification only

PP&D n/l = Planning Policy & Design Newsletter

Who	Letter/ email	Copies
EBC internal		
All Members	L1, E1	44
All staff	E2	0
Management Team		3
LAC Coordinators		5
Development Control		5
Transportation & Engineering		1
Housing & Environmental Health		2
Legal & Democratic Services		1
Countryside		1
Sport & Active Lifestyles		1
Health & Community		1
Helen Coleman		1?
Environment Judith Beard		1
Peter Baldry, Community Safety		1
Cheryl Butler, Culture		1
Gail Grant Head of Direct Services		1
R&PP:		
Paul Ramshaw		1
Gerry Overton		1
Kathryn Rankin		1
Planning Policy & Design		10
Customer Services	E3	1
Town centre offices	E3	1
Chris Huhne MP		1
Steve Brine MP		1
TOTAL		87
Libraries		
Chandler's Ford	L2	1
Eastleigh	L2	1
Fair Oak	L2	1
Hedge End	L2	1
Netley	L2	1
West End	L2	1
TOTAL		6
SPECIFIC CONSULTATION BODIES		
- RELEVANT AUTHORITIES		
Town/Parish Councils		
Allbrook & North Boyatt	L3	2

Who	Letter/ email	Copies
Bishopstoke	L3	2
Botley	L3	2
Bursledon	L3	2
Chandler's Ford	L3	2
Fair Oak	L3	2
Hamble	L3	2
Hedge End	L3	2
Hound	L3	2
West End	L3	2
TOTAL		20
Adjoining parishes		
Ampfield Parish Council	L4	
Chilworth Parish Council	L4	
Colden Common Parish Council	L4	
Curdrige Parish Council	L4	
Durley Parish Council	L4	
Hursley Parish Council	L4	
North Baddesley Parish Council	L4	
Otterbourne Parish Council	L4	
Owslebury Parish Council	L4	
Upham Parish Council	L4	
Valley Park Parish Council	L4	
Whiteley Parish Council	L4	
Wickham Parish Council	L4	
Neighbouring authorities:		
- PUSH	L4	
- Transport for South Hampshire	L4	
- Hampshire County Council	L4	
- Winchester CC	L4	
- Test Valley BC	L4	
- Fareham BC	L4	
- Southampton CC	L4	
- New Forest DC	L4	
- OTHER 'SPECIFIC CONSULTATION BODIES'		
Environment Agency	L4	
English Heritage	L4	
Marine Management Organisation?	L4	
Natural England	L4	
Network Rail	L4	
Highways Agency	L4	
Telecoms (<i>check with JB who this is</i>)	L4	
PCT/ NHS	L4	
National Grid	L4	
Scottish & Southern Electricity	L4	
Scottish Gas	L4	
British Gas	L4	
Southern Water	L4	
Portsmouth Water	L4	
Homes & Communities Agency	L4	
HALC (Hampshire Association of Local Councils)	L4	
'DUTY TO COOPERATE' (NOT IN SPECIFIC CONSULTATION BODIES)		

Who	Letter/ email	Copies
Civil Aviation Authority	L4	
Office of the Rail Regulator	L4	
Solent LEP	L4	
Other bodies		
Hampshire Police	L4	
Hampshire Fire & Rescue Service	L4	
OTHER CONSULTEES		
All organisations, businesses and individuals on the Local Plan Consultation Database including all respondents to the draft Eastleigh Borough Local Plan 2011-2029	PP&D Newsletter	
Planning Inspectorate	Special letter	1

CONSULTATION LETTER 1 (L1)



Regeneration and Planning Policy

Our Ref:
Your Ref:
Contact: Julia Norman
Direct Dial: 023 8068 8242
Direct Fax: 023 8068 8418
E-mail: julia.norman@eastleigh.gov.uk

Date: 16 August 2012

Dear

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029: PRE-SUBMISSION CONSULTATION

As you will know, the pre-submission Local Plan and its updated appraisals and assessments were agreed by Cabinet and Council for consultation on 26 July 2012. They are published on 17 August and the closing date for comments is **12 October 2012**. This is the version of the Local Plan that the Council intends to submit to the Secretary of State for formal examination. The purpose of this consultation is to seek views on whether the plan is sound and has met legislative requirements.

A copy of the draft Plan is attached. If you would like copies of the appraisals/ assessments please let me know.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations, along with guidance notes explaining how to fill it in and what soundness means. Documents can be purchased, prices £45.00 for the Local Plan, £25.00 each for the draft appraisals/ assessments, incl. p&p.

After the consultation, all the representations received will be analysed, and if necessary minor changes to the plan will be proposed to address these. Major changes to the plan cannot be made at this stage. The Local Plan, a schedule of any proposed changes and any objections to the plan that cannot be resolved will then be submitted later this year to the Secretary of State for examination. The examination should take place in the spring of next year, and we hope to be able to adopt the plan by the end of 2013/ early 2014.

If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 8242, e-mail localplan@eastleigh.gov.uk.

Yours sincerely,

A handwritten signature in cursive script that reads 'Julia D. Norman'.

Julia Norman, Local Development Framework Manager
for the Head of Regeneration and Planning Policy

CONSULTATION LETTER 2



Regeneration and Planning Policy

All public libraries, Eastleigh Borough

Our Ref: S3LDF5 Presub
Your Ref:
Contact: Julia Norman
Direct Dial: 023 8068 8242
Direct Fax: 023 8068 8418
E-mail: julia.norman@eastleigh.gov.uk

Date: 16 August 2012

Dear Sir/ Madam,

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029: PRE-SUBMISSION CONSULTATION

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A copy of the draft Plan and its related appraisals and attachments are enclosed. Please can you make this available at your library for public inspection.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations, along with guidance notes explaining how to fill it in and what soundness means, and copies of these are also enclosed for your use. Documents can be purchased, prices £45.00 for the Local Plan, £25.00 each for the draft appraisals/ assessments, incl. p&p.

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If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 8242, e-mail localplan@eastleigh.gov.uk.

Yours sincerely,

A handwritten signature in cursive script that reads 'Julia D. Norman'.

Julia Norman, Local Development Framework Manager
for the Head of Regeneration and Planning Policy

CONSULTATION LETTER 3



Regeneration and Planning Policy

All town and parish councils
Eastleigh Borough

Our Ref: S3LDF5 Presub
Your Ref:
Contact: Julia Norman
Direct Dial: 023 8068 8242
Direct Fax: 023 8068 8418
E-mail: julia.norman@eastleigh.gov.uk

Date: 16 August 2012

Dear Sir/ Madam,

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029: PRE-SUBMISSION CONSULTATION

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Two copies of the draft Plan and its related appraisals and attachments are enclosed. Please can you make one copy available at your offices for public inspection.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations, along with guidance notes explaining how to fill it in and what soundness means, and copies of these are also enclosed for your use. Documents can be purchased, prices £45.00 for the Local Plan, £25.00 each for the draft appraisals/ assessments, incl. p&p.

After the consultation, all the representations received will be analysed, and if necessary minor changes to the plan will be proposed to address these. Major changes to the plan cannot be made at this stage. The Local Plan, a schedule of any proposed changes and any objections to the plan that cannot be resolved will then be submitted later this year to the Secretary of State for examination. The examination should take place in the spring of next year, and we hope to be able to adopt the plan by the end of 2013/ early 2014.

If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 8242, e-mail localplan@eastleigh.gov.uk.

Yours sincerely,

A handwritten signature in cursive script that reads 'Julia D. Norman'.

Julia Norman, Local Development Framework Manager
for the Head of Regeneration and Planning Policy

CONSULTATION LETTER 4



Regeneration and Planning Policy

Our Ref: S3LDF5 Presub
Your Ref:
Contact: Julia Norman
Direct Dial: 023 8068 8242
Direct Fax: 023 8068 8418
E-mail: julia.norman@eastleigh.gov.uk

Date: 16 August 2012

Dear

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029: PRE-SUBMISSION CONSULTATION

As you may know, the pre-submission Local Plan and its updated appraisals and assessments were agreed by the Borough Council's Cabinet and Council for consultation on 26 July 2012. They are published on 17 August and the closing date for comments is **12 October 2012**. This is the version of the Local Plan that the Council intends to submit to the Secretary of State for formal examination. The purpose of this consultation is to seek views on whether the plan is sound and has met legislative requirements.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations, along with guidance notes explaining how to fill it in and what soundness means. If you would like hard copies of any of these documents, please let me know, and I shall be pleased to arrange to send them to you.

After the consultation, all the representations received will be analysed, and if necessary minor changes to the plan will be proposed to address these. Major changes to the plan cannot be made at this stage. The Local Plan, a schedule of any proposed changes and any objections to the plan that cannot be resolved will then be submitted later this year to the Secretary of State for examination. The examination should take place in the spring of next year, and we hope to be able to adopt the plan by the end of 2013/ early 2014.

If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 8242, e-mail localplan@eastleigh.gov.uk.

Yours sincerely,

A handwritten signature in cursive script that reads 'Julia D. Norman'.

Julia Norman, Local Development Framework Manager
for the Head of Regeneration and Planning Policy

INFORMATION AND NEWS



Council agrees local plan

Eastleigh Borough Councillors last night agreed the latest version of the Borough's Local Plan.

Full Council agreed the pre-submission version of the Local Plan which was the last stage in producing the plan before it is submitted to the Secretary of State for examination.

The Local Plan sets out the Council's policies on how land in the Borough can be used right through to 2029 and will provide the basis for future planning decisions. Comments from over 1200 people, mostly local residents, have been considered during various stages of consultation over the last year, before the pre-submission version was produced.

Key features of the latest version of the plan are:

- Gaps between towns and villages have been preserved
- Sites have been identified to meet the need for new homes in three main sites and a number of smaller ones
- The plan allows space for building new schools, sports and leisure and community facilities

The proposed Strategic Development Area to the north of Hedge End, which would have seen over 6000 homes built, has been scrapped and is not included in the plan.

The plan also includes an assessment of the transport needs of the Borough for the next seventeen years, including a proposed Botley by-pass, although the plan now says that developments in the Botley area are not dependent on the new road.

People will have a final chance to make comments on the soundness of the Local Plan – which means whether the proposed development sites and policies are justified, effective and consistent with national planning policy.

After this, the Plan and any objections which can't be resolved will be presented to the inspector.

Councillor Keith House, Council Leader said:

“I am confident that we have agreed a very sound plan that both protects important open space and the character of our towns and villages and allows for the future development that will ensure the borough prospers. I'd like to thank all the people who have commented on the plan and helped us develop it.”

The pre-submission draft of the plan is available on the Council's website at www.eastleigh.gov.uk/localplan, and at the Council's offices, town and parish council offices and all local public libraries. Comments should be sent to the Planning Policy Team at Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN by **12 October 2012**.

DATE – 27 July 2012

ISSUED BY – Steve Collins

TEL – 023 8068 8174

Council publishes Local Plan

The Council has published the latest version of the borough's Local Plan for a further eight week consultation from 17 August to 12 October 2012.

The Local Plan sets out the Council's policies on how land in the borough can be used up to 2029 and will provide the basis for future planning decisions. The Council considered comments from over 1,200 people, mostly local residents, before agreeing the current version known as the 'pre-submission' Plan.

Some of the key points in the Plan are:

- Gaps between towns and villages have been preserved
- Sites have been identified to meet the need for new homes on three main sites and a number of smaller ones
- The Plan allows space for building new schools, sports and leisure and community facilities.

The Plan also includes an assessment of the Borough's transport needs for the next 17 years, including a proposed Botley by-pass, although the Plan now says that developments in the Botley area are not dependent on the new road.

Comments on the 'soundness' of the Local Plan for example whether the proposed development sites and policies are justified, effective and consistent with national planning policy can be made and must be received by 4.30pm on Friday 12 October 2012. After this, the Plan and any objections which can't be resolved will be presented to an independent planning inspector for

examination which will be the last stage in producing the plan. This examination is likely to take place next spring.

Copies of the Pre-submission Eastleigh Borough Local Plan 2011-2029 and its related appraisals and assessments are available to view, download and make representations on at www.eastleigh.gov.uk/localplan and are also available at the Council's Civic Offices, local town and parish council offices and libraries within the borough

Any comments should be sent to the Planning Policy Team at Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN.

DATE – 16 August 2012

**ISSUED BY – Steve Collins TEL – 023 8068
8205**

Latest plans do little to please protest group

PLANNING chiefs have unveiled a fresh version of a controversial planning blueprint that could see thousands of homes built in the Hampshire countryside.

More than 1,200 people commented on Eastleigh Borough Council's draft Local Plan, which maps out new land will be developed up until 2029.

Now a new version has been produced as the far-reaching document inches closer to completion.

As previously reported, large plots of greenfield land would be concreted over to make way for 4,700 houses across the borough the council's plans get the go ahead.

It includes proposals to bulldoze Botley Park Golf course, land off Stoneham Lane in Eastleigh and a site off Woodhouse Lane in Edge End.

Campaigns have already been set up in the communities involved by protesters desperate to protect the countryside from development.

Botley Parish Action Group, who are protesting against the plans for more than 1,000 homes near Boreley Green, said they are continuing their fight against development.

Chairman Sue Grinham said: "This plan is not the most sustainable and not the best option for Eastleigh."

By Julian Robinson

julian.rob@dailyecho.co.uk

"It's going to mean that traffic is diverted through Junction eight of the M27, through an area with two schools, and we know that HGVs produce bad air quality issues."

"This plan will not regenerate Eastleigh, the way it needs to be."

In total the plan would see 9,400 homes built across the borough in the next 17 years, with nearly half that on greenfield spaces.

Meanwhile, Ian Welland from Hampshire Chamber of Commerce, said he welcomed moves to include ten additional small employment sites as part of the revised document.

But the influential group has upheld its original objection on the basis that yet more needed be done to identify employment land.

Mr Welland said the role of Southampton Airport's land in supporting economic development "appears not to have been considered."

He added: "The additional employment land provision appears not to have been allocated with regard to the specific needs of growing industry sectors."

The next eight week consultation phase ends on October 12. The Plan, and any objections which can't be resolved, will then be presented to an independent planning inspector for examination. This examination is likely to take place next spring.



BAD PLAN: Members of Botley Parish Action Group who are concerned about proposals to build a housing estate on Botley Park Golf Course. Left to right: Wendy Haley, Pauline Solheim, Anne Hunter, Sue Grinham, Michael Holliday, Robert White, and Graham Hunter.



PLANS: An artist's impression of what a housing estate at Boreley Green could look like.

To read the pre-submission version of Eastleigh Borough Council's local plan go to: dailyecho.co.uk

WATCH ONLINE
dailyecho.co.uk

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tal

Fresh version of plans for 9,400 new homes

CIVIC chiefs have unveiled a fresh version of a controversial planning blueprint that could see thousands of homes built in the Hampshire countryside.

More than 1,200 people commented on Eastleigh Borough Council's draft Local Plan, which maps out how land will be developed up until 2029.

Now a new version has been produced as the far-reaching document inches closer to completion.

As previously reported, huge plots of greenfield land would be concreted over to make way for 4,700 houses across the borough if the council's plans get the go ahead.

It includes proposals to bulldoze Botley Park Golf Course, land off Stoneham Lane in Eastleigh and a site off Woodhouse Lane in Hedge End.

Campaigns have already been set up in the communities involved by protesters desperate to protect the countryside from developers.

Botley Parish Action Group, who are protesting against the plans for more than 1,000 homes near Boorley Green, said they were continuing their



An artist's impression of what a housing estate at Boorley Green could look like.

fight against development.

Chairman Sue Grinham said: "This plan is not the most sustainable and not the best option for Eastleigh."

"It's going to mean that traffic is diverted through

junction eight of the M27, through an area with two schools, and we know that HGVs produce bad air quality issues.

"This plan will not regenerate Eastleigh, the way it needs to be."

In total the plan would see 9,400 homes built across the borough in the next 17 years, with nearly half that on greenfield spaces.

Meanwhile, Ian Welland from Hampshire Chamber of Commerce, said he welcomed moves to include ten additional small employment sites as part of the revised document.

But the influential group has upheld its original objection on the basis that yet more needed be done to identify employment land.

Mr Welland said the role of Southampton Airport's land in supporting economic development "appears not to have been considered."

He added: "The additional employment land provision appears not to have been allocated with regard to the specific needs of growing industry sectors."

The next eight week consultation phase ends on October 12. The Plan, and any objections which can't be resolved, will then be presented to an independent planning inspector for examination. This examination is likely to take place next spring.

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PRE-SUBMISSION EASTLEIGH BOROUGH LOCAL PLAN 2011-2029 – PRESS ADVERTISEMENT



GENERAL NOTICE

EASTLEIGH BOROUGH LOCAL PLAN 2011 - 2029

PRE SUBMISSION PUBLICATION

Notice is hereby given that Eastleigh Borough Council is publishing the Pre-Submission Local Plan for an eight week period for representations on whether the Local Plan is sound and has met legislative requirements.

The Pre-Submission Eastleigh Borough Local Plan 2011-2029 sets out the Borough Council's strategy for development in the borough over the plan period, and includes detailed site allocations and policies for development management. Subject to the outcome of this consultation, this is the Local Plan that the Borough Council intends to submit to the Secretary of State for examination.

Copies of the Pre-Submission Eastleigh Borough Local Plan 2011-2029 and its related appraisals and assessments are available to view, download and make representations on at www.eastleigh.gov.uk/localplan and are also available for inspection at:

Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YH. Tel: 023 8068 8000. Opening hours: Monday - Thursday 8:30am - 5:00pm, Friday 8:30am - 4:30pm

In addition, town and parish council offices and local libraries within the Borough will be supplied with copies of the Proposed Submission Local Plan and related documents. Details of library services in Hampshire, including opening times can be found at: <http://www3.hants.gov.uk/library/library-finder.htm>.

The period for submission of representations will run from Friday 17 August 2012 until 4:30pm on Friday 12 October 2012.

There is a response form for making representations and advice notes on how to complete it. These are available on-line and from the address below. Representations may be made on line at www.eastleigh.gov.uk/localplan, by e-mail to localplan@eastleigh.gov.uk or in writing to the address below.

The address to which representations should be sent is:
Head of Regeneration and Planning Policy, Planning Policy Team, Eastleigh Borough Council,
Civic Offices, Leigh Road, Eastleigh SO50 9YH. Tel: 023 8068 8242 or
Email: localplan@eastleigh.gov.uk

17 August 2012

**Civic Offices, Leigh Road, Eastleigh,
Hants SO50 9YH**

**STRATEGIC LAND AVAILABILITY ASSESSMENT –
CONSULTATION ON METHODOLOGY - LIST OF
CONSULTEES (AS SET OUT IN THE CONSULTATION DOCUMENT)**

A2 Winchester	Coplan Estates Limited
Adams Hendry	Crest Strategic Projects Limited
Alder King Property Consultants	Cushman and Wakefield Healey and Baker
Alexander Keen	David Evans
Alliance Environment and Planning Ltd	David Wilson Homes Southern
Anchor Trust	Davidson Gray Holdings Ltd
Atisreal	Development Planning Partnership
Atkins Planning	Diocese of Portsmouth
Atlantic Housing Ltd	DPDS Consulting Group
Austin & Wyatt	Dreweatt Neate
BAA Group Airport Planning	Drivers Jonas
Baker Associates	Drivers Jonas London City
Banner Homes Group plc	Enfields Property Services
Barratt Southampton	English Heritage
Barton Willmore Planning	Environment Agency
Bellway Homes (Wessex)	Environment Department
Bellway Planning & Development	EWS
Bishopstoke Parish Council	Fair Oak & Horton Heath Parish Council
Bond Pearce LLP	Fareham Borough Council
Boreham Consulting Engineers L	First Provincial
Botley Parish Council	Forestry Commission
Bovis Homes Ltd	Fox & Sons
Boyer Planning	Fuller Peiser
Brendons Associates Commercial	Fusion Online Ltd
Brian Campbell Associates	George Wimpey Southern Limited
British Gas (Southern)	George Wimpey UK Ltd
Broadway Malyan Planning	Gleeson Homes Limited
Bryan Jezeph Consultancy	Gleeson Land
Bursledon Parish Council	Goadsby & Harding
C B Richard Ellis	Gosport Borough Council
CgMs Consulting	Government Office for the South East
Chancellors	GVA Grimley Ltd
Charles Planning Associates Ltd	Hamble Parking Group
Chris Thomas Ltd	Hamble-le-Rice Parish Council
Churchills Estate Agents	Hampshire County Council
Civil Aviation Authority	Hampshire Fire & Rescue Service
Cluttons LLP	Hampshire Police
Connell	Hanover Housing Association
Connell Land & Planning	Hargreaves Developments Limited
Conservation Architecture Planning Consultant in Town & Country Planning	Hedge End Town Council

Highways Agency
 Home Builders Federation
 Hound Parish Council
 Housing 21
 Humberts Planning
 HVHS Housing Group
 Hyde Housing Association
 Ian Judd & Partners
 Information Resource Manager
 James Barr Consultants
 Jeffrey H Knott Planning
 Consultancy
 Jerry Davies Planning Consultancy
 JKL Architects & Town Planners
 Ltd
 JMP Consulting
 John Silvester Associates
 Jones Lang LaSalle
 King Sturge
 King Sturge LLP
 Knightstone Housing Association
 Ltd
 Knight Frank
 Kris Mitra Associates
 L3 Independent
 Lambert Smith Hampton
 Lennon Planning
 Level
 Lindsays
 Litman & Robson
 Malcolm Judd and Partners
 Mann Countrywide
 Mason Richards Planning
 McCarthy & Stone Ltd
 Merlion Housing
 Michael Weakley Associates
 Miller Hughes Associates Ltd
 Mobile Operations Association c/o
 Mono Consultants Ltd
 Morris Dibden
 Mott Macdonald
 Murray Chrystal
 Natural England
 Network Rail
 New Forest District Council
 Orchard Homes
 Paul Dickinson and Associates
 Peacock and Smith
 Pegasus Planning Group
 Persimmon Homes (South Coast)

Persimmon Homes South East
 Peter Brett Associates
 Places for People
 Planning Bureau Ltd
 Planning Consultant
 Planning Issues
 Planning Solutions
 Police Headquarters
 Portsmouth Water
 Post Office Property Holdings
 Prides
 Principal Planning
 Pro Vision Planning & Design
 Profitline Consultancy Ltd
 Raglan Housing Association Ltd
 Railtrack Property
 Retail Property Consultant
 RMC UK Ltd
 Robert Tutton
 Roger Miles Planning Limited
 Roger Tym and Partners
 Roger Tym and Partners
 RPS
 Savills (L&P) Limited
 Saxon Weald (Rosebrook Housing
 Association)
 Scott Wilson Ltd
 Scottish and Southern Energy plc
 SEEDA
 SEERA
 Service Development Manager
 Shire Consulting
 South Central Strategic Health
 Authority
 South West Trains Ltd
 Southampton and Fareham
 Chamber of Commerce and
 Industry
 Southampton City Council
 Southampton City PCT, Trust HQ
 Southampton International Airport
 Southern Electric
 Southern Planning Practice
 Southern Water
 Space
 Sparks Ellison
 Stonham Housing
 Strutt & Parker
 Swaythling Housing Society
 Taylor Woodrow Developments Ltd

Terence O'Rourke
Test Valley Borough Council
Tetlow King Planning
The Barton Wilmore Planning
Partnership - Eastern
The Bell Cornwall Partnership
The Church Commissioners
The Diocese of Winchester
The John Phillips Planning
Consultancy
The Luken Beck Partnership Ltd
The Planning Bureau Limited
Tony Thorpe Associates
TPC Ltd
TPK Consulting
Turley Associates
Twynham Housing Association
Vail Williams
Velmore Estates Limited
Ward International Consulting Ltd
West End Parish Council
Western Challenge Housing
Association Ltd
White Young Green Planning
Winchester & Eastleigh Healthcare
NHS Trust
Winchester City Council
Woods Hardwick Planning Ltd
Woolf Bond Planning LLP
Your Move

CONSULTATION LETTER, STRATEGIC LAND AVAILABILITY ASSESSMENT METHODOLOGY

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Regeneration & Planning Policy Unit

My ref	S3/S3SHLAA/2150
Your ref	
Date	11 th April 2008
Please ask for	Planning Policy Team
Direct dial	023 8068 8231
e-mail	localplan@eastleigh.gov.uk
Fax	023 8068 8418

Dear Sir/Madam

STRATEGIC LAND AVAILABILITY ASSESSMENT

Eastleigh Borough Council is about to commence work on a Strategic Land Availability Assessment of the Borough. This work will identify sites that have the potential to accommodate future development within the Borough.

Whilst no judgements will be made on whether a particular site should come forward for development, the completed Assessment will form part of the evidence base of the Local Development Framework and will thus inform future policy making including the allocation of sites.

We have identified you as being a potential interested party in this work and we are therefore writing to ask whether you would be interested in being involved. Such involvement will take two main forms:

- Commenting on the methodology that we propose to use to undertake the Assessment. Whilst this has been developed in the context of Government guidance and best practice, we are conscious that there may be areas which we have overlooked or matters that we have not approached in the most appropriate way. We would therefore welcome your comments so that we can ensure that the Assessment will form a robust component of the evidence base. The proposed methodology is available on our website (www.eastleigh.gov.uk) to view. If you would prefer a hard copy to be sent to you, please contact us using the details at the end of this letter.
- Through submitting potential sites for consideration within the Assessment. These sites should be put forward having regard to the proposed criteria for site identification as identified in the methodology

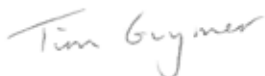
document. A proforma is enclosed with this letter which should be completed for each site that you wish to put forward for consideration. Further copies of this proforma are available on our website (www.eastleigh.gov.uk) to download.

Cont'd.....

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The deadline for comments to be received on the methodology and for sites to be submitted for consideration within the Assessment is 23rd May 2008. We look forward to hearing from you. If in the meantime you would like to contact us to discuss the Assessment further, please use the contact details below. In the absence of any response to this letter, we will remove you from our draft list of 'interested parties' into the Assessment and accordingly will not write to you on this matter again.

Yours faithfully



Senior Planning Officer
Email: tim.guymer@eastleigh.gov.uk
Tel No: 023 8068 8231

Planning Officer
Email:
laila.bassett@eastleigh.gov.uk
Tel No: 023 8068 8168

STRATEGIC LAND AVAILABILITY ASSESSMENT METHODOLOGY CONSULTATION 2008 – SUMMARY OF REPRESENTATIONS AND RESPONSES as agreed by Cabinet 10 July 2008

Summary of SLAA Consultation Responses

Reference	Respondent	Summary of Comments	Borough Council Response
1	West End Parish Council	1.1. No comments	n/a
2	SEERA	2.1. SEERA are unable to respond individually to individual Strategic Housing Land Availability Assessments (SHLAAs), although several general recommendations made for all local authorities to consider.	Comment noted.
		2.2. SEERAs PPS3 Task Group report to the Regional Planning Committee on windfalls should be considered, although early consultation with GOSE is necessary if any windfall allowance is to be made.	Comment noted.
		2.3. All potential sources of supply should be properly tested, with particular care taken in applying minimum site dwelling number thresholds or ruling out potential land sources, e.g. greenfield, if case for windfalls needs to be made.	Comment noted.
3	CB Richard Ellis	3.1. Overall agreement with the SLAA methodology.	Comment noted.
		3.2. Slight concern raised as to how some of the more difficult viability and funding judgements will be made?	It is acknowledged that the assessment of the viability of different schemes can be difficult. The Assessment has been amended to identify the

			need at times for correspondence between representatives of land and the Council in this regard. The skills and experience of the Regeneration & Planning Policy Team.
4	New Forest District Council	4.1. The adaptation of the methodology to consider other land uses is sensible given the early stage of the Eastleigh in its LDF production process.	Comment noted
		4.2. The importance of small site development coming forward is not recognised sufficiently. It is therefore recommended that the Borough seeks to identify broad locations where it is anticipated that small site contributions will come forward, with allowance based on evidence of past rates and future potential. Failure to do this could seriously underestimate the delivery of housing within the Borough.	Agreed in part. The reference to 'small sites' is assumed to refer to those sites which are below 0.2ha in size and thus will not be considered on a site by site basis within the Assessment. Stage 9 of the Assessment allows allowances to be made for the contribution that these sites can make to the overall land supply. The text is recommended to be amended to be more specific about the contribution that small sites can make to the overall land supply. There is further clarification given within the revised methodology to how the Assessment will consider the potential of some sites which currently form residential curtilages.
		4.3. Concern is expressed over Eastleigh's intention to use	It is agreed that the use of

		density multipliers to assess site capacities. Whilst appropriate for greenfield development, the method is found to have reduced accuracy in assessing sites within built-up areas. It is recommended that urban design methods (e.g. design exercises for certain sites and tissue analysis) are used instead to assess the quantum of built development.	density multipliers needs to be carefully considered. A simple density model will be used for 'greenfield' development. For sites within existing settlements, the revised methodology proposes a more detailed density multiplier to take account of various factors.
5	Highways Agency	5.1. Overall, the Highways Agency believe the methodology is weak in assessing land for employment or other land uses to accommodate planned growth, in particular in terms of transport. [See points 5.2 - 5.8 below for greater detail]	Comment noted. See response to detailed comments below
		5.2. It is recommended that a 4th criterion (<i>'the site is well served by public transport, or has the potential to generate a critical mass of development to support new sustainable infrastructure'</i>) is used to select sites to be considered within the initial site survey.	This comment refers to the criteria set out in stage 4 for determining which sites will be surveyed. The 3 rd criterion has been amended to reflect this comment and others received.
		5.3. In Appendix 5, it is unclear as to whether or not 'infrastructure' includes transport infrastructure. It is suggested that transport infrastructure is made into a separate category.	Agreed. Appendix 5 has been amended to include a reference to the transport infrastructure.
		5.4. Further work is required to determine whether or not a site is deliverable in transport terms. As it stands, the SLAA does not take into account the potential impact of new development upon the Strategic Road Network (SRN) and its junctions.	The SLAA will be amended to ensure that the impact of potential uses on the capacity of the SRN and its junctions is taken into account.
		5.5. Additional SRN criteria should be included within Appendix 5 so that the assessment is realistic about any associated mitigation / infrastructure needs and costs associated with development that could prevent it from	Agreed. Appendix 5 has been amended to refer to consideration of the impact on the SRN.

		being delivered.	
		5.6. Any broad locations will need to be assessed within an Evaluation of Transport Impacts (ETI) in order to help determine the most sustainable location for development in transport terms.	Comment noted.
		5.7. Any studies undertaken by Transport for South Hampshire and / or the Partnership for Urban South Hampshire should be taken into account.	Reference to the potential role that background studies can have in the assessment of sites is made within the revised methodology.
		5.8. As a side point, in relation to Eastleigh's LDF, the Highways Agency note that an ETI of local roads and SRNs is necessary to demonstrate that LDF developments are deliverable in transport terms, and that the LDF has a robust evidence base.	Comment noted
6	Fair Oak and Horton Heath Parish Council	6.1. No comments to make on the methodology.	Comment noted
7	SEEDA	7.1. No specific comments on the methodology made as such assessments are outside of SEEDAs area of expertise.	Comment noted. However the SLAA will be assessing the potential of land to be developed for uses including employment.
		7.2. SEEDA suggest that undertaking a SHLAA and Employment Land Review in parallel will help to ensure that sufficient housing and employment sites are available to deliver sustainable economic growth in the Borough and sub-region.	Agreed. It is intended to undertake an Employment Land Review at the same time.
8	Terence O'Rourke on behalf of the North Hedge End Consortium	8.1. Terence O'Rourke support the comments made on the methodology by the HBF. [HBF comments start on page 13]	Comment noted.
		8.2. Will the land that Hampshire County Council own (land south of the railway line) be considered as separate or additional to the SDA (the methodology identifies that	Land south of the Eastleigh-Portsmouth railway line at Botley originally fell outside of

		land to the north of the railway as being part of the SDA)? Even if it is considered separately, Terence O'Rourke would like confirmation as to whether the Council's land will be transport and master planned alongside the SDA, with proportionate contributions made to the infrastructure needs of the area, and phasing which will not result in a delay or negative impact on the implementation of the SDA.	the area of land that the consultation draft methodology document stated would be excluded from the SLAA due to its potential role within the SDA. Further consideration of the extent of this area has resulted in the boundaries of the area to be excluded being further extended to reflect the extent of the area originally put forward to SEERA by the PUSH authorities.
9	Turley Associates on behalf of The Roman Catholic Diocese of Portsmouth	9.1. Paragraph 30 (Table 4: Village and Local Centres) should be amended so that the 400m zone is increased to 800m in line with the Proposed Assessment Matrix at Appendix 5. Failure to do so will result in the inefficient use of land within a comfortable walking distance of a village or local centre. The 400m reference should relate to distance from a bus stop as correctly indicated in Appendix 5 (which accords with Institute of Highways & Transportation (IHT) guidelines).	Agreed. This aspect of the methodology document has been significantly revised to present a more robust tool.
		9.2. Paragraph 45 (windfall sites) - in accordance with PPS3, this provision should be over and above that required to meet the South East Plan housing requirements to 2026, and not part of the deliverable or developable housing land supply to 2026.	Disagree - paragraph 59 of PPS3 only states that allowances for windfalls should not be included in the first 10 years of land supply (unless there is robust evidence of genuine local circumstances that prevent specific sites being identified). As such, if justified, windfalls can be taken into account in years 10+, if the initial Assessment identifies

			insufficient sites.
		9.3. Paragraph 46 (last bullet point) - this should be reworded to " <i>Recommended sites for release to redress identified deficits in deliverable and / or developable housing land supply.</i> "	This is not considered to be the purpose of the SLAA or its annual update/monitoring.
10	St. Modwen	10.1. Paragraphs 14 and 15 make no reference as to what is expected from consulting the interested parties on the SLAA. It is essential that input from these agencies is focused on contributing to delivering development.	Whilst it is important that the methodology does not become overly prescriptive, it is recognised that it would be helpful to amend the text to give greater clarity in this regard.
		10.2. The Council will need to be satisfied that all necessary development requirements can be met on land outside Flood Zone 3 (and if not, a Sequential Test and Exception Test should be applied as set out in PPS25) before excluding such sites.	The area of the Borough covered by Flood Zone 3 is relatively small. At this time it is considered reasonable to limit the potential uses that would be considered in these areas. A small amendment is suggested to the text of the methodology to recognise instances where sites may only partly fall within Flood Zone 3.
		10.3. A number of the criteria listed in the site survey assessment criteria are considered to be inappropriate, if the key purpose of the pro-forma is to record the outcome of an officer's site visit. The reference to "Local Plan Policy Constraints" is considered too generic. Some of these "Policy Constraints" will already have been taken into account by the exclusion of various areas from the overall assessment, as proposed in Table 2, e.g. SSSIs. In accordance with government guidance, particularly that relating to reviews of employment land, existing land use	Agreed. It is recommended that the reference to Local Plan Policy Constraints is removed from the methodology document.

		<p>policy “constraints” should not be considered at this stage. There should be an open-minded approach to the suitability of land for a wide range of potential forms of development. The criterion “Local Plan Policy Constraints” should therefore be removed from the pro-forma.</p>	
		<p>10.4. It is impossible on the basis of a site visit to estimate the development capacity of a site. This will be influenced by consideration of a number of physical factors, some of which are recorded on the pro-forma, and the nature of the potential use of the site. Furthermore, officers will not be able to assess the timeframe for development from a site visit.</p>	<p>The pro-forma that will be used when officers visit the site is intended to be a tool to assist further work on the site’s potential etc. An officer may well form a view on the notional capacity of a site on a visit and this will be of assistance in undertaking further ‘desktop based’ work away from the site. Similarly, the condition of the site etc may well be a factor in leading an officer to give an initial view about likely timeframes.</p>
		<p>10.5. The pro-forma in Appendix 4 should be amended to deal only with those matters which cover the criteria in the Proposed Assessment Matrix (Appendix 5 – but see comments below), where survey and desktop are the sources of information. All other criteria in Appendix 4, which relate to the “availability”, “achievability” and “deliverability” measures in Appendix 5, for which input is required from “other interested parties”, should be deleted. It should also be made much clearer as to how the information collected on the Appendix 4 pro-forma will feed into the Appendix 5 Assessment Matrix.</p>	<p>Comments noted but disagreed with. Certain parts of the Assessment will be informed by both site visits and desktop work. These complement each other and there will be over-laps on occasion.</p>
		<p>10.6. The proposed approach for estimating the potential densities of development on site (stage 6) does not allow the owners of individual sites to demonstrate potential</p>	<p>Agreed. The recommended revisions to the methodology introduce a period within which</p>

		<p>density, which may differ from the Council's assessment. The Council should consider a mechanism for providing landowners with an opportunity to submit more detailed information on the density/capacity of individual sites.</p>	<p>agents/owners of sites will have the opportunity to comment on the assumptions made in the Assessment and provide further details on the development potential on site. The methodology continues to provide for opportunities to liaise with site owners and agents prior to this consultation. The text referring to Stage 7 will be amended to make this clearer.</p>
		<p>10.7. The Assessment Matrix in Appendix 5 includes the category "other e.g. interested parties" as the key source of information, with some element of survey input. What is missing from the Council's methodology is the means by which information is to be obtained from the "other" category, notwithstanding that within the Consultation Draft of the SLAA Methodology Statement there is a Potential Sites Pro Forma.</p>	<p>It is considered important for the methodology to not be too prescriptive as to how particular sources of information will be ascertained. Details of how data and information has been gathered will be made clear within the final Assessment document. However as the revised methodology document identifies, it is intended for there to be discussions with the representatives of sites where appropriate.</p>
		<p>10.8. The Pro Forma seeks brief details on a number of "constraints" including market viability. Given the complexities of assessing viability of sites, often including commercially sensitive information, it is not considered appropriate for the Council to rely solely on the responses to the Pro Forma. The Council must be prepared to hold discussions with landowners to explore deliverability issues in more detail, before coming to a conclusion on</p>	<p>Agreed – the methodology document has been amended to reflect this comment.</p>

		whether the site should be considered for any particular form of development.	
11	White Young Green on behalf of Forelle Estates	<p>11.1. White Young Green endorses the comments made by the HBF.</p> <p>[HBF comments start on page 14]</p> <p>11.2. The methodology (tables 1 and 4) implies that 'sites that are not well related to existing settlements' will be ruled out from the assessment yet no criteria or explanation is given as to how this judgement will be made. This needs to be worked into the methodology to ensure transparent and accountable decisions are made so sites are not unreasonably discounted.</p> <p>11.3. It is recommended that the 400m zone referenced in table 4 is increased to 800m in line with the Proposed Assessment Matrix at Appendix 5.</p> <p>11.4. White Young Green endorses the approach which has been used elsewhere whereby the assessment of the accessibility of sites is based on a range of distances from a variety of local facilities and services. The matrix in the methodology is too rigid and sites could be ranked badly if they are marginally over the singular distance / time threshold applied in each category.</p> <p>11.5. The methodology makes no allowance for accessibility by cycling. Because PPG 13 states that cycling can potentially substitute for short car trips, and form part of a longer journey by public transport. Thresholds should be adapted to allow for cycling, and sites could therefore be marked more favourably depending on which 'distance' band they fall into.</p> <p>11.6. White Young Green endorses the principle of using travel time by public transport to higher level services with</p>	<p>Comments noted.</p> <p>The proposed methodology has been amended to reflect this comment and provide further guidance on the sites that will be considered within the Assessment.</p> <p>The methodology document has been revised to alter the density multiplier tool in the light of this comment and others.</p> <p>Agreed. The revised density multiplier tool seeks to provide a more flexible model.</p> <p>The methodology document has been revised to alter the density multiplier tool in the light of this comment and others.</p> <p>Comment noted.</p>

		thresholds considering this.	
12	David Wilson Homes (Southern)	12.1. The terminology in table 1 requires clarification, particularly in respect of determining whether locations are 'well related to existing settlements'. This is a key criteria and the potential exists for uncertainty and arbitrary judgements. As such, a firm understanding of what is well related should be included in the methodology.	The proposed methodology has been amended to reflect this comment and provide further guidance on the sites that will be considered within the Assessment.
		12.2. The supporting text set out in paragraph 22 refers to the designation as being 'national'. It is clear from the table that Sites of Importance for Nature Conservation are included. Whilst this designation has obvious importance, the designated sites are not of national importance and as such, it is incorrect to seek to place it alongside designations such as SSSI and SPA. As such, the reference to SINCs should be excluded from the table.	Agreed –The reference to SINCs will be removed from Table 2 to reflect their local, rather than national designation.
		12.3. Table 2 (p. 6) makes reference to excluding sites within Flood Zone 3. Such an approach conflicts with Government guidance, which requires flood risk issues to be dealt with through a sequential approach. It may be the case that there are insufficient available sites within Flood Zones One and Two to meet the overall development requirement and as such, in those circumstances, the sequential approach would support the identification of sites within Zone 3 for appropriate forms of development. On this basis, it is inappropriate to use flood risk as a means of excluding sites at this stage.	The area of the Borough covered by Flood Zone 3 is relatively small. At this time it is considered reasonable to limit the potential uses that would be considered in these areas for the purposes of the Assessment. A small amendment is suggested to the text of the methodology to recognise instances where sites may only partly fall within Flood Zone 3
		12.4. The assessment should not seek to identify any restriction on minimum site size. Whilst the Council may not wish to be proactive in identifying sites of this kind, if such sites are identified then it is appropriate to include	A minimum site size threshold is proposed to reflect the resources available to the Council and the diminishing

		<p>them within the assessment. The assessment should not seek to dismiss any sites simply based on basic size criteria.</p>	<p>certainty about if/when these sites will come forward for development. An allowance for the contribution that these small sites may collectively make to the overall land supply will be made within Stage 9 of the Assessment.</p>
		<p>12.6. The assessment excludes land within the SDA search area. This is inappropriate as the principle and extent of the SDA has not yet been firmly established. The SDA has yet to be tested through the LDF process and the South East Plan has yet to be adopted. Therefore, at this stage it would be inappropriate to dismiss any sites.</p>	<p>The SDA is provided for in the draft South East Plan which is currently being considered by the Secretary of State. It is anticipated that a decision on any changes to the Plan will be made this summer. The requirement to provide an SDA falls separately from the housing/employment etc requirements for Eastleigh Borough as set out in the draft South East Plan. As such, at this time it is considered reasonable to exclude the area of search for the SDA from the Assessment.</p>
		<p>12.7. The third criterion (in paragraph 27) refers to sites that are 'well related'. This term is uncertain and it would be entirely inappropriate to exclude sites at this stage on the basis of an arbitrary assessment of whether a site is well related or not. This should be assessed on a site by site basis later in the methodology, based upon a detailed assessment of sustainable principles.</p>	<p>The proposed methodology has been amended to reflect this comment and provide further guidance on the sites that will be considered within the Assessment.</p>

		<p>12.8. The densities set out in the table are arbitrary and bear little resemblance to schemes that have come forward in Eastleigh Borough in the last few years. They appear unduly pessimistic and should be justified by the use of examples of existing recent schemes.</p>	<p>The revised density multiplier tool seeks to provide a more flexible model, taking into account the characteristics of the site and its location in relation to available facilities/services and public transport.</p>
		<p>12.9. In terms of accessibility, the matrix refers to 400m and 800m distances. This are used in an arbitrary fashion and do not accord with Government guidance regarding reasonable walking distances. In addition, the matrix seeks to consider accessibility on the basis of 'blocks' of uses, rather than looking at accessibility to individual elements of infrastructure. The approach set out in the matrix serves to over generalise the sustainable merits of each site, which is inappropriate.</p>	<p>The methodology document has been revised to alter the density multiplier tool in the light of this comment and others.</p>
		<p>12.10. The matrix (Appendix 5) makes reference to 'designations', without specifying what the designations area and what weight can be attached to the impact of development on each type of designation. It is also noted that a SINC is referred to in this section. This appears to contradict advice elsewhere in the methodology that seeks to exclude sites in SINC designations.</p>	<p>Agreed – the reference to SINC's being a national designation will be amended to local designation.</p>
		<p>12.11. Reference (in the matrix in Appendix 5) is made to impact on townscape. At this stage, it is inappropriate to seek a defined view on the impact of a proposed development on townscape, without having the opportunity to assess the actual design and layout of the proposed development.</p>	<p>Disagree – an assessment of a sites relationship to its environment in terms of townscape is considered to be a useful part of the assessment, particularly so in urban areas.</p>
		<p>12.12. The assessment refers to taking account of market and viability factors. The methodology makes no reference as to how this will be achieved or demonstrates that there</p>	<p>The Regeneration and Planning Policy Team includes staff with a wide range of experiences</p>

		are appropriate skills available to undertake this effectively. This represents a significant weakness.	including viability appraisals of sites. Nonetheless, it is recognised that there is considerable benefit in involving the site owners/agents/developers in discussions about the viability of the site. The methodology document is recommended to be amended to explicitly refer to this.
		12.13. The matrix (Appendix 5) refers to infrastructure. At this stage it is impossible to determine what infrastructure will be required or indeed what will be forthcoming as a consequence of the emerging PUSH strategy. As such, it will be difficult to assess this issue with any degree of certainty or reach any judgements as to suitability of sites.	Disagree. Initial capacity of roads, availability of services etc is capable of assessment. In certain instances, it will be important to liaise with the Highways Agency and Service Providers in this aspect of the Assessment
13	Luken Beck Partnership	13.1. The draft methodology appears to conform to Government advice which has now become the accepted standard.	Comment noted.
		13.2. It should be made clear from the outset that whilst certain principles, such as sustainability, will be equally applicable to the identification of land for future development, the criteria used for different land uses will be diverse.	Comment noted. It is acknowledged that different uses of land will require slightly different criteria to be used. The methodology will form the basis for assessing these uses but it is recognised that there will need to be a degree of flexibility in assessing the various uses.
14	Home Builders Federation	14.1. Generally, the approach taken to the SLAA is	Comment noted.

(HBF)	welcome, and accords with Government practice guidance on SHLAAs.	
	14.2. Paragraph 6: the SLAA should not be seeking to identify theoretical potential, rather with discovering the 'actual' potential of sites to be developed. SHLAAs, unlike urban capacity studies, are focused on outcomes and delivery rather than process and policy formulation. This reference should be corrected.	Agreed – the reference will be amended.
	14.3. Paragraph 16b: consultation should be focused in the middle of the SLAA process rather than just the beginning and end. SHLAA guidance refers to continuous stakeholder involvement throughout the process and it appears the Council will not allow stakeholders to assist and inform assessments as they are being made (paragraph 16b refers to “completed assessment”). The HBF suggest that the assessment should not be considered 'complete' at stage 1 because adequate stakeholder engagement has not been allowed for at this stage. A potential approach may be to have a discussion about the sites identified in the assessment process prior to the publication of the final document. The HBF would be happy to facilitate such engagement amongst its members.	Agreed – there will now be a further stage of consultation on the potential sites.
	14.4. Table 1: who decides as to whether a site is “well related to existing uses”? What criteria or tests does the assessor apply in making such a judgement? The methodology should provide a definition or list of criteria, along with an explanation of how they will be applied to explain this so that the assessment process can be seen to be as transparent as possible.	Agreed – further clarification will be provided.
	14.5. Table 3: clarification is needed as to how the Council plans to deal with empty properties (should this refer to homes because the second column of the table states empty homes). HBF note that bringing empty homes back	Reference to empty homes will be deleted from the SLAA.

		<p>into use will not create net additions to the dwelling stock, and no allowance should be made for empty homes in the SLAA or 5 year supply calculation.</p>	
		<p>14.6. Paragraph 27 (ii): why is a potential search area for an SDA excluded from the study as the SLAA provides a beneficial opportunity to inform the future search for a SDA? The SLAA process is to inform future policies rather than being tempered by what may emerge as policy at some point in the future. The HBF suggest that paragraph 27 (ii) is deleted and replaced with one which explains that the SHLAA will assess sites in this area but that they may not be taken forward individually as part of the SHLAA process but may be considered in a comprehensive manner given the SDA issue.</p>	<p>The potential requirement to provide an SDA falls separately from the housing/employment etc requirements for Eastleigh Borough as set out in the draft South East Plan. Taking this into account, and the considerable work that will be needed to identify the exact extent of the SDA, if agreed in the South East Plan, it is considered expedient and reasonable to exclude this area at this time. The yearly review of the Assessment will enable this to be looked at again if the situation changes.</p>
		<p>14.7. Paragraph 27 (iii): it is contrary to the Government SHLAA guidance to rule out sites at an early stage in the process on the basis of being 'poorly related to existing settlements'. The aim of the SHLAA should be to identify all possible sites. It may be that some are later ruled out on the grounds after assessment that they poorly relate to existing settlements, but it is wrong to rule them out on those grounds at the outset. Therefore the HBF consider that sites deemed not to relate well to existing settlements are not automatically ruled out early on, but rather, their proximity to existing settlements is one of the factors which inform the assessment process.</p>	<p>The SLAA will not be assessing all sites within the Borough. The revised methodology document seeks to provide greater clarity on the sites that it will consider within and adjoining existing urban areas. With the exception of the SDA, the South East Plan does not provide for any significant urban extensions or new settlements within the Borough and therefore it is considered reasonable to exclude such sites for the purposes of the Assessment. It</p>

			<p>is acknowledged that some uses may require sites outside of the existing urban areas e.g. employment sites. It is envisaged at this time however that these uses would be capable of being accommodated on sites which meet the criteria of being well related to existing settlements.</p>
		<p>14.8. Table 4: some evidence or explanation behind these yardstick densities in terms of examples of schemes which have been developed at these densities and in these locations in recent years are needed. The HBF are concerned that the council is proposing to automatically assume the PPS3 minimum density of 30 dwellings per hectare in the rural areas (and even 40dph in the village centres) where this may not be acceptable locally or politically. If the evidence does support these densities then there is no harm including a few examples in the methodology. If it doesn't it suggests they may be on the high side in these more peripheral locations.</p>	<p>The methodology document has been revised to alter the density multiplier tool in the light of this comment and others.</p>
		<p>14.9. Paragraphs 37, 38 & 40: The HBF is concerned that the proposed methodology is missing out a stage of stakeholder engagement (commenting on the site assessments prior to the publication of the draft or final report) and is instead, relying on a matrix completed by those undertaking the assessment to address all of the PPS3 'ables'. The matrix is not a reasonable surrogate for the expertise and experience of those local landowners, developers, housebuilders and agents and the insights they could bring to the assessment process.</p>	<p>Agreed. The revised methodology document has sought to include a further 'formal' stage of consultation with representatives of sites. It also refers to dialogue between site representatives and the Council during the Assessment where appropriate.</p> <p>Disagree. The site visit offers</p>

		<p>The HBF are not sure that the “survey” element could actually reveal the information being expected. For example, what information could a site visit yield on the costs of the imposition of certain council design or other standards or other policy requirements; certainly compared to the insights of those who actually design and implement schemes for a living?</p>	<p>the potential for officers of the Council to form initial views which it could be helpful to record. Such views may be reinforced or changed in subsequent investigations.</p>
		<p>14.10. Paragraph 42: rather than simply look to broad locations or windfalls, a third option open to the council is to revisit the earlier assessments and consider whether the policy judgements applied to certain sites remain valid, and whether or not there needs to be an amendment to policy through the DPD process (in order to release more suitable identified sites). One such policy may be the one dealing with the reasonable proximity of sites to existing settlements, for example.</p>	<p>Agreed. The methodology has been revised at this stage to refer to this option.</p>
		<p>14.11. Sites Pro Forma Guidance Note: The HBF are concerned that the Council is potentially misleading readers by stating that the assessment will only make “realistic assessments of brownfield land available....” The purpose of a SHLAA is to make assessments of all potential development land regardless of whether it is brownfield, greenfield or any other colour of bounded agricultural land unit. It may have put people off from completing the forms if it was interpreted that the study was only really interested in brownfield sites.</p>	<p>Agreed. The text has been amended in the revised methodology.</p>
15	Boyer Planning	<p>15.1. Boyer Planning notes that a consistent, joined-up and robust methodology should be adopted by all local authorities in line with Government guidance on SHLAAs and Housing Market Assessments (HMAs).</p>	<p>A Hampshire-wide SHLAA working Group was set up and it was decided at this group that because all of the Hampshire Local Authorities were at different stages in their LDFs it</p>

			<p>was not appropriate to undertake a joint methodology.</p> <p>It was agreed at the working group that a joint methodology would be produced to ensure reviews and updates of SHLAAs are consistent.</p>
		<p>15.2. The two stages of consultation planned in the methodology are not sufficient, and Boyer Planning feel it would be appropriate to undertake an additional stage of consultation to gain house builders and local property agents views on the sites proposed and whether they meet the criteria of PPS3 (e.g. suitability, achievability, availability, etc.).</p>	<p>Agreed. The revised methodology document has sought to include a further 'formal' stage of consultation with representatives of sites. It also refers to dialogue between site representatives and the Council during the Assessment where appropriate.</p>
		<p>15.3. Paragraph 20: parts of the SDA could deliver within the 5 year supply of housing and within the lifespan of the SLAA.</p>	<p>The area of search for the proposed SDA is excluded from the Assessment. It is currently not considered to be a deliverable site (as defined in paragraph 54 of PPS3) and does not represent part of the specific housing/employment land requirement for Eastleigh Borough itself. Therefore no provision is made within this Assessment.</p>
		<p>15.4. Table 1: All sites within or adjacent to a settlement boundary should be assessed as part of the Assessment, as opposed to sites that are 'well related' to existing settlements.</p>	<p>The proposed methodology has been amended to reflect this comment and provide further guidance on the sites that will be</p>

			considered within the Assessment.
		15.5. Empty properties should not form part of the SLAA because they already form part of the existing housing stock, and therefore cannot be treated as net additions.	Reference to empty homes will be deleted from the proposed methodology.
		15.6. The approach for assessing the developability of sites is supported, however whilst some sites might score low against criteria within the Council's current assessment table, they may have the ability to provide facilities and improve accessibility at a cost borne to the developer in the future.	Comment noted. Where sites currently score poorly, in terms of access to facilities and improved accessibility, officers will take into account whether individual sites (or groups of sites) could have the critical mass to provide such services facilities and improve accessibility.
		15.7. Paragraph 45 (Windfall sites): To date, Boyer Planning does not believe that the Council has provided a genuine local circumstance for not being able to identify specific sites within the 15-year housing supply.	Comment noted. The Assessment will only consider the potential contribution that windfall sites can have to overall land supply if insufficient sites have been identified in the first part of the Assessment.
		15.8. Paragraph 6: the wording of paragraph 6 should be reworded to provide a robust assessment of housing potential from each site, rather than the 'theoretical potential'. This should be provided through the developer representation and subsequent public consultation. Density assumptions should be made having regard to the character of the surrounding area.	Agreed. The word theoretical has been removed from the revised methodology document. The methodology has also been amended to refer to further consultation and in relation to density calculations on site.
16	Hamble-le-Rice Parish Council	16.1. Greenfield land outside of the urban edge, countryside or is part of the local gap should not be considered for housing or commercial development. On the basis of the Local Plan Review, only recreational or	This Assessment is looking at the potential of land to meet the needs of the Borough through to 2026. Existing local

	agricultural uses should be considered on this land (Hamble Airfield).	designations, including Local Gaps, will not be taken into account at this stage in determining the potential of sites. Similarly the Local Plan will not form the basis of making decisions on the potential uses of land.
	16.2. The methodology refers to land that is no longer required for the allocated use as well as vacant and derelict land. Land which is submitted under these categories should not be considered for an alternative use where the land has only become derelict, or where it has not been made available for its allocated use because the owners are hoping it can be developed for housing.	Disagree. The purpose of the SLAA is to investigate the potential of land, regardless of its previous uses and the motives/actions of the owners of the sites.
	16.3. If the Government requires all land to be put forward, including greenfield, the next stage of consultation should list the status of the land in planning terms so that consultees know the status of the before responding.	Whether the site is Greenfield or brownfield land is largely irrelevant to the purposes of the SLAA. When the Assessment is made available for public consultation, appropriate information relating to individual sites will be made available.
	16.4. In considering other land which may be described as brownfield or existing sites, due consideration should be made to the loss of areas providing informal open space or open space / green lungs between existing developments. This is especially important relating to current Government policy allowing the development of gardens, pubs and their car parks.	For the purposes of the SLAA, the loss of open space would not in itself prevent a site being considered within the Assessment. The SLAA will not make judgements on whether particular sites should be developed.
	16.5. Hamble Parish Plan was part of a Government initiative which stated that provided community involvement in the process could be proved, authorities	The SLAA will not make judgements on whether particular sites should be

		<p>would have to take notice of what communities want for their future. Hamble Parish Council would therefore like confirmation that the Parish Plan will be used as a material consideration in the SLAA process.</p>	<p>developed. Background documents and studies will inform an assessment of the potential of each site. However Parish Plans in general are unlikely to be of relevance at this stage. They will however be taken into account in the development of future planning policies for the area.</p>
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SLAA PART 1 CONSULTATION LETTER



Regeneration and Planning Policy

Our Ref: S3/SLAA/<Site ID>
Your Ref:
Contact: Tim Guymer
Direct Dial: 023 8068 8231
Direct Fax: 023 8068 8418
E-mail: tim.guymer@eastleigh.gov.uk

16th February 2009

Dear

**Strategic Land Availability Assessment – Part One
Consultation on Draft Document
Site reference/name:**

Further to our recent correspondence regarding the above site and its potential inclusion within the Council's Strategic Land Availability Assessment (SLAA), we are writing to update you on the progress that we have made and to ask for your comments on the SLAA's initial findings.

As you will be aware, the SLAA considers the potential of land to be developed in the period up to 2026, beginning with looking at the potential of urban sites to accommodate residential uses (Part One). We will shortly be beginning work on considering the potential of greenfield sites to accommodate both residential and non-residential uses (Part Two)

Having carefully considered the above site, it is our initial view that based on the information currently available, this site has the potential to be developed in the period up to 2026. It is therefore identified in the draft SLAA. This view has been based on a number of factors, including the results of the site survey and responses received from yourself and other site owners where applicable.

The SLAA is published in draft to enable site owners and agents, along with other interested parties, the opportunity to comment on some of its initial findings. Enclosed with this letter are the findings of the SLAA specifically related to the above site which you have an interest in, along with a pro-forma which we would encourage you to fill out and return to us by 30th March 2009.

As previously advised, the SLAA is a technical exercise which when completed will form part of the evidence base to inform the preparation of the Council's future planning policies. It does not imply that the site would gain planning permission if a planning application was submitted or that the Council wishes to see the site developed contrary to the wishes of the site owners. The SLAA will however be a useful resource to provide information about the overall potential of sites within the urban areas and to inform future decisions about which sites should be allocated for development in the future, if necessary.

The entire first part of the SLAA is also available to view and download from the Council's website at: www.eastleigh.gov.uk/ebc-3876 Also available on the web page is a further pro-forma which seeks views on the whole document. Again, we would welcome your views on this document by 30th March 2009.

I look forward to hearing from you shortly, if you would like to discuss any of the above further in person, please feel free to contact me.

Yours sincerely



Tim Guymer
Senior Policy Planner

for the Head of Regeneration & Planning Policy

<p>Eastleigh Borough Council PLANNING POLICY & DESIGN TEAM NEWSLETTER February 2009</p>
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Welcome to the first Planning Policy & Design Team newsletter of 2009, which updates you on events and our work here since the last newsletter in January 2008.

The Team

The Planning Policy & Design Team forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw. The Unit also includes the Economic Development, Building Services and Asset Management teams.

Team news: Tim Guymer joined us last February to work on housing matters and other aspects of the Local Development Framework. Tim JS Dyer (not to be confused with our landscape architect Tim Dyer) joined us in June 2008, working part-time on providing design advice and focussing on conservation areas and listed buildings. Mark Waller-Gutierrez's role has now changed to focus primarily on Environmental Sustainability. See our Who's Who page for the team's contact details: www.eastleigh.gov.uk/ebc-1474

Local Development Scheme

The Local Development Scheme (LDS) sets out the programme for the Team's work on the planning policy documents that comprise the Local Development Framework (which in due course will replace the local plan). The last version of the Council's LDS was adopted in 2007. Since then, there have been changes in national planning policy advice (in revised PPS12) and regulations which have led to a need to review the LDS substantially. We are now negotiating a new LDS with the Government Office for the South East which reduces the number of Development Plan Documents to:

- A Core Strategy, which will cover all new site allocations and include policies for development management. It will also include strategies for the South Hampshire Strategic Employment Zone (now known as Eastleigh River Side) and Eastleigh Town Centre, both of which were formerly covered by Area Action Plans.
- A possible Area Action Plan (AAP) for the proposed Strategic Development Area north/north-east of Hedge End, should this be found to be feasible – this would be prepared jointly with Winchester City Council.

The LDS also proposes a series of Supplementary Planning Documents to provide more detail on sites and topics, including master-planning for Eastleigh River Side and more detailed guidance for Eastleigh town centre. You can see the new draft LDS on the web site at www.eastleigh.gov.uk/ebc-2099

Contact: Julia Norman, Local Development Framework Manager

Saved policies

The Planning and Compulsory Purchase Act 2004 which introduced the new planning policy system states that policies in local plans adopted before July 2006 will expire 3 years after the date of adoption unless the Secretary of State has issued a direction to save them. The Eastleigh Borough Local Plan Review was adopted in May 2006. The Council has therefore requested the Secretary of State to save the majority of the policies in the local plan. You can see a list of the policies we propose to save on the web site at: www.eastleigh.gov.uk/ebc-2094

Contact: Julia Norman, Local Development Framework Manager

Core Strategy

Work has progressed on the Core Strategy, linked to a review of the Community Plan. A joint consultation took place September-November 2008 on issues to be addressed by both documents. You can see the consultation document 'Our Borough, Our Future' on our web site at www.eastleigh.gov.uk/ebc-4043 We received around 400 responses, which are helping us to establish priorities and a vision for both the Community Plan and the Core Strategy. The next stage of consultation on the Core Strategy will be an options and preferred options consultation in this summer. Further delays in this could affect our programme and at the moment there is no indication from Government of when the final plan will be published.

Contact: Cliff Bowden, Senior Policy Planner

North/ North East Hedge End Strategic Development Area

The emerging South East Plan prepared by the South East England Regional Assembly (SEERA) proposes a Strategic Development Area of around 6,000 houses, with related employment and other facilities within an area to the north/north east of Hedge End, extending into Winchester district. The Borough Council is formally opposed to this proposal but will be undertaking studies, in conjunction with Winchester City Council and Hampshire County Council (as transport authority), to test the feasibility of the development as proposed in the South East Plan.

Contact: Tony Wright, Planning Policy & Design Manager

Eastleigh Town Centre and Eastleigh River Side

Work is continuing on proposals for the regeneration of these areas. More information has emerged about Network Rail's long-term plans for the rail network, which have considerable implications for the planning of Eastleigh River Side (which is the new name for the South Hampshire Strategic Employment Zone). We are investigating routes for a link road through this area, and the transport implications of development at both Eastleigh River Side and the town centre. Work has also been commissioned on economic viability and to update information on retail activity and potential. As noted above, the outcome of this work will now be included in the Core Strategy.

Contact: Julia Norman, Local Development Framework Manager and Julian Davies, Design Team Manager

Strategic Land Availability Assessment

As part of work on the Core Strategy, we must undertake an assessment of land potentially available for development in the borough. We consulted on the methodology for this work in May 2008, and finalised it in July. Phase 1 of the study, which looks at sites for residential development within the urban areas, is now almost complete, and will be published for consultation in February. Phase 2 will look at green field sites for housing and other uses such as employment, and the potential for other uses within the urban area. This will be published for consultation in June 2009. Consultation on both phases of the SLAA will involve contacting the landowners of the identified sites, those who have submitted sites for consideration and interested parties identified during the preparation of the methodology. We shall also put the documents on our web site.

Contact: Tim Guymer, Senior Policy Planner or Laila Bassett, Planning Officer

Public Art Strategy

Work has taken place this year on a new Public Art Strategy, led by Joanne Moody. Following a consultation process that took place August- September 2008, the Strategy was adopted in October 2008. You can see it on our web site at www.eastleigh.gov.uk/PDF/PASfinal241108.pdf Further information about the location of Public Art in the Borough, commissioning advice and current projects will be available by the end of February 2009 on www.eastleigh.gov.uk/publicart

Contact: Joanne Moody, Public Arts Officer

Supplementary Planning Documents:

You can see all the adopted Supplementary Planning Documents at www.eastleigh.gov.uk/ebc-1479

- **Prysmian II (formerly Pirelli Phase II) draft Development Brief**

Following consultation in February 2008, which included a number of exhibitions, the brief for the second phase of development on the Prysmian site in Eastleigh was agreed by the Council in April 2008. The Brief sets out the Council's objectives for this important site.

Contact: Mark Waller-Gutierrez, Urban Designer

- **Hamble Conservation Area Supplementary Planning Document SPD**

After consultation and debate, the Borough Council concluded that the Hamble Conservation Area should be extended to include Crowsport. The Hamble Conservation Area Appraisal was adopted as SPD in July 2008.

Contact: Julian Davies, Design Team Manager

- **Planning Obligations and the Use of Developer Contributions SPD**

Following public consultation April May 2008, the Planning Obligations and Use of Developer Contributions SPD was adopted in July 2008. It explains the contributions that will be sought from new development.

Contact: Gemma Christian, Planning Officer

- **Residential Car Parking Standards SPD**

On the basis of Government advice in Planning Policy Statement 3: Housing, residential car parking standards have been revised so that they are now based on car ownership rather than accessibility to public transport. The new SPD was adopted in January 2009.

Contact: Tony Wardle, Principal Transport Planner

Tel 023 8068 8241, Email tony.wardle@eastleigh.gov.uk

- **Environmentally Sustainable Development SPD**

The Council is leading the work of the Partnership for Urban South Hampshire (PUSH) for more sustainable built development, helping all the PUSH authorities to formulate policies to reduce the impact of development on climate change. To meet its own climate change priorities, the Council has prepared a draft Environmentally Sustainable Development SPD (this work has been led by Mark Waller-Gutierrez). Consultation took place September-November 2008. The outcome of the consultation and proposals to amend the SPD will be reported to Cabinet in March 2009, when the revised SPD should be adopted.

Contact: Mark Waller Gutierrez, Urban Designer

- **Netley Abbey Conservation Area Appraisal SPD**

Work has progressed on the Netley Conservation Area Appraisal, and it is to be published for public consultation in the next few weeks. We hope to adopt it later this year.

Contact: Tim J S Dyer, Architectural Design and Conservation Officer

- **Affordable Housing SPD**

Work on this paused while an essential Affordable Housing Viability Assessment was being prepared by consultants for us and Southampton City Council. The draft Affordable Housing SPD will now be published for consultation in April 2009.

Contact: Tim Guymer, Senior Policy Planner

- **Woodside Avenue Development Brief**

A draft brief has been prepared for the development of land on Woodside Avenue off Kipling Road, Eastleigh. It is being published on 11 February for a 6-week consultation period ending 25 March 2009. You can see it on our web-site at: www.eastleigh.gov.uk/ebc-1465

Contact: Mark Waller Gutierrez, Urban Designer

· **Other SPD**

Work is to start this year on a Conservation Area Appraisal SPD for the **Bishopstoke Conservation Area**, and on a 'Quality of Places' SPD which will be looking at principles of environmental design for the borough.

Contact Julian Davies, Design Team Manager

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

PLEASE HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If any part of your address is incorrect, please contact us so that we can keep our mailing list up-to-date. If you are willing to be contacted by e-mail, please let us have your e-mail address. If you no longer wish to receive a copy of Planning Policy and Design Team News, please contact:

**Janice Bayliss, Planning Policy & Design, Eastleigh Borough Council, Civic Offices,
Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8252 or Email:
janice.bayliss@eastleigh.gov.uk**

REPRESENTATIONS AND RESPONSES – CONSULTATION ON SLAA PART ONE FEBRUARY – MARCH 2009

Ref	Respondent	Summary of Comments	Borough Council Response
101	SEEA	No comments	N/A
102	SEERA	No comments	N/A
103	Fair Oak and Horton Heath Parish Council	No comments	N/A
104	Hedge End Town Council	<p>Supported, in principle, the suggested redevelopment sites highlighted in the draft document. Felt that parking must be provided for shops and accommodation and adequate support for the regeneration of the town centre but attention must be paid to the requisite infrastructural requirements.</p> <p>Would not support any encroachment on Greta Park or adjacent woodland whatsoever.</p>	Support & detailed comments noted. The infrastructure requirements of new development will be addressed in the Core Strategy and/or in any subsequent planning application.
105	Hampshire County Council	Suggests that where the redevelopment of sites involve existing uses other than housing, it would be appropriate to discount the potential yield to take into account the likelihood that not all of the site will be developed for residential.	Disagree. At this time, the SLAA is considered to present a robust overview of the residential potential within urban areas.
		Suggests that an allowance for windfall sites in the first 10 years of the Plan period is not appropriate.	Agreed. An allowance for unidentified sites to come forward is now only made for years 10+.
106	Highways Agency	Recommended a further criteria to be included in the methodology for determining which sites/areas should be surveyed. Wording as follows: <i>“Sites well served by public transport, or sites with the potential to generate a critical mass of development to support new sustainable transport infrastructure”</i>	The methodology for the SLAA was approved in July 2008 and as such this response is somewhat belated. Nonetheless, it is considered that the existing criteria adequately address this point.
		Paragraph 4.15 notes that the cumulative impact of development of the SLAA sites will need to be addressed but it is unclear how this conclusion has been reached ahead of the ongoing strategic transport assessments currently being undertaken.	Noted. This sentence has been removed from this update to the SLAA.
107	WYG on behalf of Forelle Estates, Linden Limited and Persimmon Homes	An allowance for unidentified sites to be included within the first 10 years is not justified.	Agreed. An allowance for unidentified sites to come forward is now only made for years 10+.

Ref	Respondent	Summary of Comments	Borough Council Response
	South Ltd		
		Concerned about deliverability and developability of sites anticipated to come forward in years 11-18.	Judgements made about the deliverability and developability of these sites are made in good faith, and on the basis of the evidence available to officers. We would welcome further correspondence on specific sites if there is further evidence to cast doubt on these judgements.
108	Gleeson Homes	Inclusion of allowance for unidentified sites to come forward in years 0-10 is not justified.	Agreed. An allowance for unidentified sites to come forward is now only made for years 10+.
		The Council should consider discounting the number of units anticipated to come forward from sites which currently have planning permission, rather than assume that they will all be delivered. E.g. flatted schemes	There are relatively few unimplemented planning permissions involving schemes with a significant amount of flatted developments. Taking into account the timescales of the Core Strategy, there is not considered to be any reason at this time to discount the potential from such sites.
		The emerging South East Plan requirement is a minimum, rather than a ceiling.	The South East Plan has subsequently been adopted and removed references to the housing requirement being a minimum
		Questions why viability considerations were not part of the site survey assessments carried out by officers	It is not considered appropriate to suggest that detailed viability considerations can be made by officers on visits to individual sites. Viability is however recognised as being of importance to demonstrating the deliverability of sites and we will continue to ensure that appropriate attention is paid to this factor.
		Sites where no information has been received from landowners about their availability should be removed from the SLAA until they are confirmed as being available.	Disagree. PPS3 & related guidance enables sites to be included within the SLAA where availability is unknown, albeit not in the first 10 years.
		Concerned that Part One and Part Two of the SLAA are being prepared separately.	The phasing of the SLAA is considered to represent an appropriate balance between available resources & the preparation of the evidence base needed for the Core

Ref	Respondent	Summary of Comments	Borough Council Response
			Strategy.
109	Boyer Planning on behalf of Bloor Homes	Concerned that the conclusions of Part 1 of the SLAA that the housing requirements of the borough can be met within existing urban areas could limit the assessment of sites within Part 2 of the SLAA.	The assessment of sites within Part 2 of the SLAA will not be unduly constrained by the findings of Part 1.
		Concern that the involvement of key stakeholders in the process of preparing SLAAs has only occurred during the methodology consultations and after completion of Part One of the SLAA.	The SLAA has been prepared in accordance with relevant guidance. The document will continue to be updated and consulted upon where appropriate.
		Questions why site surveys have not been carried out of sites that have planning permission or resolutions to permit. Suggests that in the current economic climate, viability may be an issue.	Whilst site surveys have not been carried out on these sites, there are no site specific reasons to cast doubt on the deliverability and developability of these sites, other than that already identified in the SLAA.
		Reservations about the deliverability and developability of sites.	Judgements made about the deliverability and developability of these sites are made in good faith, and on the basis of the evidence available to officers. We would welcome further correspondence on specific sites if there is further evidence to cast doubt on these judgements.
		An allowance for unidentified sites to be included within the first 10 years is not justified.	Agreed. An allowance for unidentified sites to come forward is now only made for years 10+.
		The SLAA does not accord with the Councils approved methodology	The SLAA has been prepared according to the principles of the methodology previously approved. Where there have been small deviations from the details of the methodology, this will be justified in the final document.
110	Turley Associates on behalf of the Catholic Diocese of Portsmouth	Concerned that no exceptional circumstances have been demonstrated to justify reliance on unidentified sites to meet the housing requirements as set out in the SEP.	An allowance for unidentified sites to come forward is now only made for years 10+. There is considered to be sufficient justification for such an allowance.
		If sites are not demonstrated to be 'available' then they should be removed from the SLAA supply.	Disagree. PPS3 & related guidance enables sites to be included within the SLAA where

Ref	Respondent	Summary of Comments	Borough Council Response
			availability is unknown, albeit not in the first 10 years.
		Concerned about the lack of discounting of SLAA sites	A discount has been applied to those sites anticipated to come forward in years 16-18. The Core Strategy will identify how appropriate contingencies will be put in place.
		Concern about the lack of contingency in place should sources of sites fail to deliver	Such matters will be addressed in the Core Strategy.
111	Luken Beck	Broadly agree with methodology of the SLAA but questions what opportunities will be taken in the future regarding possibilities of joint working with other PUSH authorities.	Whilst there are no specific plans to undertake joint working with other PUSH authorities, there is regular liaison at both Member and Officer level. As such, there may be opportunities for further joint working on SLAAs and other related documents in the future.
		Highlights the issue of how to ensure that sufficient housing and employment land is provided for, particularly when some potential residential sites identified in SLAA Part One involve the redevelopment of existing employment sites.	Such matters will be addressed in the Core Strategy.
		An allowance for unidentified sites to be included within the first 10 years is not justified.	Agreed. An allowance for unidentified sites to come forward is now only made for years 10+.
		Questions the deliverability and developability of some urban sites identified in the SLAA and suggests that suitable contingencies should be in place.	Such matters will be addressed in the Core Strategy.
		10% discount on past completion rates applied to small sites is not a prudent measure given the present climate.	Disagree. Recent monitoring suggests that completion rates on small sites remain robust and a 10% discount is realistic.
		Doubt expressed about deliverability of sites in short term in the light of the present financial climate.	Whilst there is acknowledged to be some uncertainty about the deliverability of housing in the short term, the assumptions and trajectories set out in the SLAA are considered to be reasonable at this time.
		Will brownfield sites outside of the defined urban edge be assessed in SLAA Part One?	Yes – where it meets the criteria set out in the methodology.
112	Environment Agency	Pleased that sites located within Flood Zone 3 have been excluded from the assessment	Noted.

Ref	Respondent	Summary of Comments	Borough Council Response
		Reminder that allocations in flood zones 2 will still need to be sequentially tested at the site allocation stage	Noted.
		Reminder that sites above 1ha in size will require a flood risk assessment and surface water management plan.	Noted.
113	Bovis Homes	Housing provisions in the emerging South East Plan are minima. This needs to be made clear in the SLAA	The South East Plan has subsequently been adopted and removed specific references to the housing requirement being a minimum
		The onus should be on landowners to respond to the call for sites rather than to look at every single possibility.	Disagree. Whilst it is unreasonable to investigate every single possibility, simply relying on sites promoted by landowners is not considered to be sufficient in identifying suitable sites.
		If landowners fail to respond to enquiries about the availability of their site, then these sites should be ignored	Disagree – see above.
		Need to look carefully and critically at these sites that have not started. They may not meet the criteria in PPS3.	The owners of large sites with an unimplemented planning permission have been contacted to ascertain the likelihood of development commencing.
		What discount has been applied for non-implementation?	A discount has been applied to those sites anticipated to come forward in years 16-18. The Core Strategy will identify how appropriate contingencies will be put in place.
		Questions the deliverability of the Woodside Avenue site	This site is in the ownership of the Council and is allocated in the Local Plan Review. There are no site-specific reasons to doubt the deliverability of this site.
		Sites with resolutions to permit should not be relied upon since the S106 agreement has not been signed. There is no basis on which to assume that they are viable.	These sites are not relied upon within the first five years of the SLAA. It is however considered reasonable to presume that they will come forward, based partly on the resolution to permit.
		Sites previously identified in the Local Plan Review - especially those where	Disagree. Whilst it is acknowledged that simply

Ref	Respondent	Summary of Comments	Borough Council Response
		there has been no further progress – should not be included as they do not accord with the criteria in PPS3 or the Practice Guidance.	rolling forward existing site allocations is not justifiable, the guidance does not preclude these sites being identified in the SLAA. These sites have been subject to an assessment of their developability and deliverability.
		It is inappropriate to include sites with a relevant planning history, or those sites currently in employment use within the anticipated housing supply	Disagree. Just because these sites have a relevant planning history or are in a certain type of alternative use should not preclude their consideration for development within the SLAA.
		The provisions of the emerging SEP are minima. Your calculations should thus refer to a minimum residual housing requirement,	The South East Plan has subsequently been adopted and removed specific references to the housing requirement being a minimum.
		An allowance for small sites can only be made if they have planning permission and meet the criteria in PPS3.	Disagree, PPS3 does provide for an allowance for small sites without planning permission. The revised SLAA has an allowance for small sites without planning permission to come forward in years 10+.
		With regard to the statement that housing professionals will become more creative at overcoming obstacles on the development of small sites, this clearly demonstrates that the SLAA is looking to justify the inclusion of sites that do not meet the requisite criteria. Viability is the key issue, not whether someone can come up with a creative design.	Disagree. This statement is made in the context of the justification of an allowance for small sites within existing urban areas. Such sites are acknowledged to be a diminishing resource, but it is also recognised that creative designs could unlock some sites which may previously have been discounted.
		Completions on small sites will be much lower in 2008/9 and 2009/10. A 10% discount is simply unrealistic.	Disagree. Completions on small sites in 2008/09 have remained high (approximately 90). Taking into account the revision to the SLAA which only makes an allowance for such sites to come forward in years 10+, this discount is considered to be realistic at this time.
		Considers that the SLAA fails to critically assess what is available, suitable and achievable. Instead, it has sought to pad-out alleged supply with a considerable volume of sites, the delivery of which is highly uncertain.	Disagree. Sites have been assessed for their deliverability and developability and judgements made in good faith. However, we would welcome further correspondence on these sites, if there is evidence

Ref	Respondent	Summary of Comments	Borough Council Response
			which casts doubt on these judgements.
		The SLAA's strategy is clearly aimed at minimising the amount of greenfield land that will have to be released.	Disagree. The purpose of the SLAA is to provide part of a robust evidence base upon which future decisions about the growth of the borough can be made.

SLAA PART TWO (GREEN FIELD SITES) – CONSULTATION WITH LANDOWNERS AND AGENTS



Regeneration and Planning Policy

Our Ref:	S3/SLAA Part 2
Your Ref:	
Contact:	Laila Bassett
Direct Dial:	023 8068 8168
Direct Fax:	023 8068 8418
E-mail:	laila.bassett@eastleigh.gov.uk

17 March 2011

Dear

Strategic Land Availability Assessment Part Two

Insert site reference and name

We are writing to update you on the progress of the Strategic Land Availability Assessment (SLAA), and advise you of our initial site assessment work.

The SLAA considers the potential of land to be developed in the period up to 2031, beginning with looking at the potential of urban sites to accommodate residential uses (Part One). Work on Part One, with a base date of 2010, is now complete and published on our website.

Part Two considers the potential of sites outside of the urban edge to accommodate residential uses and sites within existing settlements to accommodate non-residential uses. We have assessed all of the sites that were submitted, in addition to sites that were identified by Council officers. We are now consulting all agents or landowners to establish their views of our assessment of their sites, with particular regard to the factual information that they contain.

As our records indicate that you are a landowner/agent for the above site, we enclose our initial assessment of the site for your attention. We would welcome any comments you might have by Monday 11 April 2011. If you are no longer the landowner/agent for this site, we would appreciate you advising us of the new owners contact details. Please send any comments you have to the address above.

Following this consultation period, we will update the assessments as appropriate, before a general consultation on Part Two of the SLAA this summer.

As you may be aware, the SLAA is a technical exercise which, when completed, will form part of the evidence base to inform the preparation of the Council's future planning policies. It does not imply that the site would gain planning permission if a planning application was submitted or that the Council wishes to see the site developed contrary to the wishes of the site owners. The SLAA will however be a useful resource to provide information about the overall potential of sites within the urban areas and to inform future decisions about which sites should be allocated for development in the future, if necessary.

The entire first part of the SLAA is also available to view and download from the Council's website at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework/slaa-land-availability.aspx>.

I look forward to hearing from you shortly. If you would like to discuss any of the above further in person, please feel free to contact me.

Yours sincerely

Laila Bassett
Planning Officer
for the Head of Regeneration and Planning Policy

Encl. Site assessment

«First_Name» «Surname»
 «Position»
 «company»
 «address1»
 «address2»
 «address3»
 «address4»
 «Town», «County»
 «Postcode»

Welcome to the second Planning Policy & Design newsletter of 2011, which updates you on events and our work here since the last newsletter in January this year.

The Team

Tim Dyer (landscape architect) has left us to move to the private sector, and Laila Bassett (planning officer) will shortly be moving to a new authority (we hope to be able to replace her). Our team administration is now being undertaken by the unit administration team. If you wish to contact any of the team members please email Local.Plan@Eastleigh.gov.uk, or see contact details at the end of this letter. There is also a Who's Who list on our web site at: <http://www.eastleigh.gov.uk/planning-building-control/planning-policy-and-design/contact-us.aspx>

Change to the planning system and development requirements

In our last newsletter we mentioned the changes to the planning system being introduced by the Localism Bill. The Bill is still making its way through Parliament, and has been subject to numerous changes. However, it is still proposed to revoke regional plans, although debate continues about how broader strategic planning is to be undertaken. The requirement to prepare a local development framework remains. The government is still committed to enabling communities to prepare neighbourhood development plans, as long as these propose growth and development and accord with the local development framework (where there is one). You can see details of the Bill on the DCLG web site at: <http://www.communities.gov.uk/localgovernment/decentralisation/localismbill/>

In the absence of regional guidance we are working out for ourselves how much development should be accommodated in the borough. We are reviewing the work done by the Partnership for Urban South Hampshire (PUSH) on the revised economic development strategy for the area, and we are also investigating how the population of the borough is likely to change over the next 20 years or so, and what our local housing needs are likely to be. We are also investigating the need for employment development, although given the current economic situation that is difficult to predict with any certainty.

Local Development Framework (LDF)

We still working to the programme set out in our Local Development Scheme, which you can see at: <http://www.eastleigh.gov.uk/planning-building-control/planning-policy-and-design/local-development-framework.aspx>

As we explained in January, we are preparing two development plan documents (DPDs):

- a **core strategy**, which will set out the overall strategy for location of development and will be illustrated with a key diagram, and
- a **sites and policies** DPD which will include the details of all the allocations and designations, and will be illustrated on the Ordnance Survey-based proposals map.

In July the Council's Cabinet and full Council will be considering the amount of development to be accommodated in the borough, and broadly where it could go. There is to be a borough-wide household opinion survey over the summer seeking views on two key options for housing development. In October/ November, we hope to be consulting on initial drafts of the core strategy and sites and policies documents, including a fuller range of options for housing and other forms of development.

Contact: Julia Norman, Local Development Framework Manager

LDF Evidence

As you know we are collecting evidence to support our work on the LDF. You can see the data we have collected so far on our web site at:

<http://www.eastleigh.gov.uk/planning-building-control/planning-policy-and-design/planning-policy-and-design/local-development-framework.aspx>. You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Current work includes the following topics:

- **Strategic Land Availability Assessment (SLAA)**

For the LDF, we must undertake an assessment of land potentially available for development in the borough. We consulted on and finalised the methodology for this study in 2008. Part One of the study looks at sites for residential development within the urban areas. It was completed last year, and is updated annually. Part Two looks at green field sites for housing and other uses such as employment, and the potential for uses other than housing within the urban area. Parts One and Two will be made available on our web-site for your comments after the July Council meetings.

Contact: Tim Guymer, Senior Policy Planner or Laila Bassett, Planning Officer

- **Employment Land Review**

Part 1 (of three) of the employment land review looked at the supply of employment land and the borough's economy. It is on our web site at:

<http://www.eastleigh.gov.uk/PDF/ppd100709elrpart1draft.pdf> Part 2 is currently in preparation and will look at future needs - this will be informed by the updated PUSH economic strategy, and Part 3 will examine how we might address any mismatch between supply and demand for employment sites and premises.

Contact: Tim Guymer, Senior Policy Planner

- **PPG17 Study and Green Infrastructure**

As required by the Government's Planning Policy Guidance note PPG17 'Planning for Open Space, Sport and Recreation' we have undertaken a study of recreational land and facilities in the borough, to establish our own local standards of provision, and to support the LDF. This study will be placed on our web site later this summer with the rest of the evidence, and you may then comment on it if you wish. We are now working on a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure'), in the context of the PUSH Green Infrastructure Strategy.

Contact: Gemma Christian, Planning Officer

- **Retail study**

Work has been completed by consultants GVA Grimley on a study of retail need in Southampton,

Eastleigh Borough and southern Test Valley. This has looked at convenience and comparison goods floorspace. It will be available shortly on our web-site at:

<http://www.eastleigh.gov.uk/planning-building-control/planning-policy-and-design/local-development-framework.aspx>

Contact: Tony Wright, Planning Policy & Design Manager or Tim Guymer, Senior Policy Planner

- **Landscape Character Assessment update**

Our borough-wide landscape character assessment has been delayed. It will not now appear on our web-site until the autumn of this year.

Contact: Julian Davies, Design Team Manager

Supplementary Planning Documents (SPD)

You can see all the adopted supplementary planning documents at:

<http://www.eastleigh.gov.uk/planning-building-control/planning-policy-and-design/planning-policy-documents.aspx>. We are working on the following new SPDs:

- **Quality Places SPD**

The Borough Council has led work by the PUSH local authorities on developing a South Hampshire Quality Places design guidance document which can be used as a template by individual authorities, and we have produced an SPD version of this for Eastleigh Borough. These documents will address general urban design principles with an emphasis on local considerations. The PUSH document is now complete. We expect to be able to circulate an illustrated draft of our SPD for this borough for consultation over the summer, following consideration of the draft at the July cabinet meeting 2011.

Contact: Mark Waller-Gutierrez, Urban Designer or Julian Davies, Design Team Manager

- **Old Bursledon Conservation Area Appraisal SPD**

Work has progressed on a review of the Old Bursledon Conservation Area and Special Policy Area in order to produce a Conservation Area Appraisal SPD to help guide development there. There have been concerns from Council members and local residents about the scale and nature of development in this area and clearer guidance should help to resolve these. Public consultation took place between 17 March and 12 May 2011 and the amended version goes to the Local Area Committee on 23 June and Cabinet on 11 July for formal adoption.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager

- **Bursledon Windmill Conservation Area Appraisal SPD**

Work has also progressed on a review of the Bursledon Windmill Conservation Area with a view to producing a short SPD to guide development proposals there. Public consultation on the draft SPD took place early in 2011 along with the Old Bursledon Conservation Area Appraisal SPD. The final version goes to the Local Area Committee and Cabinet for adoption at the same time.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager

- **Accommodation for Elderly People and Those in Need of Care SPD**

The Council is receiving a lot of applications and enquiries for various forms of accommodation for older people and others in need of care and support. We have therefore produced some guidance to establish principles of location and design, and to help distinguish between developments which are mainly residential and those that are more institutional, in order to support the relevant policies in the current local plan. We consulted on the draft SPD in January-February this year and adopted the final version on 16 May 2011. You can see it on our web-site at:

<http://www.eastleigh.gov.uk/pdf/Adopted%20Accommodation%20Old%20People%20SPD%20May%202011.pdf>

Contact: Tim Guymer, Senior Policy Planner

Other work

The Planning Policy & Design Team is also involved with several other projects including:

- **Eastleigh Town Centre Vision**

You can view the non-statutory Eastleigh Town Centre Vision document on the Eastleigh town centre web site at:

<http://www.eastleightc.co.uk/PDF/TownCentreDraftVision.pdf> The document is currently undergoing its third 'refresh' to take account of new developments and other factors. Your comments are welcome via the 'contact us' button on the home page. Investment in the town centre is being encouraged and most recently consent was given in December for a new hotel development on Station Hill. The Vision document will also inform the recently announced plan by Sainsbury's Supermarkets to redevelop their town centre store. Discussions are underway between the company and the Council although plans are at an early stage. It is intended that the new store will contribute to the ongoing regeneration of the town centre by attracting more shoppers. Community consultation will be undertaken prior to detailed plans being submitted.

Contact: Dave Francis, Urban Renaissance Coordinator or Julian Davies, Design Team Manager

- **Eastleigh Town Access Plan (ETAP)**

The ETAP has now been formally adopted following approval by the Borough Council and Hampshire County Council. A key element of this document is the action plan which is regularly updated on the Hampshire website www.hants.gov.uk/taps. This sets out the live projects identified as priorities through the ETAP community consultation process and street audits. The ETAP puts forward a set of proposals and potential projects which aim to achieve:

- A more accessible town centre
- Improved public safety
- Improved accessibility for all groups, and
- Reduced levels of congestion and pollution

The Eastleigh Town Access Plan is one of seven to be progressed across the county and will engender close working between the two authorities on accessibility issues. Resources to fund projects are generally secured through negotiation with developers as an element of the planning process.

Contact: Dave Francis, Urban Renaissance Coordinator

- **Twyford Road Improvements**

Twyford Road is the main access corridor to the town centre from the north and as part of a joint initiative with the County Council design work is in progress to improve access in the area and make environmental improvements using funding from recent developers' contributions. Public consultation has helped to identify local priorities for improvements, which include:

- A new pedestrian crossing on Twyford Road near Mill Street.
- A new pedestrian crossing on Twyford Road near the St Johns Road junction and environmental improvements to the shop forecourt area, and/or a crossing near Alexander Square.
- Improved pedestrian crossing on Shakespeare Road at the junction with Twyford Road.
- Environmental improvements at the junction of St Catherine's Road including pedestrian crossing improvements.
- Local build-outs and tree planting - to be investigated alongside residents parking scheme
- Lamp column upgrades south of the railway bridge.

Further feasibility work is now being undertaken on all these options. For information on the consultation please see: <http://www.eastleigh.gov.uk/planning-building-control/planning-policy-and-design/consultations-and-latest-news/twyford-road-consultation.aspx>

Contact: Julian Davies, Design Team Manager

Public Art:

- **Public art strategy review**

Public art has become an integral part of our public realm work at Eastleigh and a successful way of involving the community in the design of their environment. This summer sees the review of Eastleigh Borough Council's public art strategy. Throughout July and August the draft public art strategy will be available on line at www.eastleigh.gov.uk/publicart and interested parties will be able to comment on how and where we deliver our public art programme over the coming years. If you have any comments about public art in Eastleigh please drop them on an email to publicartstrategy@eastleigh.gov.uk

- **Pirelli, Eastleigh**

Members of Eastleigh Local Area Committee unanimously gave the design for a new entrance feature for Pirelli Green planning permission in January this year. The eye-catching six metre high Pirelli Arch, which has been developed as part of a year long community engagement programme, will form a gateway to the Pirelli Park 21 in Eastleigh. It is scheduled to be installed in July.

- **Rosebowl**

The Borough Council and the Rose Bowl plc have appointed Charlie Carter to design, fabricate and install public art that enhances the entrance routes to one of the leading sporting venues in Hampshire. His figurative proposal is still under wraps but is scheduled for delivery in line with the new 5-star hotel that is proposed for the site.

- **Velmore**

The Borough Council and First Wessex Housing Association are working in partnership to appoint a lead artist to create a high quality permanent public art scheme as part of the refurbishment of the church / community facility on the Velmore Estate, Chandler's Ford. Interviews are being held in July for this commission which promises to deliver community inspired artworks integrated in the building or landscape.

More details of the Council's public art programme can be found at:

www.eastleigh.gov.uk/publicart

Contact: Joanne Calcutt, Public Arts Officer

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have any part of your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

Mary Andrews, Regeneration and Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8252 or Email: mary.andrews@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email wherever possible.

**IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL
PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS?**

SLAA UPDATE APRIL 2012 – CONSULTATION LETTER



Regeneration and Planning Policy

Our Ref: S3/SLAA/
Your Ref:
Contact: Tim Guymer
Direct Dial: 023 8068 8231
Direct Fax: 023 8068 8418
E-mail: localplan@eastleigh.gov.uk

16th April 2012

Dear

Strategic Land Availability Assessment Site Reference:


We have corresponded previously about your interest in the above site in connection with the Council's work on Strategic Land Availability Assessment (SLAA). If our records are incorrect or you no longer have an interest in the site, I should be grateful if you could advise me and if possible, provide details of who we should contact instead.

As we explained in our previous correspondence, the SLAA is a technical exercise designed to establish what potential there is for new development in the borough. This information is needed as part of the evidence for the new local plan, to establish how much additional land is needed for development. Please note, however, that inclusion of the above site in the SLAA does not imply that planning permission would be granted for development on it, or that the Council would seek the development of the site contrary to the wishes of those with an interest in it.

The work undertaken to date on the SLAA is available to view and download from the Council's website at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework/slaa-land-availability.aspx> We are now seeking to update it. The attached proforma sets out officers' current knowledge of the above site, including our assumptions about when it could come forward. We would be grateful for your views on this proforma including any updated information you can provide. Please can you return this to us by **1st May 2012**.

I look forward to hearing from you shortly. If you would like to discuss any of the above further, please feel free to contact me – tim.guymer@eastleigh.gov.uk, tel. 02380 688231.

Yours sincerely

A handwritten signature in cursive script that reads "Tim Guymer".

Tim Guymer
Senior Planning Officer

EMPLOYMENT LAND REVIEW PART ONE – PP&D NEWSLETTER SEPTEMBER 2010

Eastleigh Borough Council
PLANNING POLICY & DESIGN NEWS
September 2010

«First_Name» «Surname»
«Position»
«On_behalf_of»
«company»
«address1»
«address2»
«address3»
«address4»
«Town»
«County» «Postcode»

Welcome to the second Planning Policy & Design newsletter of 2010, which updates you on events and our work here since the last newsletter in January this year.

The Team

The Planning Policy & Design Section forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw. The Unit also includes Economic Development and Asset Management teams.

Team news: Cliff Bowden has now retired, and because of spending cuts is not to be replaced. Until the end of this year, we still have with us Kitty Budden and Tracy Payne from Development Control. After December, they are likely to be replaced by two other colleagues from Development Control who also need to gain experience in planning policy work. Matthew James of PUSH is still working with us. If you wish to contact any of the team members please call or email Janice Bayliss (see contact details below).

Change of Government

The formation of the Coalition Government in May this year has had a profound impact on our work, and that of local planning authorities across England. The new Government's decision to revoke all regional spatial strategies (in our case the South East Plan), and the removal of the development targets they contained has brought about a period of considerable uncertainty about how planning work is to be organised. More changes are likely to be proposed in the Localism Bill to be brought before Parliament this autumn. In addition, cuts in local government spending are likely to impact on the resources to undertake planning work. We are fortunate in this area to have the Partnership for Urban South Hampshire (PUSH) of which Eastleigh Borough Council is a member. This is providing a measure of stability and strategic direction and will help us to establish how much development needs to be accommodated in the borough – PUSH's current review of its economic strategy will be of critical importance in this. However, we also need to undertake our own studies and work with local communities (see below).

Contact: Tony Wright, Planning Policy & Design Manager

Local Development Scheme

The local development scheme (LDS) sets out the programme for our work on the planning policy documents that comprise the local development framework. The previous version of the Council's LDS was adopted in November 2009. It was based on the targets for the borough and for south Hampshire set out in the South East Plan, which as noted above, no longer exists. We are therefore revising it completely to reflect our new situation and we hope to take it to our Cabinet for approval in November this year.

Contact: Julia Norman, Local Development Framework Manager

Local Development Framework (LDF)

For the main policy elements of our LDF which will replace the local plan we are now looking at the possibility of preparing two documents – a core strategy and a sites & policies document (rather than one core strategy as previously proposed). So far as possible we will prepare these in parallel. The core strategy would cover the major issues that affect the borough and include any major site allocations. The sites and policies document would cover the details of smaller site allocations and include policies to manage development. In producing these we want to follow the Government's localism agenda, and talk as much as possible to local communities. Early next year we shall be embarking on a series of debates with parish councils and local groups in order to establish their views and priorities, before consulting more widely (probably in the summer) on the issues they and other stakeholders have raised.

Contact: Julia Norman, Local Development Framework Manager

Former North and North East Hedge End Strategic Development Area

The proposal for this strategic development area was in the former South East Plan. The Borough Council has always expressed concern about the proposal and sought feasibility studies to demonstrate whether it was a practical proposition. These have now been completed and you can see them on the PUSH web-site at www.push.gov.uk. On the basis of these and studies of the M27, the Borough Council has concluded that the feasibility of the scheme is in doubt and on 22 July 2010 formally resolved that the SDA will not be taken forward in the Council's planning work.

Contact: Matthew James, SDA Project Feasibility Manager

LDF Evidence:

To support our work on the LDF we are researching and bringing together relevant evidence. You can see the data we have collected so far on our web site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-and-design/local-development-framework.aspx>. You are welcome to comment on it if you wish (please use our contact address below). Current work includes the following topics:

- **Strategic Land Availability Assessment (SLAA)**

As part of work on the LDF, we must undertake an assessment of land potentially available for development in the borough. We consulted on and finalised the methodology for this study in 2008. Part One of the study looks at sites for residential development within the urban areas. It was completed last year, and is now being updated. Part Two is looking at green field sites for housing and other uses such as employment, and the potential for uses other than housing within the urban area. Consultation on both parts of the SLAA involves contacting the landowners of the identified sites, those who have submitted sites for consideration and interested parties who were identified during the preparation of the methodology. Part One of the SLAA is on our web site, and Part Two is likely to be published alongside an issues and options consultation next summer after final checks with landowners.

Contact: Tim Guymer, Senior Policy Planner or Laila Bassett, Planning Officer

- **Employment Land Review**

We have just placed on our web-site the first part (of three) of our employment land review, which looks at the supply of employment land in the borough and the borough's economy. Part 2 is currently in preparation and will look at future needs - this will be informed by the PUSH review of the economic strategy for south Hampshire and is likely to involve discussion with local employers about their future needs. Part 3 will examine how we might address any mismatch between supply and demand for employment sites and premises.

Contact: Tim Guymer, Senior Policy Planner

· **PPG17 Study**

The Government's Planning Policy Guidance note PPG17 'Planning for Open Space, Sport and Recreation' requires that we undertake a study of recreational land and facilities in the borough, in order to establish our own local standards of provision, and to support the LDF. Our study is progressing, and surveys have been undertaken of the quality of open spaces and recreation facilities, and on certain recreational activities such as horse-riding. This work is linked to the PUSH Green Infrastructure Strategy. It is not yet on the web site but is due to be completed around Christmas this year.

Contact: Gemma Christian, Planning Officer

· **Landscape Character Assessment update**

Work is progressing on an update to our landscape character assessment. This will help in the search for land for new development and open space, and in encouraging improvement of degraded landscapes.

Contact: Tim Dyer, Landscape Architect or Kitty Budden, Planning Officer

Annual Monitoring Report (AMR)

We are required to make an annual report to the Secretary of State for Communities and Local Government on progress with the documents set out in the local development scheme, house-building and other development, and the implementation of existing planning policies. Eastleigh Borough Council's sixth AMR is currently being prepared, covering the period 1 April 2009 to 31 March 2010. It will be taken to Cabinet for approval in December this year.

Contact: Laila Bassett, Planning Officer

Eastleigh Town Centre

Agreement has been reached regarding the future direction for Eastleigh town centre following a presentation of the 'Town Centre Vision' document to a wide range of interested parties including the Town Centre Partnership. This can be viewed at www.eastleightc.co.uk, and sets out the 5 objectives of:

- **Growth and regeneration**
- **Developing family arts, entertainment, culture and heritage**
- **Welcoming public spaces**
- **Relocation of the civic offices into the town, and**
- **Encouraging more residential accommodation in the town centre.**

The document explains the major projects already delivered and the future progression of the town centre. This is based on its strengths of excellent road communications and public transport, a compact and walkable layout, and proximity to a large number of customers.

Contact: Julian Davies, Design Team Manager or Dave Francis, Urban Renaissance Coordinator

Eastleigh River Side

A new study has been commissioned to look at road access, and work is in progress with

major landowners including Network Rail to establish regeneration potential of various parts of the site.

Contact: Julia Norman, Local Development Framework Manager

Public Art:

- **Gallery This Way, Eastleigh**

Spring 2010 saw the delivery of an exciting pilot project to exhibit artists' work in the vacant shop units of Eastleigh. The Borough Council worked in partnership with the Swan Centre to host work by 7 artists and 6 poets over a 4 month period. Feedback was very positive and Gallery This Way is being continued at the Point gallery until further funding is available to continue the project through the town centre.

- **Dowd's Farm Park, Hedge End**

May 2010 saw the completion of Adrian Moakes' sculpture trail at Dowd's Farm Park. The 5 unique pieces: Axehead, Barleycorn, Vessel, Carp Shoal and Hedgerow & Houses were inspired by the history of the site. Adrian worked with the pupils at Wellstead Primary School to create ideas for the artworks and installed them with help from staff from the electronics store Best Buy. In addition, conceptual poet Ira Lightman has been working with the young people at 'The Box' in Hedge End to explore ideas for a youth shelter on Dowd's Farm Park. It is hoped that involving the young people in the development process of the structure will increase ownership over the finished piece. Hand Spring Designs have also been working with Dowd's Farm community members and Scot Fletcher ran a series of wood carving workshops to create sculptures that will complement the habitat jetty commissioned for Dowd's Farm Park. Both the jetty and the youth shelter are scheduled for delivery in the Autumn.

- **Pirelli, Eastleigh**

Hundreds of people turned out for the 'Art in the Park' event in August to create a willow arch with 'Cod Steaks', a talented team of designers, renowned for the creation of all the sets and models for the Oscar and BAFTA Award winning Aardman Animations films. The ideas from this session are being used to inspire a permanent metal piece for Pirelli green that will be delivered later this year.

More details of all these projects and more can be found at www.eastleigh.gov.uk/publicart

Contact: Joanne Calcutt, Public Arts Officer

Supplementary Planning Documents (SPD):

You can see all the adopted supplementary planning documents at

<http://www.eastleigh.gov.uk/ebc-4013>

We are working on the following new SPDs:

- **Quality Places SPD**

The Borough Council is leading work on developing a South Hampshire Quality Places SPD and also on a version of this for Eastleigh Borough. These documents will address general urban design principles with an emphasis on local considerations. Informal consultations began early in 2010 - the date for formal consultation is still to be confirmed.

Contact: Mark Waller-Gutierrez, Urban Designer or Kitty Budden, Planning Officer.

- **Bishopstoke Conservation Area Appraisal SPD**

Work has progressed on a draft Bishopstoke Conservation Area Appraisal, which was published for public consultation on 26 November 2009, with a closing date for responses of

7 January 2010. Consultation is also taking place on proposals to restrict permitted development rights in some parts of the conservation area (Article 4 Directions). We hope to adopt the SPD in December 2010/ January 2011 subject to the outcome of the consultations.

Contact: Kitty Budden, Planning Officer

· **Old Bursledon Conservation Area Appraisal SPD**

Work has started on a review of the Old Bursledon Conservation Area and Special Policy Area in order to produce a Conservation Area Appraisal SPD to help guide development there. There have been concerns about the scale and nature of development in this area and clearer guidance should help to resolve these. Public consultation is to take place November 2010 - January 2011 and there may then be a need for further consultation on boundary changes and Article 4 Directions, following which the SPD will be adopted.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Kitty Budden, Planning Officer

· **Bursledon Windmill Conservation Area Appraisal SPD**

Work has also started on a review of the Bursledon Windmill Conservation Area with a view to producing a short SPD to guide development proposals there. Public consultation is to take place November 2010 - January 2011 and there may then be a need for further consultation on boundary changes and Article 4 Directions, following which the SPD will be adopted.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Kitty Budden, Planning Officer

· **Accommodation for Elderly and Disabled People SPD**

The Council is receiving a lot of applications for various forms of accommodation for older people and others in need of care and support. Guidance is needed to establish principles of location and design, and to help distinguish between those which are mainly residential and those that are more institutional. We hope to consult on the draft guidance from December 2010 through to January 2011, and to adopt it in March 2011.

Contact: Tim Guymmer, Senior Policy Planner or Tracy Payne, Planning Officer

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have any part of your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

**Janice Bayliss, Planning Policy & Design, Eastleigh Borough Council, Civic Offices,
Leigh Road, Eastleigh SO50 9YN**

Tel: 023 8068 8252 or Email: janice.bayliss@eastleigh.gov.uk

EMPLOYMENT LAND REVIEW CONSULTEES

Name	Job Title	Company
Mr Andrew Chapman		Eastleigh College
Mr Andrew Archibald	Director	Keygrove Chartered Surveyors
Ms Alison Wood	Policy Planner	Southern Planning Practice
Amber Kelly	Area Manager	Business Link
Andrew Hodgkinson	Associate Director	Goadsby
Mr Andrew Theobald	Partner, Hotels &	Knight Frank LLP
Mr John Loveday	Leisure	Brendons Associate Commercial
		Brendons Associates - Commercial
Jon Loveday	Director	Real Estate
Bruce Knight	MD	Knight rail
Chris Allington	Managing Director	Oxford Innovations
Mr Mike Kendall		Blake Laphorn
	Business	
	Development	
Ms Christine Colesworthy	Manager	Eastleigh College
	Economic Projects	
Chris Shephard	Manager	Hampshire County Council
Chris Corcoran		Southern Planning Practice
Chris Ridge	Director	London Clancy
	Clerk to Valley Park	
Andrew Parr	PC	Valley Park Parish Council
Mr Clive Watkins	Managing Director	Lambert Brothers Haulage Ltd
Mr Craig Powell	Associate Director	Chesterton Humberts
	Development	
Mr David Dore-Boize	Surveyor	SEGRO
	Technical Services	
	and Property	
Mr David Humphreys	Manager	Prysmian
	Business Rates	
Mr David Hackett	Director	G L Hearn
Mr David Bowen	Director	Lexius Limited
Mr David Heda		London Clancy
Mr Derek Holloway		Holloway Iliffe & Mitchell
	Economic	
David Gleave	Development Officer	Test Valley Borough Council
Mr Duane Walker	Partner	Primmer Olds Chartered Surveyors
		Urquhart Development & Management
Erenstu Urquhart		Services Ltd
	Associate Planning &	
Mr Gareth Williams	Regeneration	Cluttons LLP

Name	Job Title	Company
Mr Gavin MacLean	Transportation Team Director	Mott McDonald
Mr Gavin Hall		Savills
Ms Elizabeth Burt		Savills
Mr Graham Holland	Director / Head of Office	Lambert Smith Hampton
Graham Martin		G W Martin & Co Ltd
Graham Smith	Planning Policy Manager	Test Valley Borough Council
Hannah Blunstone		White Young Green
Helen Pearce		Southampton City Council
Ian Alcock		Qioptiq Photonics Ltd
Mr Ian Judd		Ian Judd & Partners
Mr Ian Power		Cyan power Commercial property Agents
Sally Lynskey	Chief Executive Officer	Business Solent
Allan Ward-Jones		J P Power Solutions Ltd
Bob Thornton		Key Production Equipment Ltd
Doug Morrison	Solent LEP Chair	Solent LEP
Peter Redding		Tucasi Ltd
Mr James Prowse	Associate	Gifford UK on behalf of Business Solent
Mr James Clay		London Clancy
Jason Webb	Director	Jones Lang LaSalle
John Adams		Drivers Jonas Deloitte
Jeff Walters	Economic Development Manager	Southampton City Council
Jeremy Herring	Development Manager	SEEDA
Jim Tarzey		Pegasus Planning
Mr John Duxbury	Director of Retail Asset Management	Prupim
John Chasey		Finblade Ltd
Jonathan Williams	CEO	Marine South East
Kevin Barrett		Coopervision
Ms Kristine Salomon- Olsen	Head of Representation	Hampshire Chamber of Commerce
Mr Richard Acton		Edward Symmons LLP
Mr Chris Wright		Edward Symmons LLP
Ms Lisa Tippen		Edward Symmons LLP
Linda Jewell	Head of Planning Policy & Development	Fareham Borough Council
Mike Adams		Adams Hendry
Malcolm Varnham		SPI Lasers
Mr Malcolm Wilcox	Joint Managing Director	Cordwell Property Group
Mr David Robberts	Manager	New Forst Industrial Association Ltd
Mr Mark Budden	Senior Director	CB Richard Ellis

Name	Job Title	Company
Mr Martin Duggan	Senior Consultant Executive Board	Capita Symonds
Martin Tice	Member Development	Vail Williams
Neil Eames	Manager	Federation of small businesses
Mr Nick Delaney		Legal & General
Mr Nick Farthing		Sustrans - Hampshire-IOW-Surrey- West Sussex
Mr Nick Jones		Davis Langdon on behalf of Business Solent
Mr Nick Westbrook	Group Properties & Services Director	The Go-Ahead Group plc
Mr Nigel Pugsley		BNP Paribas Real Estate
Mr Nick Kay		St Modwen
Mr Patrick Warwick-Smith	Director	Warwick Martel
Paul Kinvig	Chief Executive Director Valuation Services	Hampshire Economic Partnership
Mr Paul Russell		Goadsby
Mr Peter Cliffre-Roberts		Cliffe-Roberts Chartered Surveyors
Mr Peter Hall		Hall & Kirkwood
Mr Philip Holmes		BNP Paribas Real Estate
Jon Maskell		Environment Agency
Mr Peter Murphy	Chairman	C & G Properties Plc
Mr Terry McGowan	Managing Director Development	Draper Tools Ltd
Mr Jonathan Kiddle	Surveyor	Bouygues UK Ltd
Jeff Channing		PUSH
Mr Russell Mogrige	Director	Hughes Ellard
Mr Robert Fairbairn	Divisional Director	Goadsby
Mr Ryan Bragg		Capita Symonds
Sandra Giles	Business Centre Manager	Wessex House
Mr Simon Neilson	Senior Director	BNP Paribas Real Estate
Mr Simon Ward		Propernomics
Mr Simon Mussell		Lambert Smith Hampton
Steve Opacic		Winchester City Council
Steve Griffiths		Synergy Engineering
Mr Steven Mitchell		Colliers CRE
Mr Steve Mitchell		Colliers CRE
Mr Steve Thurston	Head of Planning & Development Director of Economy, Transport and Environment	Southampton Airport
Stuart Jarvis		Hampshire County Council
Susan Solbra		Southern Water
Mr Steve Williams		Lambert Smith Hampton
Tony Mundy	Economic Development Manager	Fareham Borough Council

Name	Job Title	Company
Tom Jenkins		Dynamics
Wayne Palmer		Thinking Space Systems Ltd
Zabeda Ali-Fogarty		ESP IT Consultancy Ltd
Mr Ed Bastian		Berrywood Farm
Mr Dick Bastian		Berrywood Farm
Mr Bob Tutton	Architect	Berrywood Farm
Mr Stuart Kirk		G L Hearn
LSH - NLP Contact		Lambert Smith Hampton
Matthew Leonard-Williams		MDL Marina's
Mr Ciaran Gunne-Jones	Associate Director	Nathaniel Lichfield & Partners
Jimmy Chestnutt	Chief Executive	Southampton and Fareham Chamber of Commerce
Mr Mark Dunford		Stoke Park Farm
Ian Underdown		

EMPLOYMENT LAND REVIEW – CONSULTATION LETTER/ EMAIL



Regeneration and Planning Policy

Our Ref: S3/LDF5/ELR
 Your Ref:
 Contact: Tim Guymer
 Direct Dial: 023 8068 8231
 Direct Fax: 023 8068 8418
 E-mail: tim.guymer@eastleigh.gov.uk

26 January 2012

Dear

RE: CONSULTATION ON EASTLEIGH BOROUGH'S EMPLOYMENT LAND REVIEW

As you may be aware, Eastleigh Borough Council has been working with Nathaniel Lichfield & Partners to prepare an Employment Land Review for Eastleigh Borough which will inform the future development of the Draft Eastleigh Borough Local Plan 2011-2029. This work has been published for consultation and we would welcome your views and comments by **Monday 5 March 2012**.

The Eastleigh Borough Employment Land Review comprises two documents:

1. Economic & Employment Land Baseline Report
 This report has been prepared by Eastleigh Borough Council and seeks to understand the current supply of employment land within the borough and provides an overview of the key characteristics and recent trends within the local economy
2. Eastleigh Employment Land Requirements Study
 This report has been prepared by Nathaniel Lichfield & Partners and considers the future employment land requirements for Eastleigh Borough with regard to the overall amount and type of floorspace that could be required along with policy approaches to delivering new floorspace in order to meet the needs of the local economy.

The Borough Council would welcome your comments on the Employment Land Review, and in particular the recommendations of the NLP Study, by **Monday 5 March 2012**. The Council will consider how to address the findings of the Employment Land Review in the next stage of the Local Plan later this year.

Comments can be made by email, or in writing to Planning Policy & Design Team, Regeneration & Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN. Email: localplan@eastleigh.gov.uk. If you have any queries about the Employment Land Review please contact the Planning Policy & Design Team on 02380 688231 or at the above address.

Kind regards

Tim Guymer
 Senior Policy Planner
for the Head of Regeneration and Planning Policy

EMPLOYMENT LAND REVIEW CONSULTATION – PP&D NEWSLETTER DECEMBER 2011

«First_Name» «Surname»
«Position»
«company»
«address1»
«address2»
«address3»
«address4»
«Town», «County»
«Postcode»

Welcome to the fourth Planning Policy & Design newsletter of 2011, which updates you on events and our work here since the last newsletter in October this year.

The Team

If you wish to contact any of the team members please see the contact details in this letter or email Local.Plan@Eastleigh.gov.uk. There is also a Who's Who list on our web site at: www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/contact-us.aspx

Draft Eastleigh Borough Local Plan 2011 - 2029

As you know, we published the draft Eastleigh Borough Local Plan 2011-2029 for public consultation on 28 October 2011. We have publicised this through this newsletter, by press release, and through posters, leaflets and exhibitions. The exhibitions have now finished, and attracted some 1300 visitors.

There is still time for you to comment on the draft plan – the closing date is **3 January 2012**. Your response may help to inform the Council's thinking on how to develop the plan over the next few months, prior to a consultation on a revised plan. There is a consultation form for responses – you should fill in a new form for each policy or paragraph you want to comment on. The form is available electronically on our web site (as an on-line form and to download) and in paper form.

The draft plan sets out the Council's preferred strategy for new development and development management, illustrated on a key diagram. It explains how the Council has considered the borough's development needs and what options have been looked at for new development. It also includes proposed detailed site allocations and designations, and development management policies, illustrated on a new proposals map. You can see the draft plan on our web-site at: www.eastleigh.gov.uk/localplan, or at the Civic Offices, parish and town council offices and local libraries. All responses received will be made public, and you can see summaries of them on our web site. The full versions are available to view at the Civic Offices.

Local Development Scheme

As we explained in our October newsletter, the Council's decision to prepare a single local plan rather than separate core strategy and sites & policies development plan documents follows changes being introduced by the government through the draft National Planning Policy Framework. This decision is reflected in a revised Local Development Scheme approved by the Council in October 2011. You can see it at:

<http://www.eastleigh.gov.uk/Docs/LDS%20brought%20into%20effect%2010Oct11.doc>

Contact: *Julia Norman, Local Development Framework Manager*

The Planning Policy & Design Team forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw

PLANNING POLICY & DESIGN NEWS December 2011



LDF Evidence

As you know we have collected evidence to support our work on the LDF. You can see the data we have collected so far on our web site at: <http://www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx>. You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Current work includes the following topics:

- **Strategic Land Availability Assessment (SLAA)**

For the new plan, we have undertaken an assessment of land potentially available for development in the borough. Part One of the study looks at sites for residential development within the urban areas. It was completed last year, and is updated annually. Part Two looks at green field sites for housing and for other uses such as employment and at the potential for uses other than housing within the urban area. The SLAA is available on our web-site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework/slaa-land-availability.aspx> You are welcome to comment.

Contact: *Tim Guymer, Senior Policy Planner*

- **Employment Land Review**

The Employment Land Review is now being taken forward in two parts. The first part is an Economic & Employment Land Baseline Report which will look at the supply of employment land and the borough's economy. A previous draft was published last year as Part One of the Employment Land Review - this is currently being revised as part of the Baseline Report. Consultants Nathaniel Lichfield & Partners are preparing the second part of the Employment Land Review, an Employment Land Requirements Study, which will consider the future employment land needs of the borough. The full Employment Land Review will be published on our web site shortly.

Contact: *Tim Guymer, Senior Policy Planner*

- **PPG17 Study and Green Infrastructure**

We have undertaken a study of recreational land and facilities in the borough in accordance with the government's Planning Policy Guidance note PPG17 'Planning for Open Space, Sport and Recreation' to establish our own local standards of provision. Following consultation over the summer of 2011, the final version of the study has now been placed on our web site. We are also working on a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure') in the context of the PUSH Green Infrastructure Strategy.

Contact: *Gemma Christian, Planning Officer*

- **Retail study**

Work has been completed by consultants GVA Grimley on a study of retail need in Southampton, Eastleigh Borough and southern Test Valley. This has looked at convenience and comparison goods floorspace. It is available on our web-site at:

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

Contact: *Tony Wright, Planning Policy & Design Manager or Tim Guymer, Senior Policy Planner*

- **Heritage**

A background paper has been prepared reviewing the borough's heritage assets including conservation areas, listed buildings, locally listed buildings, ancient monuments, archaeological sites, historic landscapes and the borough's transport and marine heritage. You can see it at:

<http://www.eastleigh.gov.uk/PDF/QP2heritagedraftapril2011.pdf>

Contact: *Julian Davies, Design Team Manager or Gemma Christian, Planning Officer*

- **Landscape Character Assessment update**

The outcome of the consultation on the draft Landscape Character Assessment was considered by Cabinet on 1 December 2011. A number of amendments were agreed, and the Cabinet resolved that the revised document should be placed on the Borough Council's website as a background document supporting the local plan. You will be able to see it shortly at:

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

Contact: *Julian Davies, Design Team Manager*

Supplementary Planning Documents (SPD)

You can see all the adopted supplementary planning documents at: <http://www.eastleigh.gov.uk/planning--building-control/published-documents.aspx#SPD>. Work has progressed on the following documents:

• **Quality Places SPD**

The Quality Places SPD was adopted by the Council's Cabinet on 3 November 2011. It addresses general urban design principles with an emphasis on local considerations. You can see it at:

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

Contact: Mark Waller-Gutierrez, Urban Designer or Julian Davies, Design Team Manager

• **Old Bursledon Conservation Area Appraisal SPD**

Public consultation took place on a draft of this SPD between March and April 2011, and again between July and October 2011. As the new draft local plan includes possible revised policies for this conservation area, adoption of this SPD has now been deferred until the consultation on the local plan has been completed and there is more certainty about the policies to be pursued in this area.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager

• **Bursledon Windmill Conservation Area Appraisal SPD**

The Bursledon Windmill Conservation Area SPD was adopted by Cabinet on 1 December 2011. You can see it at: <http://www.eastleigh.gov.uk/planning--building-control/conservation-and-heritage/conservation-areas.aspx#Windmill>

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager

Other work

The Planning Policy & Design Team is also involved with several other projects including:

• **Eastleigh Town Centre Vision**

The non-statutory Eastleigh Town Centre Vision document has undergone its third 'refresh' to take account of new developments and other factors, and will be reviewed again in 2012 to take account of changes in national legislation. Members of the local community and town centre stakeholders are welcome give their views via the Eastleigh town centre web site at: http://www.eastleightc.co.uk/town_centre_vision.aspx.

The Christmas lights switch on event on the 19th November saw the Swan Centre record its highest ever footfall with many local businesses contributing positively to this very successful promotion for the town centre as it enters the important festive trading period.

Whist footfall counting remains an important measure of town centre vitality it has been necessary to reduce costs through moving a manual counting method with the first survey being undertaken in early December. It is intended that the summary will be placed on the town centre website.

The success of the Swan Centre Leisure Scheme continues with the recent opening of a new 'Harvester' restaurant. An additional restaurant located fronting the linked Mall (beneath Nando's) is currently in the process of fitting out.

As noted in the last newsletter a number of significant regeneration projects within the town centre are making good progress on site. The mixed use scheme comprising the Travelodge hotel with retail units beneath (on Station Hill) is making rapid progress with an Easter opening targeted. The 'Centris' site on Leigh Road (being developed for extra care accommodation by McCarthy and Stone, a neighbourhood store and family housing) is also progressing well.

The programme of works at Eastleigh Railway Station was set out in last months newsletter and this is to be supplemented by significant additional cycle parking provision to be located in the southern car park and on platform 1.

Contact: Dave Francis, Urban Renaissance Coordinator or Julian Davies, Design Team Manager

Public Art:

- **Public art strategy review**

The review of the public art strategy has been completed and it was approved by the Council's Cabinet on 3 November 2011. The refreshed document aims to both inspire and give a stronger steer to those involved in the commissioning of public art. It details proposed landmark artworks, local level environmental improvement projects and community development projects for the borough. You can see it at:

www.eastleigh.gov.uk/publicartstrategy

- **Velmore Church and Community Centre**

The Borough Council and First Wessex Housing Association have appointed CAMM Design to create the public art for Velmore Church and Community Centre. Their beautiful proposal depicting a flock of stainless steel doves will be gliding into place in April 2012.

More details of the Council's public art programme can be found at: www.eastleigh.gov.uk/publicart

Contact: *Joanne Calcutt, Public Arts Officer*

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have any part of your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

Mary Andrews, Regeneration and Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8252 or Email:

mary.andrews@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email wherever possible.

**IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL
PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS?**

Keep up to date about news and events in the borough.

Did you know that Eastleigh Borough Council also produces a regular e-newsletter, keeping residents and businesses in the borough informed about our services, our work and our activities? Keep up to date by subscribing to E-News. To receive it email

communications@eastleigh.gov.uk

PPG17 STUDY CONSULTEES

First Name	Surname	company	Position
Laura	Lax	Environment Agency	
Nick	Radford	Natural England	
Pauline	Holmes	Hampshire Wildlife Trust	
J B	Hargreaves	Woods Hardwick Planning Ltd	
Ian	Taylor	Profitline Consultancy Ltd	
Beverley	Green	Litman & Robson	
Ros	Mann	Strutt & Partner	
M J	O'Neill	Drivers Jonas	Associate Planner, Planning & Dev.
Mike	Adams	Adams Hendry	
Peter	Atfield	Goadsby & Harding	
Peter	Uzzell	The John Phillips Planning Consultancy	
Christine	McNulty	Humberts Planning	
Mike	Ince	Boreham Consulting Engineers Limited	Senior Technician
Roger	Tustain	Broadway Malyan Planning	
Derek	White	RMC UK Ltd	states & Development Department
		First Provincial	
Carol	Horlock	Adams Holmes Associates	
Graham	Bell	The Bell Cornwall Partnership	
Paul	White	Miller Hughes Associates Ltd	
David	Slade	Retail Property Consultants	
Nicola	Vines	Alder King Property Consultants	
Paul	Bedford	Persimmon Homes (South Coast)	Senior Land & Planning Manager
Jacqueline	Adams	Terence O'Rourke plc	Associate Director
Mags	Wylie	Winchester Housing Group	Development Manager
Paul	McCann	Banner Homes Group plc	Group Planning Director
Jonathan	Tizzard	Ellis and Partners Ltd	
Sarah	Beale	Terenc Orourke	Information Resource Manager
		British Gas (Southern)	
		Baker Associates	
		Broadway Malyan Planning	
Duncan	Bennett	CgMs Consulting	
		Development Planning Partnership	
		Dreweatt Neate	
Rebecca	Maxwell	Drivers Jonas	

First Name	Surname	company	Position
David	Staniland	George Wimpey Southern Limited	
Scott	Chamberlin	Gleeson Homes Limited	Strategic Planning Direct
		James Barr Consultants	
James	Owens	King Sturge	
		Levvel	
		Nigel Hecks	
		Peter Brett Associates	
Alex	Child	Planning Bureau Ltd	
		Prides	
		Shire Consulting	
Chris	Corcoran	Southern Planning Practice	
Tracy-Ann	Scanlan	Tetlow King Planning	
		Tony Thorpe Associates	
Steven	Brown	Woolf Bond Planning LLP	
		Michael Weakley Associates	
S	Jenkins	Hampshire Voluntary Housing Society	Business Development Director
Surinder	Heer	Eastleigh Housing Association	
Simon	Woodcock	Eastleigh Housing Association	Tenant Participation Manager
Richard	Kenchington	Eastleigh Group of the Ramblers' Association	Footpath Secretary
Chris	Kneale	Southern Water	Corporate Planning Manager
Matt	Richardson	Gleeson Land	
Sylvia	Leonard	Bellway Homes (Wessex)	Planning Manager
Philip	Rowell	Adams Hendry Consulting Ltd (on behalf of Associat	Associate
Sean	Wildman	Fusion Online Ltd	Operations Director
		Chris Thomas Ltd	
Ruth	Hopkins	Gleeson Land	
		Forestry Commission	The Conservator
Adrian	Barker	Terence O'Rourke	Associate Director
		Swaythling Housing Society	
Sara	Sawyer	First Wessex Housing Group	
		Davison Country Park Homes	
Colin	Smith	Mott Macdonald	
Peter	Wilson	Adams Hendry	Principal Planner
Robin	Rigg	King Sturge LLP	Senior Planner
Rebecca	Caines	RPS	
Alexander J	Bateman	The Planning Bureau Limited	Planner
Nicola	O'Rourke	Radian Group Limited	Head of Development

First Name	Surname	company	Position
			(South)
Sam	Stone	Miller Homes Limited - Southern Region	Land Manager
Daniel	Wiseman	Turley Associates	Planner
Sarah	Hamilton-Foyn	Pegasus Planning Group	
		Southern Electric	
Graham	Ashworth	New Forest District Council	Head of Planning Policy
Chris	Benham	Strutt & Parker	Assistant Planner
Tom	Swadling	Raglan Housing Association Ltd	Area Housing Manager
Philippa	Howell	Hanover Housing Association	Area Manager
Jenny	Spoor	Hyde Housing Association	Housing
Stephen	Dunhill	Kingstone Housing Association Ltd	Senior Development Manager
		Atkins Planning	
		Bond Pearce LLP	
		Conservation Architecture Planning	
		Jeffrey H Knott Planning Consultancy	
		Jerry Davies Planning Consultancy	
		Scott Wilson Ltd	
		McCarthy & Stone Ltd	
		Kenn Scaddan Associates	
		PMG Building Design & Consultancy Ltd	
		Trevean Consultants	
Lauren	Edser	Parsons Brinckerhoff	Transportation Planner
Dan	McKeagney	A2 Housing Group	
Amber	Skyring	Atlantic Housing	
Martin	Hawthorne	White Young Green Planning	
Pieter	Lette	Now Design & Planning	
Jane	Bray		
Jim	Tarzey	Pegasus Planning Group	Partner
Alex	King	Southern Planning Practice Ltd	Assistant Planner
Phil	Hull	RPS	Planning Director
		Linden Homes	
		Thames Housing Association Ltd	
Rupert	Joseland	St Modwen Properties plc	Regional Director
		Town Quay Development	Associated British Ports
Lee	Smith	Fareham Borough Council	Head of Development Control
		Test Valley Borough Council	Development Manager (North)
Anna	Duigan	Test Valley Borough Council	Development Manager (South)

First Name	Surname	company	Position
Paul	Ciniglio	Drum Housing Association	Sustainability Manager
James	Dunne	Barratts/BDW Limited	
Marie	Riordan	Saxon Weald Homes Ltd	Development Project Manager
Sarah	Tose	Test Valley Borough Council	Senior Planning Officer
Karl	Cradick	Savills on behalf of Wilky Property Holdings PLC	Director
Roger	Daniels	Pegasus Planning Group	Associate
Patricia	Harries		
S	Thorpe	Gleeson Strategic Land	Strategic Planner
Jim	Vaughan	Eastleigh Youth Trust	Chairman
Faye	Wilders	RPS Planning and Development	Planning Assistant
		DPP	
Guy	Burnett	Thames Valley Housing Association	Regional Development Director
Robert	Gazzard	Forestry Commission	
Mike	Smith	Network Rail	Town Planning Technician SE
J	Taylor		
Natalie	Nolan		
	Owens		
Chris	Heney	Persimmon Homes (South East)	
R	Bunting	Fleming Park Bowling Club	Secretary
Vera	Blunt	2000 Centre Users Group Hedge End	
		Hedge End Bowling Club	General Secretary
		Hampshire Tennis & Health Club (Esporta)	
		Team Southampton (Volleyball)	Chairman Crestwod College

CONSULTATION LETTER – PPG17 STUDY



«First_Name» «Surname»
«Position»
«company»
«address1»
«address2»
«address3»
«address4»
«Town»
«County»
«Postcode»

19 July 2011

Dear «dear»

Regeneration and Planning Policy

Our Ref: S2/PPG17
Your Ref:
Contact: Gemma Christian
Direct Dial: 023 8068 8243
Direct Fax: gemma.christian@eastleigh.gov.uk
E-mail: 023 8068 8148

CONSULTATION: PPG17 STUDY: PLANNING FOR OPEN SPACE, SPORT AND RECREATION STUDY

As required by Government guidance in Planning Policy Guidance note 17 (PPG17) 'Planning for open space, sport and recreation' the Council has reviewed the current provision of open space and recreation facilities in the borough. The borough has a wide variety of such facilities ranging from large country parks to small patches of grass within housing estates. They also include indoor recreation facilities. For this study these have been grouped into a number of types, and on the basis of community views of existing provision the Council is proposing new quantity, quality and accessibility standards for each type.

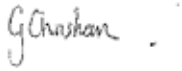
The PPG17 Study will inform the emerging Core Strategy and Sites and Policies DPD and provide a basis for policies and land allocations for these purposes. This will help to protect and enhance the open space and recreation facilities throughout the borough and ensure that they meet community needs and expectations.

The consultation period will run from **Thursday 21 July 2011 to Thursday 1 September 2011**. Comments received will be considered carefully, and changes will be made to the document as necessary.

The consultation document can be downloaded from our website at <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/consultations-and-latest-news.aspx>

A paper copy of the document can also be provided on request.

Yours «yours»

A handwritten signature in cursive script, appearing to read "G. Christian".

GEMMA CHRISTIAN
Planning Policy Officer
for the Head of Regeneration and Planning Policy

CONSULTATION RESPONSE – PPG17 STUDY

Name	Company	Comment received	Borough Council response
Laura Lax	Environment Agency	No Comments.	No amendments necessary.
Karen Eastley	Test Valley Borough Council	In general no comment but would request that in relation to paragraph 6.4 it be made clearer that residents of Eastleigh Borough may be able to make use of the proposed Forest Park when it comes forward.	Agreed. Paragraph 6.4 amended as suggested.
Cllr Pamela Holden-Brown	Eastleigh Borough Council Councillor	The Health/Sport/Leisure element of this document comes under the new Scrutiny Panel Policy and Performance and I wondered whether we need to look at this sometime in relation to putting more help into the deprived areas to help improve facilities.	Comments noted. No amendments necessary as comments relate to procedural matters.
Diane Andrews	Eastleigh Southern Parishes Older Peoples Forum	There appears to have been no research into the needs of users, especially older people. This should have informed the study.	Comment noted. Paragraph 2.2 updated to acknowledge that further research is needed into increased aging population and their needs for open space provision. We would envisage this being picked up in the Sports and Active Lifestyles Strategy.
		I am surprised that Bursledon Rights of Way & Amenities Preservation Group weren't asked to respond.	This group were not consulted as in 2008 letters were returned to sender. The document was available on our website and reasonable steps were taken to inform as many people as possible. A further opportunity to comment on this document will be available when its forms part of the evidence based for the LP.

		I thought the Borough Council were busy transferring all its public open space to parish councils and wonder if that open space is left out of the study or is that land and other parish council land, including cemeteries in the study?	Comment noted. No amendments necessary. The study includes all borough/parish/private owned land.
Alex Chapman	Terence O'Rourke Ltd on behalf of North Hedge End Consortium	<p>Given that this study will inform the emerging Local Development Framework (LDF) we consider that further detail is required on open space provision and contributions in Chapter 14. We would anticipate the following being addressed in the study to inform policy direction:</p> <ul style="list-style-type: none"> . Guidance on on-site provision and off-site provision . Use of financial contributions in lieu of physical provision . List of projects for which contributions are collected . Ensuring the provision of open space or financial contributions does not undermine the viability of a development . Consideration of the relationship to any future CIL charging schedule Eastleigh Borough Council may pursue <p>We would welcome the opportunity to participate in future stages of the consultation process as this document informs the emerging LDF.</p>	<p>Comments noted. No amendments necessary. Guidance on on/off site provision, contributions in lieu, project lists and viability are/will be covered by policies within the emerging Plan and within the Planning Obligations Supplementary Planning Document, which will require updating following adoption of the Plan.</p> <p>Further work is required on CIL and its implications/use by Eastleigh Borough Council.</p>
Richard Mould-Ryan	Head of Countryside & Trees, Eastleigh Borough Council	<p><u>Chapter 3: policy context</u></p> <p>Under the heading of other EBC strategies I think reference to the Eastleigh BAP should be added, as the PPG17 study makes frequent reference to Biodiversity, and the BAP is a material consideration in planning terms. I can provide a short summary paragraph similar to those included for the other strategies if required.</p>	Comments noted. Illustration 3.9 to be amended to include reference to Eastleigh BAP. New Paragraph 3.19 & 3.20 added
		<p><u>Chapter 4: methodology</u></p> <p>4.3 - 4.6 - Typology. There is very little explanation or justification for the typology other than reference to incorporation of GI requirements and government guidance; this may not be a problem, but I wonder if anyone seeking to challenge the area standard might query this</p>	Comment noted. Paragraph 4.3 amended to include reference to the PPG17 typologies that LPA should broadly use.

	<p><u>Chapter 4: methodology</u> Amenity Space I understand the rationale for grouping several of the previous open space types together under this heading, but I don't think that this is the best title for this very wide-ranging type of public space, as it conjures up an image of slightly utilitarian and functional areas, rather than the attractive green spaces most of them are. As play areas and outdoor sports facilities are covered separately, I would suggest "Accessible Greenspace" as being a better descriptive title for this category of open space, and is a term used in the ANGSt standard which is referenced in this section. I think the definition of this type of open space also needs revisiting. The first sentence states clearly that these are "natural/ semi-natural" areas, but this category also includes sites like Leigh Road r/g which is very formal, and certainly not even semi-natural. Also on a slightly pedantic point, a definition can't really include the words it's trying to define. I suggest amending the first sentence to read along the lines of, "Areas of formal, semi-natural and natural green space (including woodlands) not containing formal sports facilities." I would be much happier for sites such as Hocombe Mead and Hamble Common, which are declared as or are de facto nature reserves, included under this as the widest heading, with a suitable sub-category</p>	<p>Comment noted. Paragraph 4.5 amended to reflected amended definition however it is felt that the study is too advanced for amendments to be made to definitions and redefining spaces.</p>
	<p><u>Chapter 4: methodology</u> Country Parks. I suggest amending the definition as follows: "Large areas of accessible green space which usually include areas designated for wildlife interest and facilities for visitors such as interpretation, play areas, visitor centre, toilets, cafe etc. Some sites are formally designated as a country park but others are not."</p>	<p>Comment noted. No amendments necessary. All country parks classified in this typology are formally recognised as country parks. It is felt that the study is too advanced for changes to be made to the methodology and redefining spaces.</p>
	<p><u>Chapter 4: methodology</u> Green routes. I like this definition, but would like to see it amended slightly to describe slightly better what this type of open space is like. I would suggest:</p>	<p>Comment noted. Paragraph 4.5 amended to reflected amended definition however it is felt that the</p>

		<p>"Areas of informal open space normally linear in form which link areas of open space within and outside of urban areas including coastal routes, providing routes for both people and wildlife. These may include cycle paths, footpaths and bridleways, and trees and semi-natural vegetation, and are typically areas which have no definable secondary use and are therefore not multifunctional." I also think that "Green Corridor" title might be a better title for this type of open space.</p>	<p>study is too advanced for amendments to be made to definitions and therefore typology name to remain as Green Routes.</p>
		<p><u>Chapter 4: methodology</u> I think the last point is a particularly good and important part of the definition, and supports the case that sites such as Hocombe Mead and Flexford Nature Reserve shouldn't be included in this category because they do have one or more secondary uses including active management for biodiversity or use by local groups for events etc.</p>	<p>Comment noted. No amendment necessary. It is however felt that the study is too advanced for amendments to be made to the methodology, definitions, and redefining spaces.</p>
		<p><u>Chapter 4: methodology</u> Section 4.19, last paragraph. Safety and security are important considerations, but the extent to which woodlands and other natural sites can or should be designed to address these issues is limited. I would not want such a general statement to lead to suggestions for excessive clearance of vegetation or lighting on woodland footpaths for example.</p>	<p>Comment noted. Paragraph 4.19 amended to delete last sentence as safety and security is covered elsewhere in the document and is therefore not necessary or relevant here.</p>
		<p><u>Chapter 5 - Amenity Space</u> 5.7. I know that you have said that the rationale/ method for arriving at the figure of 3.5ha/ 1000 population is included in the study, but having read it, it's not obvious so should perhaps be included in this section to make it more clear.</p>	<p>Comment noted. No amendment necessary as paragraph 5.6 clearly details how the standard is calculated.</p>
		<p><u>Chapter 7 - Green Routes</u> Paras 7.1 - 7.4 are generally clear about what Green Routes (or Corridors - the term is used in several places in this section) are and what function they perform. However 7.2 states, "As well as being</p>	<p>Comment noted. Paragraph 7.2 amended and whole chapter amended to ensure consistent use of</p>

	<p>destinations in their own right..." which is contrary to everything else in this section, so I think should be deleted.</p>	<p>the term 'green route'.</p>
	<p><u>Chapter 7 - Green Routes</u> The references to the PPG17 companion guide regarding which links should be included in any audit are valuable, and I do think that the allocation of a number of sites to this category of open space should be reviewed with the wording of these four paragraphs in mind.</p>	<p>Comment noted. No amendment necessary. It is felt that the study is too advanced for amendments to be made to the methodology, definitions and redefining spaces.</p>
	<p><u>Chapter 10 - play areas</u> I feel very strongly that the accessibility standard for play areas for the 0 - 12 age range is too low, i.e. the straight line distance threshold is too high. Speaking from personal experience, for toddlers and younger children, an 800m walk takes 15 - 20 minutes, not 10, which means that an area this far away will be used much less than one which is half the distance, or will lead to people using their car for such a relatively short journey, which is contrary to our aims for sustainability, and can create problems if no designated parking exists. Furthermore opportunities to maintain or improve the level of provision will be lost if a developer can point to an existing play area 600m away as a reason for not agreeing to a contribution to fund a new area closer to their development where a potential site exists, or to replace ageing equipment on a site closer to their development. A potential implication of this standard is that where a play area is in a location served by other play areas further away, it could be argued that it is surplus to requirements, which I'm sure is not the intention. The standard of 300m straight line distance included in the existing plan should therefore be reinstated.</p>	<p>Comment noted. No amendment necessary. The study uses 600m walking distances as a result of protracted discussions with officers. It was felt that achieving play areas (0-12) every 300m was neither desirable nor deliverable.</p>
	<p><u>Chapter 13 - cemeteries and burial grounds</u> Re the proposed quality standard that all cemeteries/ burial grounds should achieve Green Flag status, you should be aware that the need to achieve the Green Flag award for Brookwood Cemetery has been questioned on resource grounds. You might therefore want to amend the standard to say "all sites to be maintained to Green Flag</p>	<p>Comment noted. Paragraph 13.10 updated as suggested.</p>

		standards", i.e. without the need to gain the award.	
		<p><u>Appendices 3 and 5 - quality assessment</u> Although this work has been completed, I feel that the inclusion/ identification of dog walking as a potential primary or secondary use at any site needs to be treated with great caution. There are approximately 10 million dogs in the country, and as a result dog walking is a common activity on any open space. However it is quite possible that a high level of dog walking can depress the level of other uses, particularly by families with children due to fouling and the perceived or actual risk of harm from poorly behaved / controlled animals. As a result dog walking can become the main or almost the only activity on an open space, depriving others of its benefits.</p>	Comment noted. No amendments necessary. The typologies takes precedence with the primary and secondary used identified purely to highlight the multi-functionality of the spaces.
		<p><u>Appendices 3 and 5 - quality assessment</u> It's also not clear whether the intention of the survey was to identify the intended use or actual use. For example I expect that the primary use of a playing field will have been identified as being football/ cricket, but in fact it may well be used more by dog walkers. I would personally reassign any site where dog walking was identified as primary or secondary use to general recreation/ play, but highlight a high level of use by dog walkers as being something which might need to be managed and the impacts (e.g. fouling) reduced.</p>	Comment noted. No amendments necessary. The typologies takes precedence with the primary and secondary used identified purely to highlight the multi-functionality of the spaces.
Kit Campbell	Kit Campbell Associates	Your quantity standards seem to reflect the current average level of provision across the Borough (except for allotments). This is an essential starting point, but by adopting existing levels of provision as quantity standards you are implicitly saying that there are no currently unmet needs or current surpluses in provision across the Borough as a whole, although there may be deficiencies and surpluses in sub-areas that aggregate to an exactly balanced Borough-wide position. Are you confident that this is the case? It does not seem to be so for	Comments noted – More work to do on teenage areas – No amendments necessary

		<p>play facilities for 8-13 year olds (46% not enough compared with 29% for about right), or teenage facilities (68% not enough compared with 20% about right), although obviously para 10.24 gives you a "get out" by suggesting more work is needed. I've found in every PPG17 assessment I've done that local people think provision for teenagers is inadequate.</p>	
		<p>Do you have enough justification for your proposed standards - or, more importantly, will an Inspector think you have? You should be OK on accessibility, but you still have very little guidance for developers on quality.</p>	<p>Comment noted - Update - further work needed on Planning Obligations to clarify implementation/viability of standards</p>
		<p>It may be desirable to add something on broad trends that are affecting the need for different forms of provision. A short para in each typology chapter should suffice. The "hardest" data comes from the Active People survey; it shows that hardly any sports are growing in popularity, some are static and quite a few are shrinking, in spite of all the initiatives in place and SE's best efforts to spin that more people are taking part. Bowls is well down and there is a real danger of bowling clubs folding; quite a few tennis clubs are also losing members quite quickly - the LTA has said that club memberships declined by about 10% in 2010. Some golf clubs are also struggling.</p>	<p>Comment noted – only relevant to Indoor/Outdoor facilities. – Outdoor/Methodology acknowledges growing population but not in active age ranges (if not add)</p>
		<p><u>Outdoor Sports Facilities</u> Para 8.7 of the draft and a minor correction, but one that SE will pick up. The SE Sports Facilities Calculator (SFC) is a specific tool that is used for pools, halls, indoor bowls halls and artificial turf pitches to calculate the facility needs that will be generated by a discrete population. You have used the Playing Pitch Model (PPM) which is a different tool. SE is very concerned at the misuse of its SFC and I imagine it will have noted this if it has commented on your draft.</p>	<p>Comment noted. Paragraph 8.7 amended as suggested.</p>

Outdoor Sports Facilities

As your proposed quantity standard of 1.46 ha/1000 is the same as current level of provision, the overall deficiency for the current population should be 0. If the population rises from 122,742 to 134,930 in 2026 (para 2.2) the increase is 11,188 and therefore the extra provision needed, on the basis of the standard, should be $11.188 \times 1.46 = 16.33$ ha. So I don't understand how you've worked out local deficiencies totaling some 110 ha. I wonder if you've included some facilities when calculating your overall quantity standard (eg school playing fields?) that you haven't included in your area-based surplus/deficiency calculations, or whether the Eastleigh sub-area actually has a large surplus (you shown its deficiency as 0, but is there a surplus?). One or two other thoughts on this:

- The SE PPM is the best way of working out pitch needs, but it's difficult to convert its results into a robust area-based standard simply because (a) pitches come in various sizes, even within a single category (eg cricket, football and rugby pitches all have flexible sizes); (b) pitch sites aren't always rectangular and sized to fit pitches in neatly without any SLOAP (Space Left Over After Planning); and (c) the amount of car parking and inclusion of other facilities on a site (eg tennis courts) can affect the average area per pitch. One way of doing it is to calculate the average area of land required for pitches across the Borough - total area of land divided by total number of (usually winter) pitches and then use this as a guide.

- It will be reasonable to count artificial pitches as equivalent to significantly more than their actual area when calculating the total supply in an area because of their very high capacity to accommodate demand. The Fields in Trust (FIT) Standard suggests an artificial pitch should be counted as double its area, but this badly understates its realistic capacity. Most artificial pitches are used for 30-40 hours per week, but even superb grass pitches can't be used for more than about 4.5-6 hours a week without significant deterioration during a season. If you achieve your quality standard

The Sport England Playing Pitch Model was used to establish the future requirements for pitches in the borough up to 2026. The methodology used for the calculation only uses figures for the active population. This explains why there is less future need than might be expected as the population in the borough is aging as outlined in paragraph 2.2, Chapter 2. The calculation showed that the current supply of pitches can meet current and predicted future demand for all pitches except mini football pitches where an extra 2 pitches are required. The current level of provision of outdoor sports facilities in the borough as a whole is 179.28ha which equates to 1.46 hectares per 1000 population (2011 population – 123.025). This is below the recommended Fields in Trust six acre standard (1.2 hectares per 1000 population for outdoor sports facilities).

Use of the locally derived standard has enabled surplus and deficits of outdoor provision to be calculated borough wide. The need for and provision of artificial sports pitches will be kept under review.

		<p>that all sites should be "very good" they can be used closer to capacity - although 128 matches per season is probably overstating it - and therefore you should be able to have a lower quantity standard than the current level of provision. There is a potentially significant trade-off between quality and quantity.</p> <p>- Para 8.7 says the FIT standard is 1.6 ha/1000 for outdoor sports and recreation space including parks; it isn't. It's 1.6 ha/1000 for "youth and adult playing space" which is pitches plus tennis courts plus bowling greens plus athletics tracks plus croquet lawns plus multi-courts (MUGAs) etc, but not parks. Incidentally, of this 1.6 ha, 1.2 ha is notionally for pitches and 0.4 ha for everything else. Also your 1.46 ha/1000 is a lower not a higher standard than the FIT one. I don't understand the reference to 4.88 ha in the last sentence of this para - is it meant to be your amenity space standard of 3.5 ha/1000 plus your outdoor sports facilities standard of 1.46 ha/1000 (total 4.96 ha/1000)?</p>	
		<p><u>Outdoor Sports Facilities</u></p> <p>Splitting the Borough in half for the outdoor sports facilities calculation is OK in principle, but Sport England will probably dislike you doing so, although our argument for doing so is essentially sound. It believes that councils should compare demand and supply for pitches on a ward by ward basis. This is daft, for various reasons: e.g. the players who make up a team rarely come from one ward; some wards (e.g. inner city ones) may not have any pitches and no hope of ever getting any; the location of pitches, and therefore teams, is an accident of history; and as many pitches are very poor, teams will often happily move to a new site some way from "home" if given the chance to book better facilities regularly. In the work I'm doing in Watford at the moment, some of the Watford-based teams that book council pitches actually come from clubs based in other council areas, mainly because the Watford pitches are cheaper!</p>	<p>Comment noted. North/South split to be retained. No amendment necessary</p>

		<p>There are general inconsistencies in the document with regard to dates. Chapter 2 refers to 2026 and the footnote to paragraph 1.6 says you haven't yet got suitable 2029 figures.</p>	<p>Comment noted. Entire document checked and updated to reflect correct dates.</p>
		<p><u>Outdoor Sports Facilities</u> It will be desirable to add a paragraph about golf. All you need to do is call the clubs in and around the Borough and ask for their current membership, trends in their membership and length of waiting lists, if any. As a rule of thumb an 18-hole course can accommodate around 550 full members (275 for a 9-hole course) and if the membership falls well below this they can start to struggle financially.</p>	<p>Comment noted. No amendment necessary as other forms of sport and recreation such as golf, fishing, water sports, horse riding will have a policy based approach and are referred to in this document in paragraph 1.25 and 14.2</p>
		<p><u>Indoor Sports Facilities</u> In relation to indoor facilities, I suggest it will be worth including a brief benchmarking of your current provision against suitable comparator council areas using Active Places Power. Para 9.4 mentions APP, but you seem not to have used it. SE will almost certainly expect you to have done so. A detail point is that you need to be clear about what exactly the quantity standards mean. For example, does the 69.3 sq m of sports hall per 1000 refer to the whole of a dry sports building, or only actual sports halls? Similarly for swimming pools. And it will be desirable at least to mention other forms of indoor provision such as indoor bowls halls, climbing walls, ice rinks - even if it is only to write them out.</p>	<p>Comment noted. Paragraph 1.25 updated to reflect other indoor sports. Paragraph 9.2 updated to reflect other indoor sports not included in study area. Paragraph 9.6 updated to reflect that standard is the actual size of a court/pool and does not include ancillary facilities needed. Other indoor sports have a policy based approach and Active Places Power work will be undertaken through the update of the councils Sport and Active Lifestyle Strategy.</p>
		<p><u>Allotments</u> Setting a provision standard for allotments is relatively simple compared with most other forms of provision. Waiting lists provide at least some firm evidence of unmet demand, even if some individuals may be on a list for more than one site. To some extent this compensates for those who may not have bothered to join even one. The location of allotments is very largely an accident of history and in</p>	<p>The allotment waiting lists were plotted geographically to identify any particular pockets of need for allotments. No such pockets of need were identified, with demand for allotments evenly distributed across the borough.</p>

		<p>particular a legacy of the “dig for victory” campaigns that resulted in the conversion of spare land into allotments in wartime. The Council could usefully plot the home postcodes of plotholders and those on waiting lists to review whether the location of current sites is well matches to the location of demand.</p>	
<p>Martin Drennan (21-12-11)</p>	<p>Sport England</p>	<p>We welcome the Council undertaking this study, which seeks to review the current provision of open space and recreation facilities, and establishes a quantity, quality and accessibility standard for each type, in line with PPG17.</p> <p>Chapter 8: Outdoor Sports Facilities</p> <p>I note from para 8.2 that this category includes grass pitches; artificial pitches, tennis courts, bowling greens, athletics tracks, etc.</p> <p>Playing Pitches – Para 8.3 refers to Sport England’s Playing Pitch Model as being used. However, no information is provided to confirm that Sport England’s Methodology (Towards a Level Playing Field) has been followed. The supply and demand methodology recommended by Sport England involves an 8 stage process which includes: Identifying the number of teams in the area for each of the pitch sports; Establishing temporal demand for pitches; Establishing pitches available for community use Assessing the findings by sport, and identifying policy options and solutions.</p> <p>If it is the case that the methodology has been followed then I would suggest that the main findings are incorporated as an Appendix. If not then I would suggest that a recommendation of this study could be that the specific needs for playing pitches be investigated further by way of a detailed Playing Pitch Assessment which follows Sport England Guidance.</p>	<p>Comments noted.</p> <p>The Sport England PPM was used and is now set out in Appendix 9 of the document.</p> <p>The comment on more detail for the different sport types including bowling greens, golf etc: We are not proposing an xha per 1000 population standard for each type of sport. The proposed standard for outdoor sports facilities will enable a flexible approach to provision to reflect changing trends and fashions in sport provision. The approach the Council will take towards providing facilities for tennis, golf etc will be set out in the sport and active lifestyles strategy. The outcomes of the PPG17 study provide the tools to deliver sports facilities in the borough it is the role of the sport and active lifestyles strategy to break this down into more detail to reflect trends and demands using the active places database. We therefore do not propose any changes to this section.</p>

		<p>Bowling greens, tennis courts, golf courses, etc.</p> <p>I note that all outdoor sports facilities have been considered together as one category, and that these are all listed in Appendix 8. However, Sport England’s preferred approach would be to set out the findings for each facility type (quantity, quality and accessibility) individually in the report – an example of how this has been done elsewhere is Hart District Council’s PPG17 Assessment – available at http://www.hart.gov.uk/main_report_260206.pdf . For example, for outdoor bowls the commentary would set out the number of bowling greens currently available, and this could then be expressed as x m2 per person (or similar).The results of the Satisfaction Survey (Appendix 1) could also be incorporated into the commentary.</p> <p>Whilst the approach used enables an overall standard of 1.46ha/1,000 population to be set, it is not possible to tell whether any specific shortfall/surpluses exist for individual facility types. If the report were organised in a similar way to the Hart example, then issues relating to specific facility types can be highlighted.</p> <p>It is not clear what the types of sports facilities have been included in the study – for example athletics tracks are mentioned in para 8.2 but none are included in Appendix 8. Likewise golf courses are mentioned in Appendix 1 but not elsewhere. Therefore, further clarification on this is needed, and the situation with regard to these facility types needs to be clarified if the assessment is to be considered robust. In the case of golf, I am aware that there is a proposal in the consultation draft Local Plan to allocate an existing golf course for residential development. The results from this assessment should be able to be used as part of the evidence base for the loss of that facility, but this is not the case as currently drafted.</p> <p>Chapter 9: Indoor Sports Facilities</p>	<p>For indoor sports facilities comments again the sport and active lifestyles strategy picks up the assessment from the facilities planning model work in more detail. Appendix 8 does list the types of facilities in separate tables for gyms, sports halls and swimming pools. The section also defines what is meant by an indoor sports facility and that it includes community and private provision. The methodology used to calculate deficiencies are set out in chapter 4. We therefore do not propose any changes to this section</p>
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		<p>We welcome the assessment referring to Sport England’s Active Places database of sports facilities, and the Active People Survey. It is not clear whether or not the findings of the Facilities Planning Model work undertaken for Eastleigh earlier this year has been used as part of the assessment. Clarification of this is needed.</p> <p>I note (para 9.6) that all the different types of indoor sports facilities in the Borough have been mapped, and information collected on number and size of sports halls and swimming pools, and number of stations in each gym. The name of each facility is listed in Appendix 8 – however the type of the facility at each site is not included, and it is not clear what has been included in the size (m2) of each facility I note that the list includes a squash club – this should only be included if squash is being assessed.</p> <p>It would help if the report provided more detail as to how the conclusions have been arrived at. For example, a deficiency of 332m2 swimming pool space is identified in the north – has the audit included only pools available for community use, or have private pools also been included? This information is needed in order to confirm whether or not the conclusions are robust in order to justify the standards being put forward.</p>	
Simon Millett (Email 13-02-12)	Sport England	Providing that there is a separate xha per 1000 population standard for playing pitches than that for all other sports facilities, Sport England would be happy with the suggested approach and changes (see comments above from Sport England).	Comment Noted. The document does outline a xha per 1000 population standard for outdoor sports facilities which are defined as playing pitches. Other sports facilities such as indoor facilities have a separate standard. Facilities such as golf clubs, sailing clubs etc are dealt with through a policy approach

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PPG 17 STUDY – CONSULTANTS’ REVIEW AND ENDORSEMENT



Review of Eastleigh PPG17 Assessment

Introduction

This paper reviews Eastleigh’s PPG17 assessment by evaluating it against:

- The requirements of PPG17
- Good practice, as represented by the Companion Guide to PPG17
- Sport England’s probable expectations

It also comments on the provision standards recommended in the assessment.

PPG17

Essentially, PPG17 requires planning authorities:

- To undertake a robust assessment of the existing and future needs of their community for open space, sport and recreation facilities (paragraphs 1 and 2) that cover the needs of both residents and those working in or visiting their area
- To undertake quantitative and qualitative audits of existing open spaces, sport and recreation facilities, the use made of existing facilities, access in terms of location and costs and opportunities for new provision (paragraph 3)
- To identify qualitative and quantitative deficits or surpluses in provision as a starting point for (a) a local open space, sport and recreation provision strategy and (b) the development of appropriate planning policies (paragraph 4)
- To set locally determined provision standards with at least qualitative, quantitative and accessibility components (paragraph 7)
- To maintain an adequate supply of open space

and sports and recreational facilities (paragraphs 10-19)

- To plan for new open space and sports and recreational facilities (paragraphs 20-32)
- To use planning obligations as a means to remedy local deficiencies in the quantity or quality of open space, sports and recreational provision (paragraph 33)

PPG17 assessments are designed to comply with the first four of these requirements; the latter three relate specifically to the application of planning policies and delivery of open space, sport and recreation strategies.

Is Eastleigh's PPG 17 Assessment Robust?

In my experience inspectors have classed assessments as "robust" if:

- They link directly to the sustainable communities strategy or community plan
- They accord with at least the main requirements of PPG17, although absolute compliance with every part of it is not necessary: for example, almost no assessments have considered visitors as they tend to have no specific needs for any form of open space, sport or recreation provision that is not also required by residents
- They have involved a significant element of public consultation, particularly in relation to local views as to the quantitative and qualitative adequacy of current provision and acceptable distance thresholds
- Audits have used a methodology or scoring system that yields reasonable comparative data on quality, based on appropriate criteria, and records quantity accurately
- Provision standards and conclusions are supported by appropriate evidence
- Local residents and relevant stakeholders (eg national agencies such as Sport England and Natural England, town and parish councils) have had a chance to comment on the draft assessment and the planning authority has clearly considered and responded to their views

In terms of these tests:

- Chapter 3 sets out clear links to the Eastleigh Community Plan
- The assessment complies with PPG17 in that it included a qualitative and quantitative audit, public and stakeholder consultations and derived and then applied locally determined standards for open

space, sport and recreation provision. Chapter 4 explains how the Council undertook a qualitative and quantitative audit of current provision, including a detailed assessment of the quality of sports pitches, which it validated through a series of workshops with Council members and Parish Clerks. It also summarises the various consultations undertaken to inform the assessment, such as the satisfaction survey in early 2010 and how the Council invited Eastleigh's Parish Councils, its Citizens' Panel, the public in general and equine interests to express their views.

- The provision standards derive directly from the evidence base created during the assessment
- The Council's application of its provision standards has been pragmatic in that it takes account of the potential availability of land
- The Council invited local stakeholders and Eastleigh residents to comment on the draft assessment

Accordingly the assessment should be regarded as robust by Inspectors should it be examined in public.

Did the Assessment Follow Good Practice?

The methodology used for the assessment followed the advice in the Companion Guide reasonably closely. Its particular strengths are that:

- It is based on clear objectives that promote "joined up thinking" across different Council services and key external partners such as the County Council's education service and local schools.
- It links to the PUSH (Partnership for Urban South Hampshire) green infrastructure strategy, particularly in relation to country parks
- It is based not only on the Eastleigh Community Plan, but a number of other relevant plans and strategies and in turn forms part of the context for the Council's Sport and Active Lifestyles Strategy
- It is based on a clear typology of provision that is more comprehensive than that used in the Local Plan Review 2001-2011
- It looks forward and assesses the likely requirements of the forecast population of the Borough in 2026
- It gives a high priority to the quality of greenspace provision and identifies opportunities to enhance existing spaces

- It incorporates a playing pitch assessment undertaken using the standard Sport England methodology and an unusually comprehensive survey of the quality of the Borough's pitches, together with details of the use made of them and the improvements required
- It highlights the importance of education land and facilities
- It identifies a number of typology-specific "opportunities for the future" that the Council will investigate further
- It has resulted in a comprehensive set of GIS tables on open space provision that will be a valuable corporate resource for the Council provided they are kept up to date
- It identifies a clear set of what might be called "policy principles" in Chapter 14
- It provides clear guidance for developers (in the short term) and the development of a CIL charging schedule

Sport England's Probable Expectations

Sport England has been taking a fairly robust line on PPG17 assessments and lodging formal objections to draft core strategies if it regards Councils' evidence base (as established through PPG17 assessments or sport and recreation facility strategies) on sport as inadequate. Its main concern is normally to ensure that Councils have a clear view on the possible need for pitches, following an assessment made using its recommended approach as set out in its publication *Levelling the Playing Field*. Fortunately, Eastleigh now has an extensive evidence base on pitches as a result of the assessment.

However, Sport England's guidance is under review and a revised version is likely to be launched early in 2012. The main changes from the current version are likely to relate to the input and contribution of governing bodies and the need for smaller-than-adult size pitches for rugby and football. It may also abandon the suggestion that Councils should aggregate ward-level supply-demand information in order to assess the extent to which there may be a surplus or deficiency of pitch provision on a Borough-wide basis. This is increasingly unnecessary as many Councils simply cannot allocate land in every ward for pitches. Increasingly they are being forced to take a more strategic view, as Eastleigh has done in its assessment. It is in any case sensible to consolidate

pitches on as few sites as possible in order to achieve economies of scale and the best use of changing and other support accommodation.

There are also changes going on in the pitch sports that are likely to affect the need for pitches that the revision of *Levelling the Playing Field* may or may not embrace, but which the Council should keep under review. For example, cricket is likely to promote more 20-20 matches and introduce softball forms of the game for adults, both indoors and out, that require lower levels of skill and take much less time than the traditional game; hockey recently introduced a new form of the game called “Rush Hockey” in which matches between small-sided teams last for only 40 minutes; and football is constantly experimenting with small-sided formats for young players. These innovations are designed in large part to tackle the decline in participation identified by Sport England’s Active People Survey.

There is relatively little evidence as to why this been happening but the governing bodies believe they relate to constraints such as cost, the time needed for traditional games (especially cricket) when many of the main pitch sport players are the age at which they start families and therefore increasingly leisure-time poor and the need to join clubs. They are just feeling their way at present and it will probably be some time before the facility and therefore land use implications become clear. The most likely change is a need for more artificial turf pitches – many of which may be smaller than traditional football or hockey pitches and will be best located on school sites next to “community” clubhouse facilities - and fewer grass ones so that “sports areas” can be used more intensively than many traditional playing fields. Sport England is currently determined to protect as many grass playing fields as possible from development (largely in response to scaremongering relating the perceived weakening of the protection given to playing fields in the draft National Planning Policy Framework) but this may well turn out to be short-sighted.

Sport England also expects local authorities to use its planning tools and to be fair, it has put a lot of work into developing them. Eastleigh has done so to some extent – for example, it has used the Playing Pitch Model - and refers to other tools, such as Active Places Power, in its PPG17 Assessment. If Sport England forms the view that the Council should have made greater use of its tools in the PPG17

assessment, the Council's response should be that it will do so in the forthcoming revision of its Sport and Active Lifestyles Strategy. It can also refer to Chapter 14 of the assessment which identifies a number of opportunities that Sport England should support, such as:

- A requirement to review the need for artificial turf pitches
- A need for further study of indoor sports facilities
- A need to redevelop outmoded facilities
- A need to increase community use of school facilities

Chapter 14 also notes that the Council will seek and use s106 contributions – and by extension, CIL receipts – to support the delivery of sports projects.

Provision Standards

Determining appropriate provision standards is more of an art than a science. It is simply not possible to say that X sq m per person of any particular form of provision is right but X-1 is too low and will contribute to “town cramming” while X+1 is unnecessarily high and so will result in the inefficient use of land. It is also the case that there can be trade-offs between quality and quantity. Most people would rather have (for example) a small but high quality park than a large, featureless one or one well draining high capacity pitch than two quagmires. This is why the 2001 version of PPG17 gives a much greater priority to quality than the previous 1991 version.

Quantity Standards

The Council's approach is essentially pragmatic. Where the majority of respondents to the public consultations identified the amount of any particular type of space as “about right”, simple equity considerations suggest that bringing the areas with the least provision per person up at least to the average should be the first priority, where it can be achieved. Where it cannot, because no suitable land is available or likely to become available, enhancing quality should be the priority.

In Eastleigh, a majority of those respondents who expressed an opinion said that the amount of amenity space and play areas for children aged 0-12 was “about right” so it is sensible to base the quantity standard on the current average level of provision. As equipped play areas are expensive to provide and

maintain, it will also be sensible to ensure that any new spaces provided by developers are designed for informal play with rocks, logs, changes of level and the like as this will increase the number of “playable spaces” close to houses at low cost. Traditional Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs), as promoted by Fields in Trust (formerly the National Playing Fields Association) are increasingly seen by play experts as formulaic and lacking in play value.

For indoor and outdoor sports provision the Council has followed guidance from Sport England that seeks to “prescribe” an appropriate level of provision. This approach is a good starting point, but the nature of sports provision is likely to change significantly over the next decade (as indicated above) so the Council should keep its sports provision standards under fairly constant review.

The public perception that older children need more dedicated provision is common to nearly all PPG17 assessments. In part this may come about because teenagers are prone to hang about in groups and complain about having nothing to do. As many do not know what they want it is very difficult to meet their needs; but what is clear is that the best way of providing for teenagers is an issue that the UK has not yet solved. The proposal to undertake further study, with teenagers themselves, is therefore sensible although it means implicitly that the quantity standard may be only an interim one.

Setting a provision standard for allotments is relatively simple compared with most other forms of provision. Waiting lists provide at least some firm evidence of unmet demand, even if some individuals may be on a list for more than one site. To some extent this compensates for those who may not have bothered to join even one. The location of allotments is very largely an accident of history and in particular a legacy of the “dig for victory” campaigns that resulted in the conversion of spare land into allotments in wartime. The Council could usefully plot the home postcodes of plotheholders and those on waiting lists to review whether the location of current sites is well matched to the location of demand.

Quality Standards

In many ways the most important part of the

Borough's proposed provision standards is the qualitative element. It is not always possible to allocate or afford land for more open space or sport and recreation provision, but it is nearly always possible to enhance the quality of what already exists. It will be desirable for the Council to keep its qualitative audit up to date by re-auditing say 20% of the sites in the database every year; this will repeat the audit on a five year rolling cycle and provide it with a tool that will help prioritise the allocation of resources. Ideally, this re-auditing should be built in to the jobs of staff who visit greenspaces and sports facilities regularly, such as grounds maintenance supervisors. This will then minimise the cost of updating the audit.

The Council should also review the cost and effectiveness of enhancing spaces and facilities with low audit scores in a year or so and use this to provide it with feedback on the appropriateness and affordability of the quality standards – and the public response to enhanced provision.

Accessibility Standards

The accessibility standards derive directly from views expressed by local residents so should be robust, although the conversion of actual distance thresholds into straight line ones is a little inconsistent. For example, in the allotments standard, a 15 minute walk is given as 900 m in a straight line or 1 km actual distance; but for amenity space 5 minutes walk equates to 300 m in a straight line or 400 m actual distance. If the conversion for amenity space is correct – and the straight line distance is normally taken as around 75% of the actual distance – 900 m in a straight line should equate to about 1200 m actual distance.

Conclusions

In summary, the assessment should be regarded as robust and PPG17-compliant; it accords with good practice and has innovative features that will enhance its value as an evidence base; and it should provide an excellent foundation for the development of a greenspace strategy and updating of the Council's Sport and Active Lifestyles strategy. In addition, the audit results provide the Council with a valuable corporate resource and the provision standards provide clear guidance for developers on the Council's likely requirements at least in relation to new provision. Depending on how long it will be before the Council adopts a CIL charging schedule, the extent to

which it will use CIL to fund new or enhanced greenspace and sport and recreation provision and the likely level of new residential development in the next few years, it may be desirable to prepare a Supplementary Planning Document providing further guidance to developers – and the Council's own Development Management staff.

Kit Campbell Associates
Open Space, Sport and Recreation Consultants
Chuckie Pend
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Edinburgh EH3 8BJ

21 July 2014

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Eastleigh Borough Local Plan 2011-2029

Statement of Consultations February 2014

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DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SPD – LETTER TO CONSULTEES

Dear

DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT

Eastleigh Borough Council has published for consultation a draft Supplementary Planning Document on environmentally sustainable development. It provides guidance for developers and the Council on how the Council's policies for environmentally sustainable new development should be implemented.

The document has been advertised formally, and can be viewed on the Eastleigh Borough Council web site at www.eastleigh.gov.uk, along with related documents which include the draft Sustainability Appraisal. It can also be inspected at our offices and local libraries. Copies can be purchased from this office, price £20.00 (hard copy) or £2 (CD) incl. p&p.

Your views on the proposed new standards are invited. Please can you send them to me at this address by **10 November 2008**.


All comments will be reported to Eastleigh Borough Council's Cabinet, who will agree any necessary revisions to the document in response to the views expressed. It will then be adopted formally as a Supplementary Planning Document to the Eastleigh Borough Local Plan Review.

If you have any questions about the document, please do not hesitate to contact me.

Yours sincerely

Mark Waller-Gutierrez
Urban Designer
Planning Policy and Design
Tel: 023 8068 8241
Email: mark.waller-gutierrez@eastleigh.gov.uk

DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SPD - PRESS NOTICE



**EASTLEIGH
BOROUGH COUNCIL**

Eastleigh Borough Council Planning
OFFICE HOURS - Monday to Thursday 8.30am - 5pm - Friday 8.30am - 4.30pm

TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE)
ORDER 1995, ARTICLE 4
PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT AND REGULATIONS 1990

NOTICE IS HEREBY GIVEN that the following applications have been received:

C/06/03036 On behalf of Mr D Sadiq-Hidmi
 Rippling of garage roof & provision of first floor accommodation
 The Villalby, Orange Road, Valley Aisle, Southampton
 - The proposed development is in a Conservation Area

C/06/03025 On behalf of Dr Michael Clark
 Single & two storey extensions with first floor side balcony (following partial demolition of ground floor), extension of existing rear balcony and replacement of existing fencing with metal railings (1.2m x 1.2m high)
 4 Hordle Wood, Valley, Southampton
 - The proposed development is in a Conservation Area

C/06/03751 On behalf of Mr Mark Price
 Single storey extension, addition of bay window to side elevation, erection of detached garage to front & conversion of existing garage to provide living accommodation
 24A High Street, Valley, Southampton
 - The proposed development is in a Conservation Area

Copies of the application and the plans submitted with it may be inspected on our web site at www.eastleigh.gov.uk or at the Council's Development Control Service Unit, Civic Offices, Leigh Road, Southampton during the office hours shown above.

Any person who wishes to make representations about the application should do so in writing to the Head of Development Control at the above address, or contact on line, within the period of 14 days from the publication date of this notice.

C. D. Pater
 Head of Development Control

CHARGES FOR PARKING PERMITS - NOTICE OF VARIATION

NOTICE IS HEREBY GIVEN under Section 45A of the Road Traffic Regulation Act 1984 and with the consent of Hampshire County Council, that Eastleigh Borough Council has approved the following variations to the charges for residents, business and professional cars permits, with effect from 20 October 2008:

Permit Type	Number	Existing Charge	New Charge
Residents	First	£50	£25
	Second	£30	£25
	Third	£60	£65
Business	First	£30	£25
	Second	£60	£65
	Third	£90	£95
Professional Cars	Fourth	£120	£125
	Fifth	£30	£25

DATED: 25 September 2008

A. B. WARD
 Head of Legal and Democratic Services

NOTICE OF PUBLICATION OF DRAFT SUPPLEMENTARY PLANNING DOCUMENT
ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT
Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Development) (England) Regulations 2004 (as amended 2008)

The Council is publishing the above draft Supplementary Planning Document (SPD) on Environmentally Sustainable Development for consultation.

The SPD is intended to provide a series of practical requirements for developers to carry out the Council's policies as well as guidance to planning applicants and the Council for reducing the environmental impact of new development in the borough.

Copies of the document (together with its associated draft Sustainability Appraisal Report) can be viewed from Monday 29 September 2008 on the Council's website at www.eastleigh.gov.uk. They will also be available for inspection at the Civic Offices, the Town Centre Office and local libraries during normal opening hours.

Two further opportunities to find out more about the document will be public exhibitions scheduled for Sunday October 12 (as part of the Climate Change and Energy Fair at the Point, Lymington) and for Saturday October 18 at Tisbury House, at both of these events exhibition boards will explain aspects of the document and they will be staffed by Council officers.

Representations should be sent by 5.00 pm on Friday 7 November 2008 either to the address below:

Paul Ramslow
 DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SPD
 Head of Regeneration and Planning Policy
 OR
 By email to paul.ramslow@eastleigh.gov.uk with "DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SPD" in the subject box.

NOTICE OF PUBLICATION OF DRAFT SUPPLEMENTARY PLANNING DOCUMENT
RESIDENTIAL PARKING STANDARDS
Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Development) (England) Regulations 2004 (as amended 2008)

The Council is publishing the above draft Supplementary Planning Document (SPD) on Residential Parking Standards for consultation.

The SPD is intended to provide detailed guidance on how much car parking should be provided in new residential developments.

Copies of the document (together with its associated draft Sustainability Appraisal Report) can be viewed from Monday 29 September 2008 on the Council's website at www.eastleigh.gov.uk. They will also be available for inspection at the Civic Offices, the Town Centre Office and local libraries during normal opening hours.

Representations should be sent by 5.00 pm on Friday 7 November 2008 either to the address below:

Paul Ramslow
 DRAFT RESIDENTIAL PARKING STANDARDS SPD
 Head of Regeneration and Planning Policy
 OR
 By email to paul.ramslow@eastleigh.gov.uk with "DRAFT RESIDENTIAL PARKING STANDARDS SPD" in the subject box.

Civic Offices, Leigh Road, Eastleigh, Hants SO50 9YH

DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SUPPLEMENTARY PLANNING DOCUMENT WORKSHOP 23 OCTOBER 2008

STAKEHOLDERS INVITED AND LETTER OF INVITATION

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Danny	Stupple		
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Councillor Michael	Hughes		
Councillor Dave	Broughton		
Councillor Sue	Ingram		
A J	Fagg		
Councillor Jane	O'Sullivan		
Councillor Desmond	Scott		
Councillor Peter	Hughes		
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First Name	Surname	company	Position
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Justin	Gartland	Nathaniel Lichfield and Partners	
		Netley Library	
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A R	Neve	Portsmouth Water plc	Technical Director

First Name	Surname	company	Position
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Chris	Pride	Prides Chartered Surveyors	
Richard	Osborn	Pro Vision Planning & Design	Planning Consultant
Ian	Taylor	Profitline Consultancy Ltd	
Anne Marie	Mountifield	PUSH	Executive Director
Neil	Holmes	Quayside Architects Ltd	
		R & O Designs	
		R S Architectural Ltd	
Jonathan	Rickard	Radian	Head of Design and Compliance
Natasha	Hart	Radian Housing	Senior Project Manager
Tom	Swadling	Raglan Housing Association Ltd	Area Housing Manager
David	Slade	Retail Property Consultants	
Derek	White	RMC UK Ltd	states & Development Department
Angela J	Doone	Roger Miles Planning Limited	
Peter	Keenan	Roger Tym and Partners	Senior Consultant
Rebecca	Caines	RPS	
Phil	Hull	RPS	Planning Director
		Sanders Design Services Ltd	
Michelle	Taylor	Savills	
Chris	Rees	Savills	
Stuart	Garnett	Savills	
Mark	Crosby	Saxon Weald	Business Development Director
Marie	Riordan	Saxon Weald Homes Ltd	Development Project Manager
		Scott Wilson Ltd	
G H	Paisley	Scottish and Southern Energy plc	Planner, Network Developm
		Shire Consulting	
		Simpson Hilder Associates	
Paul	Grover	Solent Centre for Architecture and Design	
Peter	Curtis	Solent Energy & Environmental Management	Secretary
Chris	Bluemel	Southampton & Eastleigh Frtiends of the Earth	
Jimmy	Chestnutt	Southampton and Fareham Chamber of Commerce and Industry	Chief Executive
Tim	Levenson	Southampton City Council	Head of City Development and Economy
Kay	Brown	Southampton City Council	City Design Manager
Diana	Hudson	Southampton City Council	Housing Development Officer
Melanie	Robertson	Southampton City Council	Sustainable Development Officer
Chris	Side	Southampton City Council	Climate Change Co-ordinator
Teresa	Kennard	Southampton City Council	Sustainability Co-ordinator

First Name	Surname	company	Position
		Southampton Solent University	The Principal
		Southern Electric	
Chris	Corcoran	Southern Planning Practice	
Alison	Wood	Southern Planning Practice Ltd	Policy Planner
Alex	King	Southern Planning Practice Ltd	Assistant Planner
Susan	Solbra	Southern Water	Corporate Strategy
David	Sims	Southern Water	Development Analyst
Bob	Douglas	Southern Water	(Water and Sewerage)
Chris	Kneale	Southern Water	Corporate Planning Manager
John	Broughall	Southern Water Authority	Division Estates Officer
		St Georges Business Centre	
Tim	Seddon	St Modwen (London & South East)	
Chris	Benham	Strutt & Parker	Assistant Planner
Ros	Mann	Strutt & Partner	
		Swaythling Housing Society	
		T S Design Group	
Jeremy	Tyrrell	T2 Architects	Architect
David	Edwards	Taylor Wimpey Strategic Land	Senior Strategic Planning Manager
Sarah	Beale	Terenc Oroure	Information Resource Manager
Jacqueline	Mulliner	Terence O'Rourke	Technical Director
Adrian	Barker	Terence O'Rourke	Associate Director
Jacqueline	Adams	Terence O'Rourke plc	Associate Director
Steve	Lees	Test Valley Borough Council	Head of Planning Policy & Transport
Sarah	Tose	Test Valley Borough Council	Senior Planning Officer
Graham	Smith	Test Valley Borough Council	Planning Policy Manager
		Test Valley Borough Council	Development Manager (North)
Anna	Duigan	Test Valley Borough Council	Development Manager (South)
Tracy-Ann	Scanlan	Tetlow King Planning	
		Thames Housing Association Ltd	
Graham	Bell	The Bell Cornwall Partnership	
		The Environment Agency	Area Planning Liaison Manager
Laura	James	The Environment Centre (tEC)	Energy Advisor and Project Coordinator
Peter	Uzzell	The John Phillips Planning Consultancy	
Mark	Fisher	The Lawn Tennis Association	Facility Development Manager
Mark	Luken	The Luken Beck Partnership Ltd	
Alexander J	Bateman	The Planning Bureau Limited	Planner
Peter	Birkett	The University of Southampton Science Park	Managing Director
		Thorns Young Architectural	

First Name	Surname	company	Position
		Tony Thorpe Associates	
		Town Quay Development	Associated British Ports
Nick	Farthing	Transport Works	
John	O'Donovan	Turley Associates	Office Director
Ryan	Johnson	Turley Associates	
Daniel	Wiseman	Turley Associates	Planner
Sarah	Watts	University of Southampton	Public Affairs Officer
A C	Wills	Ward International Consulting Ltd	Consultant
Mike	Lamb	Warmafloor GB	Managing Director
		West End Library	
Laura	Cooke	West End Parish Council	Clerk
David	Lowin	White Young Green Planning	
Martin	Hawthorne	White Young Green Planning	
Simon	Metcalfe	White Young Green Planning	Senior Planner
Martin	Hawthorne	White Young Green Planning	
Stuart	Goodwill	White Young Green Planning	Associate
Chris	Griffith-Jones	Winchester City Council	Head of Building Control
Simon	Finch	Winchester City Council	Head of Planning Management
Mags	Wylie	Winchester Housing Group	Development Manager
		Wind Element	
J B	Hargreaves	Woods Hardwick Planning Ltd	
Steven	Brown	Woolf Bond Planning LLP	

Dear 'Stakeholder'

ref: S3/LDF10

Eastleigh Borough Council Supplementary Planning Document (SPD) : Environmentally Sustainable Development

Eastleigh Borough Council would like to invite you to a half day workshop to discuss the draft SPD on Environmentally Sustainable Development at the Railway Institute, Eastleigh on October 23 2008.

The SPD aims to provide guidance for both developers and the Council to help reduce the environmental impact of new development as well as providing a series of 'essential requirements' for new development to meet the Council's environmentally sustainable policies.

When adopted, the SPD will become a 'material consideration' for any planning application above 10 dwellings or 500 sq m of non-residential floor space.

Copies of the draft SPD will be available on the Council's Regeneration and Planning Policy website: www.eastleigh.gov.uk/ebc-1465

The programme for the event is as follows:

9.30 Coffee and Registration

10.00 Presentations
11.00 Workshops
13.00 Lunch
14.00 Close

Stakeholders include:

- House building companies
- Commercial developers
- Housing associations
- Planning consultants
- Environmental bodies and organisations
- Government agencies
- Sustainable development companies
- Local government officers, including
 - Heads of development control
 - Heads of planning policy
 - Sustainability coordinators
- Parish councils
- Service companies

Eastleigh Borough Council Members

Please respond to this invitation by emailing Janice Bayliss at

janice.bayliss@ eastleigh.gov.uk

before Friday October 3 to allow us to plan the event appropriately.

Thank you and I hope you can attend. If you have any queries about the event contact Mark Waller-Gutierrez on the telephone number above, or by email.

Yours faithfully

Mark W-G
Urban Designer

Encl. directions to Railway Institute

DRAFT ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT SPD – CONSULTATION REPRESENTATIONS AND RESPONSES

Environmentally Sustainable Development SPD (adopted March 5 2009)

WRITTEN CONSULTATION RESPONSES		
SEERA (Greg Pitt)		
COMMENT	CHANGE TO DOCUMENT	REASONS
Need to justify with local evidence higher standards than national (as per revised SE Plan) for major devs.	Yes	Agreed. More local evidence provided in Appendix 3
Too long. Make more references to nationally available guidance	Yes	Main document separated from guidance (now in Appendix 1) making it much shorter and user-friendly
Suggested revising structure: Sustainable dev issues and evidence Policy context in 1 section Requirements, delivery mechanisms and good practice	Yes	Some of these suggestions used
S 4.3 Put 10% renewables and zero carbon sections together	No	Two different objectives. Zero carbon is not mandatory while 10% CO2 reduction through low/zero carbon energy is.
SEERA agree low/zero C energy should be on site.	No	Agreed.
Quayside Architects (Neil Holmes)		
COMMENT	CHANGE TO DOCUMENT	REASONS
Too long and 'unnecessary'	Yes and no	Structure changed so working part shorter but disagree unnecessary
The small no of new dwellings in the borough each year make the requirements for them to be more sustainable too insignificant in national and global terms to merit this initiative.	No	The principle of making new development more sustainable is agreed by nearly all sectors of this debate. Greater sustainable performance in other areas (existing buildings, transport etc) are also necessary but we should not be allowing new development that will

		need to be expensively retrofitted to meet high sustainable standards in the near future.
No justification to go beyond building regulations and planning authorities do not have the expertise	No	Building regulations are a <i>minimum</i> standard only. We are building up our expertise in this area. The SPD is designed to reduce the burden on DC.
Unnecessary to require a minimum standard before consent. Unnecessary burden and will hamper design.	No	Consent is granted but subject to the condition that the development accords with the SPD
BRE quasi commercial. Requirement for minimum Code/BREEAM standard unreasonable.	No	BRE status as agents for government-owned Code for Sustainable Homes and as owners of BREEAM is appropriate. National standards being adopted by many other local authorities.
Need for developers to employ an assessor unreasonable burden	Yes and no	Change threshold for first 2 years of 10 dwellings or more and for 1000 sq m of non-residential floor space makes assessment cost relatively low. This will be reviewed in 2 years time.
Code itself disliked. Lifetime Homes concept flawed.	No	Code is imperfect but is a very useful tool. Gov. likely to make Lifetime Homes compulsory for all homes within a few years anyway. (already for all social housing)
Most efficient use of land will conflict with maximising passive solar gain. SuDS conflicts with best use of land.	Yes	Wording in essential requirement modified to reflect these qualifications
Green roof % unreasonable burden.	Yes	Green roofs only to apply to flats and non-residential buildings and may be waived if grey water or rainwater systems used to supply WCs or other appropriate uses.
Council's Carbon tax additional unwarranted tax on development.	No	This is only employed as a substitute for on site/local green energy if it can be proved this is technically unfeasible in full
Applying the document to single dwellings unreasonable restriction on land owners.	Yes	Threshold of 10 or more dwellings at least for first 2 years.

Southern Water (David Sims)		
COMMENT	CHANGE TO DOCUMENT	REASONS
Southern Water supports the use of the Code for Sustainable Homes for residential proposals and the BREEAM assessment for non residential proposals.	No	Agreed
Southern Water supports the council's requirement for development to achieve specific standards, as detailed in requirement W1, provided it can be enforced through development control.	No	Agreed
Efficient use of water is important at a time when the demand for water is rising both as a result of population growth and increased per capita consumption. Southern Water promotes efficient use of water as part of a twin-track approach of managing demand for water as well as providing additional resources. This strategy has been developed in collaboration with the Environment Agency and helps to minimise the volume of water abstracted from the environment.	No	Agreed
SW supports requirement W4 which will ensure that run-off rates and annual volumes of run-off post development will be no greater than the previous conditions for the site.	No	Agreed (Now essential requirement ESD 4)
Test Valley BC (Karen Eastley)		
COMMENT	CHANGE TO DOCUMENT	REASONS
The Council supports the aim of the document to improve the environmental sustainability of development within Eastleigh Borough Council and the application of BREEAM and Code for Sustainable Homes standards as discussed as part of PUSH. The Test Valley Core Strategy Pre-Submission (Draft) includes a policy requiring the same standards as included in Essential Requirement G1.	No	Agreed
The document provides a wealth of information on a number of issues and the summary of essential requirements towards the beginning of the document is considered to be useful.	No	Agreed
Similarly the compliance check	No	Agreed

details and case studies are deemed to be beneficial, especially if examples can be provided from the locality.		
The appropriateness and enforceability of some of the general requirements is queried, for example in relation to GI3 on trees – a more flexible approach may be required when taking account of other material considerations.	Yes	This essential requirement has been modified and is now less prescriptive. (Now ESD 8)
The discussion of the viability of the essential requirements is also deemed to be beneficial.	No	Agreed
Terence O'Rourke on behalf of the North Hedge End Developer Consortium (Jacqueline Mulliner)		
COMMENT	CHANGE TO DOCUMENT	REASONS
concerned that many of the requirements of the draft SPD are unworkable, will render important development schemes unviable, and therefore undermine the deliverability of the RSS and Core Strategy.	Yes and No	The SPD requirements are workable. Only 8 of the original 17 essential requirements remain in the final draft
Our client considers that the document needs substantial revision and re-consultation.	Yes and No	Significant revisions have been made but re-consultation not necessary
Given the scale of the SDA our clients would welcome an opportunity to discuss these matters further with you.	N/A	Not related to document as such
In principle, the SPD goes well beyond the Government's sustainability requirements	No	The Government accepts that development can be more sustainable than building regulations which are the absolute minimum
Eastleigh Borough Council has provided no evidence to demonstrate that a more onerous approach is necessary to meeting the sustainability objectives of the RSS/Core Strategy; acceptable (particularly in terms of viability), or appropriate to the Borough in terms of natural resources and design. It is unjustified and inappropriate for the SPD to introduce more onerous requirements without a robust evidence base.	Yes	Much more local evidence included in Appendix 3
Furthermore, Policy CC4 requires such a departure to be demonstrated through a DPD not an SPD.	No	This is considered to be a wrong interpretation of the regulations. SPD is the right vehicle for this practical interpretation of policy
Unflexible as sometimes targets impossible.	No	None of the targets are impossible.

The SPD should provide clear guidance regarding the role of suitable planning conditions and/or planning obligations.	Yes and No	Model planning conditions now included in Appendix 8. Planning obligations issue seen as not appropriate to this document.
The relationship of the draft SPD, and the associated draft sustainability appraisal, to the mandatory requirements of environmental impact assessment (for qualifying applications) needs clarification.	No	EIA is not in any way connected with this SPD. Separate issue.
The SPD fails to clarify how measures identified will be enforced.	No	Compliance checks are spelled out in the main document
Throughout Chapter 3 'Essential Requirements', the SPD seeks to apply a number of targets 'at the time detailed planning permission is granted'. However, the application of targets is an important consideration in any viability appraisal. Consequently it is important that these do not change significantly during the course of determination. Reference to submission of the application would be more appropriate and reference to outline applications needs to be carefully considered.	Yes	The key date now is the submission of the planning application.
The council's requirements in respect of issues such as tree provision (EBC GI3 Trees) are particularly onerous. Factors like providing trees on land outside the site boundary and external to the applicant's ownership could ransom a development. This approach is unacceptable. Equally, trees dying and trees being removed by subsequent residents cannot be accounted for in enforcing the SPD requirements.	Yes	This essential requirement has been modified and is now less prescriptive. (Now ESD 8). Trees dying in new streets, gardens or car parks would need to be replaced as part of any establishment maintenance period in the normal way.

Hampshire County Council Andrew Herring, Spatial Strategy

COMMENT	CHANGE TO DOCUMENT	REASONS
The Sustainable Development SPD Guidance 2008 referred to throughout the document is draft guidance and has yet to be agreed by the Partnership for Urban South Hampshire (PUSH). As this is ongoing work it would be premature to rely on this guidance as a key source. The County Council therefore reserves its position until such	No	PUSH document will provide some more detailed guidance. We are authoring the PUSH document here at EBC therefore we have every confidence that it will be relevant.

time as the document is formally agreed by PUSH. However, Eastleigh Borough Council may wish to consider the following comments :		
Too long?	Yes	Structure changed so working part shorter
The draft SPD should be clearer on the different information requirements between Full and Outline planning applications.	Yes	No distinction as the key trigger is the submission of a planning application (outline or full)
It would also be useful to include a section on Transport and Access. This could be placed under Section 4 "Sustainable Development".	No	Not within the scope of this document and will be addressed in the forthcoming LDF
(details of what might be included followed)		
<i>Essential Requirement EBC W2 - Water Recycling</i> The greywater recycling diagram on page 31 suggests that greywater can be used within the home. However, in the County Council's experience, where greywater is stored for any length of time within the home, it begins to smell. Therefore, one of the best uses for greywater is for garden irrigation. In blocks of flats there is a general antagonism to the use of greywater and the public is sometimes unhappy with the thought that their toilet is being flushed by someone else's bathwater. This view is difficult to justify in a rational way, nevertheless it does exist, and shouldn't be dismissed lightly.	Yes	Grey water is now one of three options (with rain water and green roofs) and only applies to flats and non-residential buildings. The smell/public health issue can be addressed with appropriate design and management safeguards.
<i>Essential Requirement EBC G11 - Green Infrastructure</i> This policy requires applicants to provide information in the form of drawings plans and written descriptions on the extent of the Green Infrastructure to be provided. This is to form part of the Design and Access Statement and should include the location, extent and description of the green infrastructure to be provided on site and offsite as well as details of future management arrangements.	Yes	No longer considered necessary as an essential requirement.
Planning Policies usually require development proposals to achieve specific targets or standards, failure to do so can result in a refusal of planning permission. EBC G11 is not specific and merely advises on the type of information that applicants should provide in their accompanying documentation - as such it should not be a policy in its own right but is best included in some form of advice to	Yes	No longer considered necessary as an essential requirement.

<p>applicants. There appears to be an overlap between the Green Infrastructure requirements in the draft SPD and the Open Space requirements which are referred to in Appendix 1 (p.155). It might be helpful if these were incorporated into one section of the document for the ease and convenience of applicants.</p>		
<p><i>Essential Requirement EBC G12 - Green Roofs</i> All policies need to be practical and achievable. While the desire to encourage green roofs is laudable, the expectation that volume house builders will be prepared to provide such a large percentage within their developments, or that the general public will want to buy them, may be open to question. The Draft SPD offers some examples of green roofs but it would be pre-emptive to think that these offer a practical way forward at the scale suggested in this policy. The cost and maintenance implications for standard residential dwellings are unknown – certainly consultations should be undertaken with the house building industry before such a policy is introduced. This prescriptive policy should therefore be deleted, although this would not preclude green roofs being encouraged within the general text.</p>	Yes	Green roofs only to apply to flats and non-residential buildings and may be waived if grey water or rainwater systems used to supply WCs or other appropriate uses. Where green roofs apply minimum 80% cover unless essential plant or light wells make this impractical.

Persimmon Homes (South Coast) Ltd (essentially the same letter as North Hedge End Developer Consortium above)

Bryan Jezeph Consultancy Ltd

COMMENT	CHANGE TO DOCUMENT	REASONS
<p><u>EBC G1</u> It is unrealistic to expect an evaluation against the 'code' at this stage. It is entirely wasteful to do so, if the purpose of the application is to establish whether development is or is not acceptable.</p>	No	Conditions at outline or full application stage reasonable as design information is or will become available before the development is built.
<p>The requirement to provide this data adds another (significant) cost and obstacle to achieving development</p>	Yes	Thresholds increased to 10 dwellings/ 1000 sq m so relatively low cost.
<p><u>EBC W1</u> For speculative development, it is impractical to know at the outline stage what fittings/appliances may be designed in or out of the final buildings.</p>	No	At the earliest application stage the requirement is for an estimate of how a certain level of sustainable achievement (certificate) can be reached. Not necessarily all the details needed but

		intentions will suffice
<p><u>Planning Implications – Page 28</u> This ignores the potential land use and design implications of requiring storage tanks and rainwater harvesting, which may collectively need substantial land to accommodate, and subsequently require (vehicular) access for maintenance.</p>	No	This is unlikely to have significant planning implications in most cases.
<p><u>EBC W2</u> <u>Planning Applications</u> - P.33 This ignores the potential difficulties of the siting tanks, especially in higher density developments where gardens may subsequently be land locked, potentially preventing future maintenance. Will the Council accept storage tanks in publicly 'adopted' areas?</p>	No	Not clear what the problem is here.
<p><u>EBC W4</u> This is impractical to achieve at outline planning stage where no details of sizes of buildings, siting etc are included. It is unreasonable to require this level of information (in detail) at outline stage.</p>	No	All details don't need to be provided at outline stage. Details supplied before building commences or otherwise agreed.
<p><u>EBC E1 EBC E2</u> The draft SPD indicates that there are no Planning Implications, which is surprising as this standard is affected by both orientation and the layout of individual buildings, and by the separation between buildings. These factors must impact on how sites are laid out.</p>	No	Passive Solar Design just one factor in assessment of proposals
<p><u>EBC E3</u> Most of the energy efficiency measures on p.58 are unknown until the details of design are considered. It is therefore impracticable to achieve these at outline stage, eg to consider heat sources, insulation, appliances and lighting prior to designing the layout and design of buildings.</p>	No	Not all details need at this stage, an estimate only. Full details needed before building commencement or otherwise agreed.
<p><u>EBC E5</u> It is impracticable to incorporate this level of detail at the outline stage. The requirement for developers to pay into a carbon fund is one sided and does not indicate what the Council will do in return, or the timescales for this. The Council should produce a rolling 5 year plan</p>	No	In most cases this will not apply as usually quite feasible to provide 10% CO2 reduction via onsite or local low/zero carbon energy. When it does apply EBC 'Carbon Free' fund will be reasonable and well

of projects to be funded, and then be able to indicate (annually) when moneys received will be committed to new infrastructure or carbon reducing projects. There should also be information about when larger projects such as district heating schemes will be operational, so that developers contributing can pre-plan when they can 'tap in' to these resources.		targeted at e.g. insulating existing properties.
(page 71) When evaluating 'zero carbon', account should be taken of the carbon cost of commissioning and decommissioning some systems. eg the energy used in concrete production, or in photovoltaic production, or in different forms of insulation. Some materials may help to save energy, but never 'pay back' the energy used in their production.	No	This is largely an urban myth as exposed by a parliamentary report on the whole life costs of such technologies.
<u>EBC MW1</u> Supported	N/A	This essential requirement has now been omitted.
<u>MW3</u> Effective recycling depends in part on the range of materials that will be collected by the Local Authority. The Council should commit itself to providing and retaining a (weekly) collection service for paper, card, glass, all food cans, all plastics, green garden waste, and any other products that can reasonably be recycled.	N/A	This essential requirement has now been omitted.
<u>EBC GI 1</u> It is common practice for developers to contribute to open space off site and this is generally encouraged. However, many Councils are unable to say 'where' money will be spent at the time of receiving such contributions. Consequently, the requirement to specify these details in a design and access Statement is unrealistic; unless the Council first commits itself to which public space improvements/new provision will be funded and carried out in any particular year.	Yes	This essential requirement has now been omitted as unnecessary
<u>EBC GI 2</u> Further consideration should be given to the thresholds and percentages. The possibility of a scheme for 10 dwellings providing	Yes	Green roofs now an option (together with rain/grey water systems) and does not apply to houses.

<p>one dwelling with a green roof is unlikely to be acceptable in design and maintenance terms. Equally, designing dwellings with 10% of their roof 'green' is unlikely to be effective. Such requirements may be especially onerous on affordable housing schemes. Will RSL's accept maintenance of such buildings?</p>		
<p><u>EBC G1 3</u> It is unlikely to be impracticable to provide street trees in many locations, for the reasons set out in the Planning Implications. I also question whether this is a reasonable requirement as the motive would appear to be to improve streets in the vicinity of new development, rather than to undertake works directly related to the development itself. Such planting could not, in my view, reasonably be conditioned for this reason. If this is to be regarded as Planning Gain, then there needs to be a suitable evaluation as to why such improvements are justified for each development. A blanket requirement as proposed is, I suggest, not supported by government advice. The requirement based on street frontages may be disproportionate to the amount of development, where many backland (PDL) schemes may have a very small frontage, whereas a single 'corner plot' may have a very large frontage.</p>	<p>Yes</p>	<p>This requirement has been modified to make it less prescriptive and onerous (now ESD 8)</p>
<p>Where street trees are provided, at such a high price to the development, will the highway authority then undertake that all Statutory Undertakers will make protection of trees a priority, so that trees planted at great cost will not be ripped up? It is common to see service trenches brush against street trees.</p>	<p>No</p>	<p>Fair point but beyond scope of this document. If trees in highway they will be maintained by HCC anyway.</p>
<p><u>Implementation</u> Pages -141/142 -It is unclear at what stage 'stage two' operates but if this is still at outline stage, then the additional cost of £1700 for an assessment (P.167) adds substantially to a typical planning fee of just £335, just to see if the principle of development is acceptable. The SPD appears to discriminate by removing this</p>	<p>Yes</p>	<p>This section significantly revised.</p>

<p>requirement from smaller non residential development, (on grounds of cost – Appendix 4, page.167) but continues to target developers of small residential plots. As it is intended to require compliance by conditions, (at detailed stage) it appears irrational to require a full assessment at outline stage.</p>		
<p>Given that many developers approach council officers for advice prior to submitting the application, will the Council now offer pre-application advice on how to comply with the code as part of its own service, or simply point elsewhere ?</p>	N/A	<p>Some advice will be given but this is also partly the role of the guidance part of the document.</p>
<p><u>Generally</u> There is concern that achieving ‘The Code’ requirements can only be achieved by appointing a licensed assessor, which may be costly at outline stage, where only the principle of development is at issue, unhelpful where there is minimal information available, and undermines the principle of applying for <u>outline</u> planning permission, simply to see if the principle of a land use is acceptable. Consequently, the checklists in Appendices 2 and 3 are impractical for most ‘smaller’ outline schemes. The additional costs of providing these assessments may discourage some potential developers/landowners from putting land forward for development, thereby reducing the supply of ‘brownfield’ sites and leading to more ‘greenfield’ (less sustainable) development.</p>	No	<p>Assessment (and certificate) not needed until just before commencement even if this is years after submission of outline planning application.</p> <p>Checklists are non-binding and require developer to start thinking about how the development can address these issues at earliest stage.</p>
<p>Various parts of the SPD refer to the additional costs of compliance with the code and Breeam being offset by the potential future (energy) savings to residents. This may be true, but the additional construction costs, and consequent sale costs may also prevent people from buying who do not have the extra moneys at the outset. It will push up the costs of all new housing, which is especially difficult in a ‘credit crunch’ and a recession.</p>	Yes	<p>Extra costs will have to be absorbed by land owners/developers and purchasers but there will be a premium on much more cost efficient buildings.</p> <p>Thresholds increased to help the smallest developments. For larger developments the unit cost will be smaller. All development will need to respond to tighter building regulations in future years anyway (2016 zero carbon homes mandatory).</p>
<p>Hedge End Town Council</p>		

COMMENT	CHANGE TO DOCUMENT	REASONS
During the Committees' meeting of 22 nd October members determined the following recommendation: <i>That they support the recommendations of Eastleigh Borough Council. Proposed The Chairman, seconded Cllr. Keith Day and motion carried</i>	No	Agreed
Barratt Homes (Steve Wilks)		
COMMENT	CHANGE TO DOCUMENT	REASONS
Concerned that requirements for both grey-water recycling and green roofs an unacceptable financial burden	Yes	Requirement has now been modified to one of three options (green roofs/ rainwater harvesting/grey water systems) and does not apply to houses.
Concern expressed that insistence on layouts maximising passive solar gain too prescriptive.	Yes	Essential requirement (now ESD 5) makes the original intention clearer that passive solar gain should be fully considered within the context of all other design constraints. The current problem is that very often developments make no effort to consider and exploit the free winter heat energy of passive solar gain.
Concern about requirement for 1 street tree per 7 linear metres	Yes	This has been changed in new streets to at least 1 tree every 30 linear metres
Concern about raised requirements for the larger (500 plus homes) developments	Yes	This essential requirement has been omitted
Higher standards not justified as new homes not a significant proportion of total housing stock	No	The principle of making new development more sustainable is agreed by nearly all sectors of this debate. Greater sustainable performance in other areas (existing buildings, transport etc) are also necessary but we should not be allowing new development that will need to be expensively retrofitted to meet high sustainable standards in the near future.
This approach attempts to cover up for DC lack of knowledge with tick	No	Although it is agreed that we all need to raise our

sheets		levels of expertise in this area it is not necessary or desirable for DC officers to become environmental building experts. The SPD is designed to place the largest burden of assessment on the trained independent assessors.
Will place large financial burden on developers affecting their ability to deliver housing numbers	Yes	Essential requirements have been reduced from 17 to 8 and thresholds have been raised for when the SPD applies. Only one out of the three options green roofs/ rainwater /grey water recycling now required and houses exempt. Code Level 3 for housing is not considered an uncommercial requirement (already mandatory for all social housing). Government research shows this adds typically from 4% to 8% to the construction cost. Many other local authorities are imposing similar requirements.

DRAFT AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENT – CONSULTEES

First Name	Surname	Position	company
Ian	Taylor		Profitline Consultancy Ltd
Bryan	Jezepeh		Bryan Jezepeh Consultancy
Mark	Luken		The Luken Beck Partnership Ltd
Ian	Judd		Ian Judd & Partners
Mike	Adams		Adams Hendry
Nick	Wilcox	Commercial Support Manager	South West Trains Ltd
John	O'Donovan	Office Director	Turley Associates
Christine	McNulty		Humberts Planning
John	Brindley	Regional Planning Director	Bellway Homes
David	Lander		Boyer Planning Limited
Giuseppe	Zanre	Planning Director	David Wilson Homes Southern
Paul	White		Miller Hughes Associates Ltd
Paul	Bedford	Senior Land & Planning Manager	Persimmon Homes (South Coast)
Jacqueline	Adams	Associate Director	Terence O'Rourke plc
Peter	Court	Associate Director Strategic Land	Bovis Homes Ltd
Martin	Hawthorne		White Young Green Planning
Paul	McCann	Group Planning Director	Banner Homes Group plc
Peter	Storey	Clerk	Bishopstoke Parish Council
Janet	Morgan	Clerk	Botley Parish Council
Jenny	Whittle	Clerk	Bursledon Parish Council
Cheryl	Gosling	Clerk	Fair Oak & Horton Heath Parish Council
Brendan	Gibbs	Clerk	Hamble-le-Rice Parish Council
Kevin	Glyn-Davies	Clerk	Hedge End Town Council
Sue	Hobbs	Clerk	Hound Parish Council
Laura	Cooke	Clerk	West End Parish Council
			British Gas (Southern)
Helen	Pearce	Planning & Sustainability	Southampton City Council
Steve	Lees	Head of Planning Policy & Transport	Test Valley Borough Council
R W	Price		Connell Land & Planning
			Development Planning Partnership
David	Staniland		George Wimpey Southern Limited
Mark	Oliver		G L Hearn
Scott	Chamberlin	Strategic Planning Direct	Gleeson Homes Limited
			Levvel
Mark	Sennitt		Orchard Homes Ltd
Alex	Child		Planning Bureau Ltd

First Name	Surname	Position	company
Fred	Andress		Churchill Retirement Living Lt
			Prides
Chris	Corcoran		Southern Planning Practice
Steven	Brown		Woolf Bond Planning LLP
			Michael Weakley Associates
Brian	Campbell		Brian Campbell Associates
Richard	Kenchington	Footpath Secretary	Eastleigh Group of the Ramblers' Association
Jimmy	Chestnutt	Chief Executive	Southampton and Fareham Chamber of Commerce and Industry
Steve	Austin	Town Planning Team	Network Rail
Chris	Kneale	Corporate Planning Manager	Southern Water
Matt	Richardson		Gleeson Land
Sylvia	Leonard	Planning Manager	Bellway Homes (Wessex)
Ginny	Hall		Mobile Operations Association c/o Mono Consultants
Rolf	Hawkins	Director of Property	Winchester Diocesan Board of Finance
Richard	Osborn	Planning Consultant	Pro Vision Planning & Design
Lelsey	Griffin		Merlion Housing
Rose	Freeman	Planning Assistant	The Theatres Trust
Laura	Ross		Stewart Ross Associates
Lara	Beechey	General Manager	Holiday Inn Southampton-Eastleigh
Laura	Graham	Planning Consultant	Alliance Environment and Planning Ltd
Paul	Rollison	Head of Transport & Retail Services	One Community
Martin	Gray		Davidson Leisure Resorts Ltd
			Swaythling Housing Society
Sara	Sawyer		First Wessex Housing Group
Kristine	Salomon-Olsen	Head of Policy	Hampshire Chamber of Commerce
Mark	Budden	Senior Director	C B Richard Ellis - South Central Region
Nicky	Hirst	Public Affairs Officer	Southampton & Fareham Chamber of Commerce & Indust
Ian	Lycett	Chief Executive	Gosport Borough Council
Eddie	Hill		Hamble Parking Group
Carole	Le-Marechal	Programme & Performance Manager	South Central Strategic Health Authority
Gareth	Cruddace	Chief Executive	Hampshire Primary Care Trust Headquarters
Nick	Davis		
Sam	Stone	Land Manager	Miller Homes Limited - Southern Region
Tim	Jenkinson		
Bob	Sellwood		Sellwood Planning
Daniel	Wiseman		
Daniel	Wiseman	Planner	Turley Associates

First Name	Surname	Position	company
Alexandra	Munday	Associate	Cluttons LLP
Sunita	Aujla	Regional Development Manager	Downland Housing Association: Affinity Sutton Grou
Natasha	Hart	Senior Project Manager	Radian Housing
Sarah	Hamilton-Foyn		Pegasus Planning Group
Ian	Cole		
Nicholas	Reid		
			Southern Electric
Graham	Ashworth	Head of Planning Policy	New Forest District Council
Chris	Benham	Assistant Planner	Strutt & Parker
Tom	Swadling	Area Housing Manager	Raglan Housing Association Ltd
Philippa	Howell	Area Manager	Hanover Housing Association
Jenny	Spoor	Housing	Hyde Housing Association
Melissa	Chapman	Senior Housing Officer	Places for People
Darren	Herbert	Housing Department	Housing 21
Jack	Wilson	Housing Director	HVHS Housing Group
D G	Horner	Business Support	Anchor Trust
Stephen	Dunhill	Senior Development Manager	Kingtstone Housing Association Ltd
Dan	McKeagney		A2 Housing Group
T	Farthing		
Amber	Skyring		Atlantic Housing
Doug	Barrow	Principle Surveyor	Hampshire Constabulary
Alison	Wood	Policy Planner	Southern Planning Practice Ltd
Mr & Mrs	Roberts		
Ellie	Dickson	People Engagement Officer	Woodland Trust
Alex	King	Assistant Planner	Southern Planning Practice Ltd
Ian	Cozens	Fuel Systems Division Technician	Eaton Aerospace Ltd
Kenneth	Deacon		
Dorothy	Walker		
Phil	Hull	Planning Director	RPS
James	Stevens		
James	Dunne		Barratts/BDW Limited
David	Edwards	Senior Strategic Planning Manager	Taylor Wimpey Strategic Land
E A	Simms		Mortimers Lane Action Group
Danny	Stupple		
Adam	Pyrke		Colliers CRE
Mark	Fisher	Facility Development Manager	The Lawn Tennis Association
Debra	Harrison	Planner	CSJ Planning Consultants Ltd
			DPP
Gary	Palmer		Goadsby & Harding
Jagjit	Mandair	Primary Care Projects	NHS Hampshire

First Name	Surname	Position	company
		Facilitator	
Guy	Burnett	Regional Development Director	Thames Valley Housing Association
Alastair	Speirs	Planning Policy and Heritage Manager	East Hampshire District Council
Andrew	Biltcliffe	Planning Policy Team Leader	Havant Borough Council
James	Shelley		CB Richard Ellis
John	Elliott		Winchester & Eastleigh Healthcare NHS Trust
Mike	Smith	Town Planning Technician SE	Network Rail
Tim	Gardner	Partner	Ian Judd and Partners LLP
Mark	Crosby	Business Development Director	Saxon Weald
Richard	Allen	Head of Safeguarding	BAA Group Airport Planning
A J	Fagg		
David	Sage		
Damien	Holdstock	Consultant Town Planner	AMEC Environment & Infrastructure UK Limited
Steve	Mursell	Clerk	Chandler's Ford Parish Council
Carly	Grainger	Clerk	Allbrook & North Boyatt Parish Council
Martin	Small	Spatial Planning Advisor	English Heritage

DRAFT AFFORDABLE HOUSING SPD – LETTER TO STAKEHOLDERS



Regeneration and Planning Policy

Our Ref: S2 HOU2/AHSPD/562
Your Ref:
Contact: Tim Guymer
Direct Dial: 023 8068 8231
Direct Fax: 023 8068 8418
E-mail: tim.guymer@eastleigh.gov.uk

9 April 2009

Dear Sirs

CONSULTATION – DRAFT AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENT

Eastleigh Borough Council has recently approved a draft Affordable Housing Supplementary Planning Document (SPD) for consultation. The draft document provides advice on the delivery of affordable housing, to support policies 74.H and 75.H of the Eastleigh Borough Local Plan Review 2001 – 2011. The document and the related documents are available to view on the Council's website: <http://www.eastleigh.gov.uk/ebc-4200> If you would like to be sent a paper copy of the draft document, please contact us.

There is now an opportunity to comment on the draft Affordable Housing SPD during the consultation period that runs from 9 April 2009 to 21 May 2009. Comments received during this period will be carefully considered by the Council, and where appropriate changes will be made to the document in response. The amended document will be adopted formally by the Borough Council in summer 2009. When adopted, the document will be a material (planning) consideration in the determination of planning applications.

Please use the proforma accompanying this letter to make your comments. An electronic version of the proforma is available to download from our website at: www.eastleigh.gov.uk/ebc-4200

I look forward to hearing from you by 21 May 2009. If you would like to discuss any part of the draft SPD, please feel free to contact me.

Yours faithfully

A handwritten signature in cursive script that reads 'Tim Guymer'.

Tim Guymer
Senior Policy Planner
for the Head of Regeneration & Planning Policy

DRAFT AFFORDABLE HOUSING SPD – PUBLIC ADVERTISEMENT

EASTLEIGH BOROUGH COUNCIL

NOTICE OF PUBLICATION OF

DRAFT AFFORDABLE HOUSING SUPPLEMENTARY PLANNING
DOCUMENT

**Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Development) (England) Regulations 2004 as
amended 2008**

The Council is publishing the draft Affordable Housing SPD for consultation.

The SPD is intended to provide advice to developers and stakeholders on the policy and procedures adopted by the Council to secure the provision of good quality affordable housing on appropriate development sites in accordance with the Adopted Local Plan Review

Copies of the documents can be viewed on the Council's website at www.eastleigh.gov.uk. They will also be available for inspection at the Civic Offices, the Town Centre Office, parish council offices and local libraries during normal opening hours.

Representations should be sent to the address below by 5.00 pm on 21st May 2009.

Paul Ramshaw
DRAFT AFFORDABLE HOUSING SPD
Head of Regeneration and Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
Hampshire SO50 9YN

OR:

By email to local.plan@eastleigh.gov.uk

<p>Eastleigh Borough Council PLANNING POLICY & DESIGN TEAM NEWSLETTER February 2009</p>
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«First_Name» «Surname»

«Position»

«On_behalf_of»

«company»

«address1»

«address2»

«address3»

«address4»

«Town»

«County» «Postcode»

Welcome to the first Planning Policy & Design Team newsletter of 2009, which updates you on events and our work here since the last newsletter in January 2008.

The Team

The Planning Policy & Design Team forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw. The Unit also includes the Economic Development, Building Services and Asset Management teams.

Team news: Tim Guymer joined us last February to work on housing matters and other aspects of the Local Development Framework. Tim JS Dyer (not to be confused with our landscape architect Tim Dyer) joined us in June 2008, working part-time on providing design advice and focussing on conservation areas and listed buildings. Mark Waller-Gutierrez's role has now changed to focus primarily on Environmental Sustainability. See our Who's Who page for the team's contact details: www.eastleigh.gov.uk/ebc-1474

Local Development Scheme

The Local Development Scheme (LDS) sets out the programme for the Team's work on the planning policy documents that comprise the Local Development Framework (which in due course will replace the local plan). The last version of the Council's LDS was adopted in 2007. Since then, there have been changes in national planning policy advice (in revised PPS12) and regulations which have led to a need to review the LDS substantially. We are now negotiating a new LDS with the Government Office for the South East which reduces the number of Development Plan Documents to:

- A Core Strategy, which will cover all new site allocations and include policies for development management. It will also include strategies for the South Hampshire Strategic Employment Zone (now known as Eastleigh River Side) and Eastleigh Town Centre, both of which were formerly covered by Area Action Plans.
- A possible Area Action Plan (AAP) for the proposed Strategic Development Area north/north-east of Hedge End, should this be found to be feasible – this would be prepared jointly with Winchester City Council.

The LDS also proposes a series of Supplementary Planning Documents to provide more detail on sites and topics, including master-planning for Eastleigh River Side and more detailed guidance for Eastleigh town centre. You can see the new draft LDS on the web site at www.eastleigh.gov.uk/ebc-2099

Contact: *Julia Norman, Local Development Framework Manager*

Saved policies

The Planning and Compulsory Purchase Act 2004 which introduced the new planning policy system states that policies in local plans adopted before July 2006 will expire 3 years after the date of adoption unless the

Secretary of State has issued a direction to save them. The Eastleigh Borough Local Plan Review was adopted in May 2006. The Council has therefore requested the Secretary of State to save the majority of the policies in the local plan. You can see a list of the policies we propose to save on the web site at: www.eastleigh.gov.uk/ebc-2094

Contact: *Julia Norman, Local Development Framework Manager*

Core Strategy

Work has progressed on the Core Strategy, linked to a review of the Community Plan. A joint consultation took place September-November 2008 on issues to be addressed by both documents. You can see the consultation document 'Our Borough, Our Future' on our web site at www.eastleigh.gov.uk/ebc-4043 We received around 400 responses, which are helping us to establish priorities and a vision for both the Community Plan and the Core Strategy. The next stage of consultation on the Core Strategy will be an options and preferred options consultation in this summer. Further delays in this could affect our programme and at the moment there is no indication from Government of when the final plan will be published.

Contact: *Cliff Bowden, Senior Policy Planner*

North/ North East Hedge End Strategic Development Area

The emerging South East Plan prepared by the South East England Regional Assembly (SEERA) proposes a Strategic Development Area of around 6,000 houses, with related employment and other facilities within an area to the north/north east of Hedge End, extending into Winchester district. The Borough Council is formally opposed to this proposal but will be undertaking studies, in conjunction with Winchester City Council and Hampshire County Council (as transport authority), to test the feasibility of the development as proposed in the South East Plan.

Contact: *Tony Wright, Planning Policy & Design Manager*

Eastleigh Town Centre and Eastleigh River Side

Work is continuing on proposals for the regeneration of these areas. More information has emerged about Network Rail's long-term plans for the rail network, which have considerable implications for the planning of Eastleigh River Side (which is the new name for the South Hampshire Strategic Employment Zone). We are investigating routes for a link road through this area, and the transport implications of development at both Eastleigh River Side and the town centre. Work has also been commissioned on economic viability and to update information on retail activity and potential. As noted above, the outcome of this work will now be included in the Core Strategy.

Contact: *Julia Norman, Local Development Framework Manager and Julian Davies, Design Team Manager*

Strategic Land Availability Assessment

As part of work on the Core Strategy, we must undertake an assessment of land potentially available for development in the borough. We consulted on the methodology for this work in May 2008, and finalised it in July. Phase 1 of the study, which looks at sites for residential development within the urban areas, is now almost complete, and will be published for consultation in February. Phase 2 will look at green field sites for housing and other uses such as employment, and the potential for other uses within the urban area. This will be published for consultation in June 2009. Consultation on both phases of the SLAA will involve contacting the landowners of the identified sites, those who have submitted sites for consideration and interested parties identified during the preparation of the methodology. We shall also put the documents on our web site.

Contact: *Tim Guymer, Senior Policy Planner or Laila Bassett, Planning Officer*

Public Art Strategy

Work has taken place this year on a new Public Art Strategy, led by Joanne Moody. Following a consultation process that took place August- September 2008, the Strategy was adopted in October 2008. You can see it on our web site at www.eastleigh.gov.uk/PDF/PASfinal241108.pdf Further information

about the location of Public Art in the Borough, commissioning advice and current projects will be available by the end of February 2009 on www.eastleigh.gov.uk/publicart

Contact: Joanne Moody, Public Arts Officer

Supplementary Planning Documents:

You can see all the adopted Supplementary Planning Documents at www.eastleigh.gov.uk/ebc-1479

- **Prysmian II (formerly Pirelli Phase II) draft Development Brief**

Following consultation in February 2008, which included a number of exhibitions, the brief for the second phase of development on the Prysmian site in Eastleigh was agreed by the Council in April 2008. The Brief sets out the Council's objectives for this important site.

Contact: Mark Waller-Gutierrez, Urban Designer

- **Hamble Conservation Area Supplementary Planning Document SPD**

After consultation and debate, the Borough Council concluded that the Hamble Conservation Area should be extended to include Crowsport. The Hamble Conservation Area Appraisal was adopted as SPD in July 2008.

Contact: Julian Davies, Design Team Manager

- **Planning Obligations and the Use of Developer Contributions SPD**

Following public consultation April May 2008, the Planning Obligations and Use of Developer Contributions SPD was adopted in July 2008. It explains the contributions that will be sought from new development.

Contact: Gemma Christian, Planning Officer

- **Residential Car Parking Standards SPD**

On the basis of Government advice in Planning Policy Statement 3: Housing, residential car parking standards have been revised so that they are now based on car ownership rather than accessibility to public transport. The new SPD was adopted in January 2009.

Contact: Tony Wardle, Principal Transport Planner

Tel 023 8068 8241, Email tony.wardle@eastleigh.gov.uk

- **Environmentally Sustainable Development SPD**

The Council is leading the work of the Partnership for Urban South Hampshire (PUSH) for more sustainable built development, helping all the PUSH authorities to formulate policies to reduce the impact of development on climate change. To meet its own climate change priorities, the Council has prepared a draft Environmentally Sustainable Development SPD (this work has been led by Mark Waller-Gutierrez). Consultation took place September-November 2008. The outcome of the consultation and proposals to amend the SPD will be reported to Cabinet in March 2009, when the revised SPD should be adopted.

Contact: Mark Waller Gutierrez, Urban Designer

- **Netley Abbey Conservation Area Appraisal SPD**

Work has progressed on the Netley Conservation Area Appraisal, and it is to be published for public consultation in the next few weeks. We hope to adopt it later this year.

Contact: Tim J S Dyer, Architectural Design and Conservation Officer

- **Affordable Housing SPD**

Work on this paused while an essential Affordable Housing Viability Assessment was being prepared by consultants for us and Southampton City Council. The draft Affordable Housing SPD will now be published for consultation in April 2009.

Contact: Tim Guymer, Senior Policy Planner

- **Woodside Avenue Development Brief**

A draft brief has been prepared for the development of land on Woodside Avenue off Kipling Road, Eastleigh. It is being published on 11 February for a 6-week consultation period ending 25 March 2009.

You can see it on our web-site at: www.eastleigh.gov.uk/ebc-1465

Contact: Mark Waller Gutierrez, Urban Designer

· **Other SPD**

Work is to start this year on a Conservation Area Appraisal SPD for the **Bishopstoke Conservation Area**, and on a '**Quality of Places**' SPD which will be looking at principles of environmental design for the borough.

Contact *Julian Davies, Design Team Manager*

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

PLEASE HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If any part of your address is incorrect, please contact us so that we can keep our mailing list up-to-date. If you are willing to be contacted by e-mail, please let us have your e-mail address. If you no longer wish to receive a copy of Planning Policy and Design Team News, please contact:

**Janice Bayliss, Planning Policy & Design, Eastleigh Borough Council, Civic Offices,
Leigh Road, Eastleigh SO50 9YN**

Tel: 023 8068 8252 or Email: janice.bayliss@eastleigh.gov.uk

DRAFT AFFORDABLE HOUSING SPD – REPRESENTATIONS AND RESPONSES

Ref	Respondent	Relevant section of SPD	Summary of Comments	Borough Council Response
1	Terence O'Rourke representing North Hedge End Consortium	<p>1.1 General Comments</p> <p>1.2 Objective 1</p> <p>1.3 Paragraph 2.8 -proportion of affordable housing to be sought</p>	<p>Detail should be provided regarding the total number of affordable houses to be provided in the plan period.</p> <p>Gives clear and transparent guidance on the Council's approach to affordable housing, and is largely in line with PPS3 and the South East Plan subject to comments below.</p> <p>Reword from "in accordance with Local Plan Policy" to "in accordance with the Statutory Development Plan"</p> <p>The South East Plan target is 30-40%. There should be flexibility to negotiate on larger sites for viability reasons, particularly where the extent of the S106 contributions extends significant benefits to the rest of the community as well as the development.</p>	<p>This is not considered to be appropriate within the context of this SPD but will be addressed within the emerging Core Strategy. No change.</p> <p>Comment noted</p> <p>Disagree. Whilst technically correct the SPD has been prepared to give guidance on the implementation of Local Plan policies.. No change.</p> <p>Comment noted and agreed. Paragraphs 2.13 – 2.18 provides advice where these circumstances arise.</p>
2	Atlantic Housing Limited	2.1 Appendix 3	Agree with the aim to provide a common policy framework to ensure a consistent approach.	Comment noted

		2.2 Paragraph 1.6	The requirement to adhere to current PPS 3 requirements regarding dwelling densities would need to be met in tune with scheme financial viability.	Comment noted. See response to 1.3 above.
		2.3 Paragraph 2.2	Agreed although a definition of being “close to town...good public transport routes” may be useful.	Such a definition is not considered to be useful or appropriate within the context of this SPD which focuses on the delivery of affordable housing, not development densities. No change.
		2.4 Paragraph 2.10 – efficient use of land	Clarification of the mechanism to be used to prevent this (the inefficient use of land) may be useful.	Where schemes fail to make the most efficient use of the land, Policy 75.H provides for applications to be refused. No change.
		2.5 Paragraph 2.17 – site viability	Agreed, but some obligation costs may not be evident at early stage negotiations.	Comment noted but refer to objective 1 of the document regarding site viability.
		2.6 Paragraph 2.21 – value for money	Clarification of the PUSH mechanism for determining “value for money” is required.	Section 106 agreements have the ability to enable costs to RSL to be reviewed if they are considered to be unreasonable. No change.
		2.7 Paragraph 3.9 & 4.2 – HCA funding requirements	Report may need to mention minimum dwelling sizes, storage space, suitable apportionment of communal car parking and amenity space?	The document refers to the Homes and Communities Agency website. This ensures that they are getting the most up to date information as the standards evolve. No change.
		2.8 General	If the document suggested a more	The method of calculating on-site affordable

		comments	<p>formulaic approach to calculating affordable housing contributions it may make the process consistent and more transparent and fairly related to the actual impact of the development.</p> <p>The document is comprehensive and advises developers on affordable housing objectives although some further clarity on the viability assessment of schemes would be useful.</p>	<p>housing requirements is considered to be very clear and does not require any further details. With regard to off-site affordable housing requirements (which would only be agreed to exceptionally), the contributions are likely to be dependant on site specific details which this SPD could not address. No change.</p> <p>Comment noted.</p>
3	The Planning Bureau Ltd on behalf of McCarthy & Stone (Developments) Ltd	<p>3.1 Paragraphs 2.5 & 2.6 – lowering thresholds</p> <p>3.2 Paragraph 2.11 – piecemeal development</p> <p>3.3 Paragraph 2.17</p>	<p>The Council are trying to change Policy 74H due to seeking affordable housing contributions on all sites of 15 dwellings or less, not just in “special circumstances”. This is contrary to PPS12.</p> <p>The SPD should set out criteria to make an informed judgement on the likelihood of comprehensive development. It may be that the SHLAA could be used in this circumstance.</p> <p>The Council needs to acknowledge that affordable housing policy works both ways with land values and also</p>	<p>The SPD does not change the policy which was considered by the Inspector at the Public Local Inquiry. It does however provide further information on the special circumstances whereby affordable housing would be sought on smaller sites and confirms that special circumstances currently exist whereby it would be appropriate to seek affordable housing. No change.</p> <p>Disagree. Such judgements are usually very site specific and often require a wide number of factors to be taken into account in reaching a view. The provision of criteria to inform these judgements is not considered to be appropriate in this instance. No change.</p> <p>The Council has its own Valuer who would be consulted in these matters. No change.</p>

		<p>3.4 Paragraph 2.18 – open book appraisals</p> <p>3.5 Paragraph 2.28 – off site contributions</p>	<p>that landowners will need to be incentivised with the price offered if they are to be persuaded to sell the land. They question what expertise the Council has in saying whether a Developer has paid a fair price for the land.</p> <p>An open book approach is contrary to the planning principle that the planning permission runs with the land and not the applicant. A viability toolkit should be used which utilise existing or alternative use value rather than what the Developer actually paid for the site. A recent case is quoted where the inspector highlighted the advantage of a generic approach to appraisals rather than an open book appraisal.</p> <p>Object to having to provide more affordable housing on an alternative site than would be sought if provision was to be delivered on site. This is contrary to PPS3.</p>	<p>The Council is satisfied that using an open book approach method is an effective way to assess the viability of development sites. No change.</p> <p>This paragraph advises that if the off site housing is to be provided on an alternative site that already has an affordable housing requirement, then this needs to be taken into consideration. No change.</p> <p><i>Worked example</i></p> <p><i>Site A is providing 100 homes and 35% are due to be affordable. The total affordable provision is therefore 35.</i></p> <p><i>Site B is providing 40 homes and 35% (14</i></p>
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				<p><i>homes) are due to be affordable, but these are being provided off site on Site A.</i></p> <p><i>The total affordable provision on site A will therefore increase to 49.</i></p>
4	Hamble Parish Council	<p>4.1 Paragraph 2.10 – maximising the efficient use of land</p> <p>4.2 Footnote 2</p> <p>4.3 General comment</p>	<p>Welcomes the statement which states that housing development proposals should have “regard to the character of the locality”</p> <p>Welcomes the suggestion that “most if not all of the housing requirement in the period up to 2026 could come forward from existing urban areas”</p> <p>A wish was expressed that they are kept fully informed of any detailed applications within the Hamble peninsula.</p>	<p>Comment noted</p> <p>Comment noted</p> <p>Comment noted</p>
5	Fair Oak & Horton Heath Parish Council Planning Committee	<p>5.1 Paragraph 2.33 – re financial contributions in lieu of affordable housing.</p> <p>5.2 General comments</p>	<p>Expressed concern over the fact that the Council may return monies to Developers in cases where it is not used within a mutually agreed period. This will reduce the Community’s choice of the direction of the Developer’s contributions. The community would also lose the ability to use Developer’s contributions on smaller sites.</p> <p>Admirable document which may help the situation of affordable housing.</p> <p>The document could have been</p>	<p>The Council are not able to hold on to developers contributions for an infinite period of time. The money will be utilised when opportunities arise. No change.</p> <p>Comment noted.</p> <p>Difficult to achieve due to the complexity of the</p>

			produced in simpler language.	subject matter. No change.
6	Hepburns Planning Consultancy Limited	6.1 General Comments	On the whole, it reads easy, but it would be easier if a table was included to show the number of proposed dwellings with the contribution levels alongside. This would enable a quick calculation to be made.	A table showing the amount of on site affordable housing to be sought against the overall scale of development is considered to be un-necessary as it is a simple calculation. With regard to off-site affordable housing requirements (which would only be agreed to exceptionally), the contributions are likely to be dependant on site specific details which this SPD could not address. No change.
7	Radian Group	7.1 General Comments	The document clearly sets out the thresholds, percentages and nature of affordable housing provision expected. Affordable Housing Providers working in the Borough are mentioned but not named. In some other Local Authority areas AHPs contact details are provided in the SPD so that developers can discuss minimum HCA standards etc.	Comment noted Agreed. Paragraph 4.2 is amended to direct developers to the EBC website for details of the affordable housing providers the Council uses at this time to procure new housing.
		7.2 Paragraph 2.24 – service charges	This could also include ground rents as this can impact on affordability when considered with service charges and rent.	Agreed. Paragraph 2.24 is amended to refer to ground rent as well as service charges.
		7.3 Paragraph 2.31 – existing housing stock	This is supported. Existing stock will not comply with the Homes & Communities Agency's minimum standards and will not therefore attract grant funding.	Comment noted.
8	MJ Gleeson	8.1 Paragraphs	Object to the rigid approach to this	Disagree. Policy 74.H of the Local Plan Review

	Group Plc	<p>2.7 & 2.8 – proportion of affordable housing to be sought</p> <p>8.2 Paragraphs 2.10 & 2.11 – maximising the efficient use of land</p> <p>8.3 Paragraph 2.13 – site viability</p>	<p>policy and would support its re-wording to allow for the affordable housing percentage to be looked at on a site by site basis to take into account individual development costs and site constraints. It is believed that seeking 20% affordable housing on developments of 5-14 will encourage piecemeal development.</p> <p>Maximising development land to achieve comprehensive developments which will deliver infrastructure for local communities is supported.</p> <p>It is suggested that flexibility is added to this policy in terms of delivery and location of units to allow for viability to be considered. It is believed that this will encourage developers to commence development and may even accelerate the release of both affordable and market units within the Borough.</p>	<p>and the SPD makes it clear that the proportions of affordable housing sought on eligible sites are targets. Paragraphs 2.13 to 2.18 of the SPD refer to the Council's approach to viability considerations. There is no evidence to suggest that piecemeal development will increase as a result of seeking affordable housing on smaller sites. On the contrary, it is considered likely that such instances will be less likely to occur. No change.</p> <p>Comment noted</p> <p>Creating mixed and balanced communities is one of the Government's aims for sustainable development. Whilst there may be exceptional circumstances to justify any departure from this policy, this will be considered on a site by site basis. However, an element of pepper-potting does need to be achieved. No change.</p>
9	Bovis Homes Limited. South East Region	9.1 Paragraphs 2.3 & 2.8	This approach is welcomed as a substantial proportion of the total housing provision comes from sites of less than 15 dwellings.	Comment noted

		<p>9.2 Paragraph 2.9 – affordable housing calculation.</p> <p>9.3 Paragraph 2.10- maximising the efficient use of land.</p> <p>9.4 Paragraphs 2.13 – 2.16 – site viability</p> <p>9.5 Paragraph 2.17 – site viability</p>	<p>In order to simplify matters and prevent contrived calculations, it is requested that the Council adopts a policy of rounding down.</p> <p>The circumstances described herein help justify the Council’s proposal to lower the threshold for seeking affordable housing.</p> <p>The Council is advised to look more carefully at a number of recent appeal decisions regarding viability and the provision of affordable housing. Details of these can be provided on request.</p> <p>There are problems of confidentiality associated with seeking the Council’s advice prior to purchasing land. It is also felt that the purpose of the SPD should be to replace (or greatly reduce) the need for developers to contact the Council. It is requested that this paragraph is deleted.</p>	<p>The rounding up of a proportion of a whole number above 0.5 is standard practise. Equally if the figure is less than 0.5 then the figure would be rounded down. To reflect that the amount of affordable housing sought is a target however, it is recommended that the word ‘provided’ is replaced with ‘sought’.</p> <p>Comment noted.</p> <p>The Council would be interested in reading the recent appeal decisions and details will be requested from Bovis Homes. In terms of the suggested approach to viability, see response to 10.1 below.</p> <p>Early discussion between potential developers and the Council is a vital component in working up a developable and deliverable development scheme. The Council recognises the importance of confidentiality in discussions and such discussions have taken place between officers of the Council and potential developers over a number of years. The SPD is not designed to replace the need for these discussions. No change.</p>
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		<p>9.6 Paragraph 2.19 – on-site provision</p> <p>9.7 Paragraph 2.20 – on-site provision</p> <p>9.8 Paragraph 2.21- value for money</p> <p>9.9 Paragraph 3.1- housing mix, type and tenure</p> <p>9.10 Paragraph 3.2 – housing</p>	<p>Free land is often the easiest way of providing affordable housing on sites and it is logical to permit developers to concentrate affordable housing in a limited number of locations rather than have it pepper-potted throughout the entire site.</p> <p>It should be for the developer to decide what is the best way to provide affordable housing on a site and a matter for the AHP to decide what constitutes value for money. Having to provide the affordable housing at the same time as the open market housing shows the Council’s lack of concern about (or understanding of) viability.</p> <p>The company suggests that the best way forward would be via the index linking of TCIs.</p> <p>The provision of affordable housing should reflect that identified in the needs survey and not the private mix.</p> <p>The Council should clearly set out how it calculated the 65/35% mix. In</p>	<p>See response to 8.3 above.</p> <p>Affordable housing is generally phased across large developments and due to the units being pepper-potted, it is delivered alongside the market housing. No change.</p> <p>Disagree. As paragraph 2.21 sets out, a standard approach has been agreed by the PUSH authorities which moves away from TCIs. No change.</p> <p>Eastleigh Borough sees a housing need across all house sizes. We aim to achieve a balance between meeting needs and building sustainable communities. No change.</p> <p>This tenure mix is an aspiration and has been set in accordance with the South East Plan, the</p>
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		<p>mix, type and tenure</p> <p>9.11 Paragraph 3.7 – design and layout</p> <p>9.12 Paragraph 3.10 – lifetime homes & wheelchair accessible units</p>	<p>so doing this, the economics of provision of the various types of affordable housing should be taken into account. A more flexible approach is requested.</p> <p>It is felt that “pepper-potting” affects the viability of a development. Concentrating the affordable housing in one/limited locations generates economies of scale in its provision and management. The government has recognised this in its latest revision to PPS3 where viability is given more prominence. It is felt that “pepper-potting” should be adopted at the macro level of the Borough, rather than at the micro level.</p> <p>It is felt that the Council’s policy regarding all new affordable housing to be built to Lifetime Homes standards should be deleted for the following reasons:</p> <ul style="list-style-type: none"> · Cost implications · It is not always possible due to site constraints · Younger people in need of, or resident within, affordable homes are likely to move within their lifetime and it is naïve to expect them not to. 	<p>Strategic Housing Market Assessment and PUSH proposals.</p> <p>See response to 8.3 above.</p> <p>Disagree. The Lifetime Homes standards are mandatory at level 6 of the Code for Sustainable Homes. From 2010 they will be mandatory at Code level 4 and in 2013 at Code level 3. In the Government’s strategy for Housing in an Ageing Society (Lifetime Homes, Lifetime Neighbourhoods) it also states that all public housing will be built to Lifetime Homes Standards by 2011. No change.</p>
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			It is accepted that some wheelchair accessible units will be required but consideration should be given to each site's topography when negotiating this requirement.	Comment noted.
10	Foreman Homes Limited	10.1 Paragraph 2.8 – proportion of affordable housing sought on eligible sites	<p>It is felt that schemes of 14 units or less are currently only viable because they do not make provision for affordable housing – this has been backed up by an in-house exercise using their recently implemented sub-fifteen sites.</p> <p>It is considered that the new policy will reduce land values by up to 20%.</p> <p>It is suggested that either:</p> <ul style="list-style-type: none"> · The SPD is not adopted · Its possible adoption be deferred for a couple of years · The Council works with developers – in a true open book manner to determine what can be afforded. 	<p>It is acknowledged that seeking the provision of affordable housing on sites of 5-14 dwellings represents a challenge for the housing industry to respond to. It is for this reason that the SPD makes it clear that the Council will not seek affordable housing on such sites until 1st April 2010.</p> <p>In seeking affordable housing provision on these smaller sites, the Council recognises that there may be instances where there may be viability concerns in bringing these sites forward. In such cases, the applicant will be required to demonstrate their case to the Council on an open-book basis.</p> <p>This process is already provided for in the SPD and therefore no changes are recommended.</p>
11	Andrew Stupple	11.1 General Comments	Agrees wholeheartedly with the SPD and consider it to be very well drafted	Comment noted.

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APPENDIX 57

DRAFT ACCOMMODATION FOR OLDER PEOPLE AND THOSE IN NEED OF CARE SUPPLEMENTARY PLANNING DOCUMENT - CONSULTEES

First Name	Surname	Position	company
Nick	Wilcox	Commercial Support Manager	South West Trains Ltd
Peter	Storey	Clerk	Bishopstoke Parish Council
Janet	Morgan	Clerk	Botley Parish Council
Jenny	Whittle	Clerk	Bursledon Parish Council
Cheryl	Gosling	Clerk	Fair Oak & Horton Heath Parish Council
Brendan	Gibbs	Clerk	Hamble-le-Rice Parish Council
Kevin	Glyn-Davies	Clerk	Hedge End Town Council
Sue	Hobbs	Clerk	Hound Parish Council
Laura	Cooke	Clerk	West End Parish Council
			British Gas (Southern)
Helen	Pearce	Planning & Sustainability	Southampton City Council
Steve	Lees	Head of Planning Policy & Transport	Test Valley Borough Council
Alex	Child		Planning Bureau Ltd
A J	Nairn		Chilworth Parish Council
Diane	Andrewes		Eastleigh Southern Parishes Older Persons Forum and...
Derrick	Smithers		Age Concern
Steve	Austin	Town Planning Team	Network Rail
Chris	Kneale	Corporate Planning Manager	Southern Water
Ginny	Hall		Mobile Operations Association c/o Mono Consultants
			Swaythling Housing Society
Sara	Sawyer		First Wessex Housing Group
Carole	Le-Marechal	Programme & Performance Manager	South Central Strategic Health Authority
Sunita	Aujla	Regional Development Manager	Downland Housing Association: Affinity Sutton Grou
Julia	Bagshaw	Associate Director	Primary Care Commissioning Hampshire PCT
			Southern Electric
Graham	Ashworth	Head of Planning Policy	New Forest District Council
Tom	Swadling	Area Housing Manager	Raglan Housing Association Ltd
Jenny	Spoor	Housing	Hyde Housing Association
Doreen	Matthews	Clerk	Ampfield Parish Council
			McCarthy & Stone Ltd
Jim	Tarzey	Partner	Pegasus Planning Group

First Name	Surname	Position	company
Marie	Riordan	Development Project Manager	Saxon Weald Homes Ltd
S	Hales		Hedge End 2000 Centre Lunch Club
	Burns		Tuesday Retirement Club, Hedge End
Guy	Burnett	Regional Development Director	Thames Valley Housing Association
Nicki	Oliver	Parish Clerk	Whiteley Parish Council
Y	Wheadon	Parish Clerk	Shedfield Parish Council
L	Edge	Parish Clerk	Bishops Waltham Parish Clerk
A	Collins	Parish Clerk	Upham Parish Council
John	Elliott		Winchester & Eastleigh Healthcare NHS Trust
Mike	Smith	Town Planning Technician SE	Network Rail
Mark	Crosby	Business Development Director	Saxon Weald
Richard	Allen	Head of Safeguarding	BAA Group Airport Planning
Mark	Glendenning	Investment and Regeneration Manager	HCA
Matt	Hutchinson		HCC Adult Services
Vicky	Jessop		HCC Adult Services
Martin	Parker		HCC Adult Services
			Hampshire Care Association
			Sunrise Senior Living
			Age Concern
Steve	Mursell	Clerk	Chandler's Ford Parish Council
Carly	Grainger	Clerk	Allbrook & North Boyatt Parish Council
Laura	Bailey		Brendon Club Hampshire
			Churchill Retirement Living
			English Courtyard Association
	Campbell		Age Concern Chandler's Ford
Ann	Harris	Secretary	Age Concern Fair Oak & Horton Heath
Gordon	Davis		Age Concern Bishopstoke
R	Bunting	Secretary	Fleming Park Bowling Club
Mrs	Nimmo		Botley Neighbourhood Scheme
I	Spreadbury		Friday Group
V M	Blunt		Hedge End Over 60's Club
M C	Chmarny		New Start Senior Citizens Club
Kathryn	Evans		Wildern Opportunity Group
Vera	Blunt		2000 Centre Users Group Hedge End
Julia	Allan		Eastleigh Good Neighbours
Ray	Davis		Pudbrook Associated Social Activities Club
Barry	Summerton		Chandler's Ford Good Neighbours

First Name	Surname	Position	company
Paul	Westcott		Bishopstoke Good Neighbours Scheme
Margaret	Holmes		Good Companions Social Club
Ray	McRae		Glenside Social Club
I	Thomas		Sunday Lunch Club and Chandler's Ford Sunshine Clu
Ivy	Spreadbury		
Rose	Weldon		Monday Club (Eastleigh)
Dianne	Cowan	Secretary	Hamble Monday Club
Patrick	Berrill		Wessex Pensioners Convention Wessex Region
Myra	Benatto		
Kenneth	Bradbury		HALO
Mrs	Babb		19 Berry Close
D S	Mann	Chair	Asian Welfare & Cultural Association
Glynne	Pusey	Proprietor	Hollybank Rest Home
Neil	Massie	Planning Officer	Spatial Strategy & Research Group
Andrew	McMullen		Calibre Care Compliance Ltd
Clive	Parker	Chief Executive	Extra Care Solutions
		General Secretary	Hedge End Bowling Club
Martin	Small	Spatial Planning Advisor	English Heritage

APPENDIX 58

DRAFT ACCOMMODATION FOR OLDER PEOPLE AND THOSE IN NEED OF CARE SPD – CONSULTATION LETTER

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Tony Wright
Planning Policy & Design Unit

«First_Name» «Surname»
«Position»
«company»
«address1»
«address2»
«address3»
«address4»

My ref S2/HOU1
Your ref
Date 14 January 2011

Please ask for Tim Guymer
Direct dial 023 8068 8231
e-mail Tim.guymer@eastleigh.gov.uk
Fax 023 8068 8148

Dear «dear»

CONSULTATION: ACCOMMODATION FOR THE ELDERLY AND THOSE IN NEED OF CARE SUPPLEMENTARY PLANNING DOCUMENT (SPD)

In the past year there has been a significant rise in planning applications and pre-application enquiries relating to accommodation for the elderly. The Supplementary Planning Document is intended to provide guidance which will assist applicants in the preparation of development proposals and assist this council in the consideration and determination of planning applications for accommodation for elderly and disabled people. This guidance will ensure that information and advice given to landowners, property owners and prospective developers is consistent, up-to-date and correct.

The consultation period will run from **Friday 14th January 2011 to Friday 25th February 2011**. Comments received will be carefully considered, and appropriate changes made to the document. The amended document will then be adopted by the Borough Council through the committee process, and it will be available to purchase or download (<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-documents.aspx> from the Planning Policy and Design Unit in Mid 2011.

Please use the form overleaf to make your comments. You may photocopy the form, or download it from our website: <http://www.eastleigh.gov.uk/XXXXXX>.

Yours «yours»

TIM GUYMER
Senior Policy Planner
On behalf of Regeneration & Planning Policy

Name applicable).....	(Agents	if
Organisation applicable).....		(if
Address:		
Postcode:		
Daytime telephone:		
Fax:		
E- mail:		

Please give details of any change you would like to see made or additional text you would like to see added and why. Attach additional sheets if necessary.

Signature.....
Date.....

Please return all completed forms by Friday 25th February 2011 to:

**Tim Guymer, Planning Officer, Planning Policy & Design Unit, Eastleigh
Borough Council, Civic Offices, Leigh Road, Eastleigh. SO50 9YN**
E-mail: tim.guymer@eastleigh.gov.uk
Fax: 023 8068 8148

**DRAFT ACCOMMODATION FOR OLDER PEOPLE AND
THOSE IN NEED OF CARE SPD – PUBLIC
ADVERTISEMENT**

EASTLEIGH BOROUGH COUNCIL

NOTICE OF PUBLICATION OF

**ACCOMMODATION FOR OLDER PEOPLE AND THOSE IN
NEED OF CARE SUPPLEMENTARY PLANNING DOCUMENT**

**Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Development) (England) Regulations
2004 as amended**

The Council is publishing the draft Accommodation for Older People and Those in Need of Care Supplementary Planning Document for consultation.

The Supplementary Planning Document is intended to provide guidance which will assist applicants in the preparation of development proposals and assist this council in the consideration and determination of planning applications for accommodation for elderly and disabled people. This guidance will ensure that information and advice given to landowners, property owners and prospective developers is consistent, up-to-date and correct.

Copies of the documents can be viewed from Friday 14 January 2011 on the Council's website at www.eastleigh.gov.uk Copies will also be available for inspection at the Civic Offices, the Town Centre Office, Parish Council offices and local libraries during normal opening hours.

Representations should be sent to the address below by 5.00 pm on Friday 25 February 2011.

Tim Guymer
DRAFT Accommodation for Older People and Those in Need of Care
Supplementary Planning Document
Head of Regeneration and Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
Hampshire SO50 9YN

OR:

By email to Tim Guymer at tim.guymer@eastleigh.gov.uk

«First_Name» «Surname»
 «Position»
 «company»
 «address1»
 «address2»
 «address3»
 «address4»
 «Town», «County»
 «Postcode»

Welcome to the first Planning Policy & Design newsletter of 2011, which updates you on events and our work here since the last newsletter in September last year.

The Team

Kitty Budden and Tracy Payne have returned to Development Control. Matthew James of the Partnership for Urban South Hampshire (PUSH) is now working at Fareham. If you wish to contact any of the team members please call or email Janice Bayliss (see contact details at the end of this letter). There is also a Who's Who list on our web site at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/contact-us.aspx>

Change to the planning system and development requirements

Ongoing changes to the national planning system and a review of local strategy continue to affect our work and potentially our programme.

- Regional plans

The government's decision to revoke regional plans has been challenged successfully by developers, so for the time being the South East Plan remains part of the development plan. However, the government has recently confirmed its intention to revoke these plans through the new Decentralisation and Localism Bill.

- Decentralisation and Localism Bill (the 'Localism Bill') and other government initiatives

This Bill was placed before Parliament on 13 December 2010, and we are now working out its implications for us. It looks as if the current system for preparing local development frameworks (LDFs) will remain, but with some detailed changes. However, the government is also proposing the introduction of 'neighbourhood plans' and 'neighbourhood development orders' which may well change the level of detail that needs to be addressed in LDFs. You can see details of the Bill on the DCLG web site at:

<http://www.communities.gov.uk/localgovernment/decentralisation/localismbill/>

Other changes being introduced by the government include:

- might affect other government grants to the council.

Community Infrastructure Levy: this is a new system for obtaining developer contributions. It involves charging a locally set tariff for development in order to fund a wide variety of infrastructure projects (road improvements, open space, community facilities etc).

It was introduced by the last government, and this government is proposing to continue it but with some changes being introduced through the Localism Bill. These include a requirement that a proportion of the funds collected should be passed to defined 'neighbourhoods', to be spent on projects. The Council has not yet considered when it might introduce the levy in Eastleigh.

- **Partnership for Urban South Hampshire (PUSH)**

PUSH has recently revised its economic strategy in view of the recession. This affects the amount of employment floorspace and the number of new houses we need to accommodate. The total amount of employment floorspace to be provided for in south Hampshire between 2006 and 2026 is now 1.36 - 1.72 million sq. m. (a reduction from the previous target of 2 million sq.m.). The number of dwellings required over the same period is reduced to 74,000 (previously 80,000). However, no decisions have been made yet about how these amended totals are to be apportioned between the authorities within the PUSH area.

- **Solent Local Enterprise Partnership**

The Solent area - including the PUSH local authorities and Isle of Wight - was designated a Local Enterprise Partnership (LEP) by the government in November. Solent LEP comprises private / public sector leaders in business and education and skills and the local authorities. The LEP will be managed by a board, chaired by a private sector representative. It will be responsible for coordinating delivery of the economic strategy, although it will not have statutory planning powers. LEP status may also provide opportunities to access new sources of funding. PUSH Joint Committee will consider further in January how the LEP will operate with PUSH and how responsibilities will be shared.

Contact: Tony Wright, Planning Policy & Design Manager

Local Development Framework (LDF)

The programme for our work on the LDF is set out in the local development scheme (LDS). We have revised our LDS completely to reflect the government's proposed revocation of the South East Plan and this Council's decision not to proceed with the former proposed Strategic Development Area north/north-east of Hedge End. You can see it at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework.aspx>

For the main policy elements of our LDF which will replace the adopted Eastleigh Borough Local Plan Review 2001-2011, we are preparing two documents – a core strategy and a sites & policies document. So far as possible we will prepare these in parallel. The core strategy will cover the major issues that affect the borough and identify the broad distribution of development. The sites and policies document will cover the details of site allocations and include policies to manage development.

In producing these documents we will talk as much as possible to those with an interest in their proposals. Early in 2011 we shall be talking informally with parish councils in order to establish their views and priorities. We shall also be contacting statutory bodies, for example those concerned with provision of water, transport, education and health. We hope to undertake a full public consultation on options for both the LDF policy documents in the autumn of 2011. Please note - it is possible that the Localism Bill and the PUSH apportionment process could have implications for this programme – we will keep you informed.

Contact: Julia Norman, Local Development Framework Manager

LDF Evidence

To support our work on the LDF we are researching and bringing together relevant evidence. You can see the data we have collected so far on our web site at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy->

and-design/local-development-framework.aspx You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Current work includes the following topics:

- **Strategic Land Availability Assessment (SLAA)**

For the LDF, we must undertake an assessment of land potentially available for development in the borough. We consulted on and finalised the methodology for this study in 2008. Part One of the study looks at sites for residential development within the urban areas. It was completed last year, and is updated annually – this year's update will be available on our web site early in the New Year. Part Two is looking at green field sites for housing and other uses such as employment, and the potential for uses other than housing within the urban area. It is likely to be published alongside the autumn 2011 options consultation on the core strategy and the sites & policies documents.

Contact: *Tim Guymmer, Senior Policy Planner or Laila Bassett, Planning Officer*

- **Employment Land Review**

Part 1 (of three) of the employment land review looks at the supply of employment land and the borough's economy. It is on our web site at:

<http://www.eastleigh.gov.uk/PDF/ppd100709elrpart1draft.pdf> Part 2 is currently in preparation and will look at future needs - this will be informed by the updated PUSH economic strategy. Part 3 will examine how we might address any mismatch between supply and demand for employment sites and premises.

Contact: *Tim Guymmer, Senior Policy Planner*

- **PPG17 Study and Green Infrastructure**

The Government's Planning Policy Guidance note PPG17 'Planning for Open Space, Sport and Recreation' requires that we undertake a study of recreational land and facilities in the borough, to establish our own local standards of provision, and to support the LDF. Our study is due to be completed around April 2011. It will be followed by a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure'), in the context of the PUSH Green Infrastructure Strategy.

Contact: *Gemma Christian, Planning Officer*

- **Retail study**

We have commenced work jointly with Southampton City Council and Test Valley Borough Council on a new retail study which is looking at convenience and comparison goods floorspace requirements and the main shopping centres of Southampton, Eastleigh and southern Test Valley. Consultants GVA Grimley have been appointed to undertake this project, which should be completed by late spring 2011.

Contact: *Tony Wright, Planning Policy & Design Manager or Tim Guymmer, Senior Policy Planner*

- **Landscape Character Assessment update**

Our borough wide landscape character assessment has now been updated and a draft of this will be available on the web site in January. We should be grateful for any **comments** that you would like to make on this draft. If you could get these to us **by the end of March 2011** we can take them into account as we finalise the assessment and progress with our work on the LDF.

Contact: *Tim Dyer, Landscape Architect or Julian Davies, Design Team Manager*

- **Annual Monitoring Report (AMR)**

We are currently required to make an annual report to the Secretary of State for Communities and Local Government on progress with the documents set out in the local development scheme, house-building and other development, and the implementation of existing planning policies. Eastleigh Borough Council's sixth AMR has just been completed, covering the period 1 April 2009

to 31 March 2010. It has been approved and sent to the Government Office. You can see it on our web site at: <http://www.eastleigh.gov.uk/PDF/2009-2010AnnualMonitoringReport.pdf>

Contact: Laila Bassett, Planning Officer

Supplementary Planning Documents (SPD):

You can see all the adopted supplementary planning documents at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-documents.aspx> We are working on the following new SPDs:

- **Quality Places SPD**

The Borough Council is leading work on developing a South Hampshire Quality Places design guidance document which can be used as a template for individual SPDs in partnership with other local authorities in the PUSH area, and also on an SPD version of this for Eastleigh Borough. These documents will address general urban design principles with an emphasis on local considerations. It is expected that an illustrated draft of the SPD will be circulated for consultation in spring 2011.

Contact: Mark Waller-Gutierrez, Urban Designer or Julian Davies, Design Team Manager

- **Bishopstoke Conservation Area Appraisal SPD**

Consultation is taking place on proposals to restrict permitted development rights in some parts of the conservation area (Article 4 Directions). The consultation period ends on **12th January 2011**. The results of this will be taken into consideration in the final version of the Conservation Area Appraisal and Article 4 Directions which are expected to be adopted in the spring.

Contact: Tim JS Dyer, Architectural Design and Conservation Officer

- **Old Bursledon Conservation Area Appraisal SPD**

Work has started on a review of the Old Bursledon Conservation Area and Special Policy Area in order to produce a Conservation Area Appraisal SPD to help guide development there. There have been concerns about the scale and nature of development in this area and clearer guidance should help to resolve these. Public consultation is to take place early in 2011 and there may then be a need for further consultation on boundary changes following which the SPD will be adopted.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager

- **Bursledon Windmill Conservation Area Appraisal SPD**

Work has also started on a review of the Bursledon Windmill Conservation Area with a view to producing a short SPD to guide development proposals there. Public consultation is to take place early in 2011 and there may then be a need for further consultation on boundary changes, following which the SPD will be adopted.

Contact: Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager

- **Implementation of the Environmentally Sustainable Development SPD**

From 1st January 2011 **all new homes, new developments of other forms of residential accommodation above 500 sq. m.** (like care homes or student accommodation) and **non-residential development above 500 sq. m.** will be subject to the requirements of the EBC Environmentally Sustainable Development SPD. This SPD was adopted in March 2009 when the thresholds for applying it were 10 homes and above for residential development and 1000 sq. m. for other forms of residential and non-residential development. The SPD can be viewed on our web site at:

of the SPD's requirements are in the 'main document', and more detailed sustainable development guidance is in the associated appendices.

Contact: Mark Waller-Gutierrez, Urban Designer

- **Accommodation for Elderly People and Those in Need of Care SPD**

The Council is receiving a lot of applications and enquiries for various forms of accommodation for older people and others in need of care and support. We have therefore drafted some guidance to establish principles of location and design, and to help distinguish between developments which are mainly residential and those that are more institutional, drawing on the relevant policies in the current local plan. We will be consulting on the draft SPD from 14 January to 25 February 2011, and hope to adopt it in April 2011.

Contact: Tim Guymer, Senior Policy Planner

Other work

The Planning Policy & Design Team is also involved with several other projects including:

- **Implementing the Town Centre Vision**

The Town Centre Vision Document is on our web site at:

<http://www.eastleightc.co.uk/PDF/TownCentreDraftVision.pdf> Your comments on the document are welcome. Investment in the town centre is being encouraged and most recently consent was given in December for a new hotel development on Station Hill.

Contact: Dave Francis, Urban Renaissance Coordinator or Julian Davies, Design Team Manager

- **Eastleigh Town Access Plan**

Planning Policy and Design staff have been working with the Council's Engineers and those of Hampshire County Council to prepare the Eastleigh Town Access Plan (ETAP). This document when adopted will assist negotiations with developers in agreeing transport contributions and engender even stronger joint working between the two Authorities on local transport and Access issues in the Central Eastleigh area. The document has been subject to extensive consultation including public exhibitions and meetings with interest groups. The Eastleigh Town Access Plan is one of 5 to be progressed across the County and can be viewed on the HCC website www.hants.gov.uk/taps The document is to be presented to the Eastleigh Local Area Committee in January for approval before going to Hampshire for formal adoption.

Contact: Dave Francis, Urban Renaissance Coordinator

- **Twyford Road Improvements**

Twyford Road is the main corridor of access to the town centre from the north, and as part of a joint initiative with the County Council, design work is being carried out to improve access in the area and carry out environmental improvements using funding from recent developers contributions. The proposals are intended to bring benefits for all users of the road and in particular pedestrians, in accordance with the Eastleigh Town Access Plan. Initial consultation is planned in the New Year, with work on the ground likely to commence in 2012. Further information may be found at:

<http://www.eastleigh.gov.uk/meetings/mgConvert2PDF.aspx?ID=19085>

Contact: Julian Davies, Design Team Manager

- **Solent Design Awards**

Sponsored by PUSH, members of the design team have been working with colleagues in other local authorities and the Solent Centre for Architecture and Design to promote the Solent Design Awards which are intended to encourage quality place-making: schemes that involve buildings and spaces which can enrich our daily lives. The standard of entries received was high, and the new Wellstead Primary School in Hedge End won one of the three top prizes, with the Point Arts Centre in Eastleigh also being one of three schemes which were highly commended. You can see details at: <http://www.solentdesignawards.org.uk/> The winners were announced on 27th October 2010 at an Awards Dinner at Winchester Guildhall sponsored by Portsmouth based construction company, Warings. This event was also used to promote the PUSH design Charter, signed by Council Leaders and Chief Executives, which seeks to raise the quality of urban design across all the local authorities in the area.

Contact: Mark Waller-Gutierrez, Urban Designer or Julian Davies, Design Team Manager

Public Art:

· Dowd's Farm Park, Hedge End

October 2010 saw the completion of Hand Spring Designs' habitat jetty, created with Dowd's Farm community members. The habitat jetty was commissioned to improve access to the water side and increase awareness of the wild life on the site.



· Pirelli, Eastleigh

Ideas generated in community workshops and the 'Art in the Park' event held in August have inspired an arch for Pirelli Green. At 6 metres tall, the archway will take pride of place on Pirelli Green in spring 2011. Designs for the archway have been submitted for planning permission and can be viewed through Eastleigh Borough Council's planning portal at:

<http://www.eastleigh.gov.uk/fastweb/detail.asp?AltRef=F/10/68160&ApplicationNumber=&AddressPrefix=bright+wire+cres&submit1=Go>

· Rosebowl

Eastleigh Borough Council and the Rose Bowl plc are appointing an artist to design, fabricate and install public art that enhances the entrance routes to one of the leading sporting venues in Hampshire.

Other projects planned for 2011 include bespoke seating in Hamble, an entrance feature for Eastleigh's recreation ground and a sculpture piece on the approach to Chandler's Ford Station. More details of Eastleigh Borough Council's public art programme can be found at:

www.eastleigh.gov.uk/publicart

Contact: Joanne Calcutt, Public Arts Officer

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ACCOMMODATION FOR OLDER PEOPLE AND THOSE IN NEED OF CARE SPD – REPRESENTATIONS AND RESPONSES

Name	Company	Comment received	Borough Council response
Miss Rachael Bust	The Coal Authority	No comments	No amendments necessary
Ms Kate Cullen	Hamble-le-Rice Parish Council	The only sheltered accommodation in Hamble is private, comprising 35 flats in one building. Sheltered accommodation in Hamble is desperately needed for those who cannot afford to buy a flat in a sheltered block.	Comment noted. No amendments necessary
Ms Julia Bagshaw	Primary Care Commissioning Hampshire PCT	Residents should not have to leave their local area to access essential services such as GP/Health Centre and Pharmacy. NHS Hampshire has produced a Primary Care Strategy which lists the expected distance a Hampshire resident would be expected to travel for these services.	The Primary Care Strategy's identification of distance thresholds is noted. Those are based on distances to NHS facilities whilst the figures in the SPD are intended to give guidance as to the proximity of potential development sites to more general services and facilities. Therefore no changes are proposed.
Mr Glynne Pusey	Hollybank Rest Home	The Commission is the Care Quality Commission, not the QCC which is what you have in the document, also the National minimum care standards for older people is no longer in place so this is not what we have to comply with. Care homes must comply with the Health and Social Care Act 2008 and CQC has now published essential standards of quality and safety	Agreed. Proposed to amend paragraphs 2.1.2, 4.1.2 and 4.1.5 in response
Mr Andrew McMullen	Calibre Care Compliance Ltd	The 'National Care Standards Commission' ceased to exist in 2004 and was superseded by the Commission for Social Care Inspection. This has been superseded by the Care Quality Commission in 2009. The National minimum standards no longer exist. They were superseded by the essential standards of quality and safety on 1st October 2010. The Care Standards Act 2000 has been repealed and superseded by the Health and Social Care Act 2008. This latter act made provision for the setting up of CQC, new regulations and new standards. The Care Homes Regulations 2001 no longer exists. The regulations created under the Health and Social Care Act 2008 application where a service needs to register with CQC, are the Health and Social Care Act 2008 - Regulated Activities Regulations 2009 and the Care Quality Commission Registration Regulations 2009.	Agreed. . Proposed to amend paragraphs 2.1.2, 4.1.2 and 4.1.5 in response

Mr Neil Massie	HCC: Spatial Strategy & Research Group	<p>HCC as a provider of social care strongly supports the proactive approach taken by the Borough Council in recognising the accommodation needs of older people and those in need of care. The County Council supports the references within the document to Extra Care Housing. The principal aim of Extra Care is to offer older people a 'home for life' avoiding the need for them to be moved from care setting to care setting as their health and care needs change. Extra Care schemes enable care services to be increased in situ according to the individual's evolving requirements, allowing older people to retain a degree of independence whilst providing support as needed. In short, it is recognised that Extra Care is a flexible housing format as an additional alternative option from residential care homes or of making adaptations to people's own homes. Extra Care Housing can help to retain the independence of people by having a home of their own which is fully accessible, designed with an awareness of potential future disability, sustainable and easy to heat, and with the benefit of care and support resources easily available. To date Hampshire County Council has mainly considered this sort of housing as particularly relevant for older people but would recognise that the model would suit a range of people who have both accommodation and care and support needs. Hampshire County Council (HCC) is a provider of social care within Eastleigh Borough. To ensure that the SPD reflects the range of needs of potential occupiers of specialist accommodation HCC would like EBC to amend Paragraph 1.6 to substitute the words 'medical needs' with 'medical and / or social care needs' to read: "Whilst this document is intended primarily to provide guidance for older peoples' accommodation, it is also relevant to planning applications relating to institutional uses for the care of people less than 60 years of age who are in need of specialist accommodation to meet their medical and / or social care needs." Hampshire County Council (HCC) is a provider of social care within Eastleigh Borough. HCC would like the Borough Council to amend paragraph 2.1.2 to substitute the words 'National Care Standards Commission' with 'Care Quality Commission' to reflect the fact that the former was formerly superseded as a regulatory body by the latter in April 2009.</p>	<p>Comments noted, including the request to broaden the definition to include social care needs. This SPD is intended to provide guidance for older peoples' development and those in need of specialist accommodation for medical care. Broadening the scope of the SPD to include accommodation for social care would lose the focus of the SPD and require consideration of a number of additional factors. Proposed to amend title of SPD and paragraphs 1.6, 2.1.2, 2.3.2, 4.1.2, and 4.3 in response</p>
“	“	<p>As a provider of social care the County Council is keen to ensure that the SPD reflects the range of needs of potential occupiers of specialist accommodation. HCC suggests amending Paragraph 2.3.2 to better reflect conditions which can result in residents becoming more reliant on social care. Therefore HCC would suggest that the Borough Council substitute the words 'reduced visibility' with either 'visual impairment' or the broader term 'sensory loss' to read: "Reduced mobility, frailty, visual impairment (or 'sensory loss') and dexterity are all common occurrences amongst older people and will result in many becoming more reliant on social care services and the assistance of friends and relatives."</p>	

		Hampshire County Council (HCC) is a provider of social care within Eastleigh Borough and conducts the monitoring of all new development throughout the County. The County Council commends the Borough Council's clear approach taken within the document to defining the types of development falling within Land Use Classes C2 (residential institutions) and C3 (dwelling houses). Hampshire County Council (HCC) is a provider of social care within Eastleigh Borough and conducts the monitoring of all new development throughout the County. HCC supports the identification of Extra Care Housing in paragraph 4.2.1 as a C3 Use.	
“	“	As a provider of social care HCC wishes to highlight that the key feature of any Extra Care scheme is that the design, layout, facilities and support services available enhance the quality of life for individual residents. High levels of support may be supplied to only a small proportion of occupants, but the crucial factor is that the scheme is capable of meeting the housing with care and/or lifestyle needs of an individual who would otherwise lose their independence. In this respect the most important facilities are: i) an on-site team of carers, including management, ii) 24-hour cover, iii) ability to provide daily hot meals (usually from an on-site kitchen) and iv) enhanced bathing and toilet facilities	
“	“	Other shared facilities on Extra Care schemes may include a residents' lounge and bar, shops, hairdresser/beauty salon, IT room, trolley/electric 'buggy' parking area, library, crafts/woodworking room, gardening area, gym/leisure facilities and dedicated transport. Some of these facilities are dependent upon economies of scale and are only found in Extra Care villages of 100+ units. However, whilst most Extra Care schemes operate on the principle of establishing a community of older people, it is possible that new Extra Care schemes could deliver added benefits to the neighbourhood by opening up the use of their shared facilities and services to the benefit of existing older residents within the local community. Section 4.3 should be amended to recognise this possibility.	
“	“	To reflect Hampshire County Council's responsibility as a provider of social care, HCC recommend that EBC update Paragraph 4.1.2 to insert the words 'and Hampshire County Council' after 'Primary Care Trust to read: "The Council is not a care provider and therefore it is essential that any development proposals have the support of the Primary Care Trust and Hampshire County Council, meet the national minimum standards for Care Homes for Older People published by the Secretary of State for Health under section 23(1) of the Care Standards Act, and are drawn up in close consultation with the Council's housing department and health and communities team."	
“	“	Hampshire County Council (HCC) is a provider of social care within Eastleigh Borough. HCC supports the approach to requiring all forms of C3 Use development to meet the requirements of the Borough Council's Affordable Housing SPD. HCC would welcome the opportunity to work collaboratively with organisations on aspects of development including the selection of a care service provider and the basis of	

		allocation to future social housing as part of Extra Care Housing schemes	
“	“	HCC are supportive of Extra Care Housing schemes offering a range of tenure types, including affordable housing and, where there is mixed tenure, would expect the affordable housing to be ‘pepper-potted’ across the scheme and built to the same quality standards as the rest of the scheme.	
Janet Morgan	Botley Parish Council	Does the term 'Relevant Housing Associations' mean all housing associations? 'Places for People' has over 200 properties for older people in Eastleigh area but is not on the consultation list.	Comments noted. Only housing associations known to operate in the borough have been consulted and not all those listed in “Places for People”. No change proposed.
“	“	2.2.6 It is unclear whether the number of people on the current waiting list refers only to applicants who are already resident within the Borough	Waiting list figures have been taken from the home choice register. The register is not restricted to those resident in the borough. No change proposed.
“	“	4.3.7 Suggest including access to minibus facilities if the number of residents with the development is over 30 and no bus route is accessible within 200m of the development.	Disagree. As a matter of principle the Council considers that residents should have a choice of transport modes to access facilities. The operation of a minibus, whilst welcome, does not replace the value in having a bus route nearby for residents. Furthermore, this enables visitors and staff to be able to access the site by non-car based transport modes.
“	“	4.3.14 it is believed that recent legislation prohibits charging mobility scooters indoors therefore provision may be needed for access to secure charging facilities outside the buildings. There is no mention of provision of IT facilities within accommodation for older persons.	Noted: Proposed to amend paragraph 4.3.14 to include reference to secure charging facilities. Provision of IT facilities not controlled through planning.
Clive Parker	Extra Care Solutions	Within the definition of C2 and C3 specific reference needs to be made to Extra Care Housing where the care service is registered by CQC, but the building is not. If true extra care is classed as C3 this will reduce supply as the cost of communal facilities cannot be born on top of a S106 requirement to provide affordable housing.	The issue of provision of affordable housing is addressed in Section 5 of the document, and its implications for the viability of the scheme are covered in paragraph 5.7. HCC are a care provider and support the inclusion of affordable housing in extra-care schemes, obviously envisaging that these too would be extra care dwellings. Change proposed to paragraph 5.4 to recognise the potential need to limit occupancy of the affordable dwellings in extra care schemes to elderly people in need of such care.

“	“	Under C2 definition reference is made to qualified medical staff. This should also include qualified care staff as in normal care homes. A measure should be introduced for extra care.	The reference to trained medical staff is intended to cover both qualified medical staff and other qualified care staff. No further change is proposed. Extra care housing is regarded as C3 residential; amendment proposed to para. 3.2.5 to clarify this
“	“	In terms of extent of communal and number of care homes delivered, if communal and ancillary and circulation is more than 36% of GIA and care provision in site exceeds 250 hours a week it should be classed as C2 if less it should be C3.	The main criterion in distinguishing between care homes and residential development is whether the property can be occupied as an independent living unit. No change proposed.
Ms Susan Solbra	Southern Water	It is important that provision of water and wastewater services to elderly and care accommodation is considered during the planning application process. Paragraph 2.1.3 of the draft SPD states that local plan policies will be applied in the termination of applications as well as the guidance set out in the SPD, we support this approach and anticipate that this will ensure that development is not permitted unless the necessary water and sewerage capacity is either available or can be provided in time to serve it.	Comments noted. No amendments necessary as policies in the Local Plan Review and the Environmentally Sustainable Development SPD address issues of water and waste water.
Mrs V M Blunt	Hedge End Over 60's Club	Accommodation for the elderly needs to be near to shops in the village, also close to community halls for social events. If this is not possible then a frequent bus service is necessary. Being able to meet with like age friends is one of the most important things in elderly peoples daily life.	Comments noted. No amendments necessary.
Alex Child	Planning Bureau Ltd	Policy and Legislative Context - Paragraph 2.1.2. Reference to The Care Standards and NCSC can be misleading and is regarded as unhelpful and superfluous. Many forms of older peoples' accommodation are not covered by its provisions and reference to it may cause confusion particularly if attempts are made to inappropriately apply it as a result. This will cause delays in the planning system and stifle provision.	Agreed. Amendments proposed to paragraph 2.1.2.
“	“	Population statistics - If reference is to be made to the Housing waiting list, this section also ought to make reference to the fact that the tenure of housing stock in the Borough by older persons is predominantly owner occupation and that their needs are underprovided by specialised older persons accommodation when compared with public stock. The SPD should not infer favour the provision of public provision over private provision.	Section 2.2 does not infer any favour for public or private provision. Amendments are proposed to paras. 2.2.5 and 2.2.7 to clarify this.

		<p>Section 3 – Definitions. It is not considered to be the place of an SPD to attempt to establish by simplistic reference to two different accommodation types, what may constitute a C2 or a C3 type use. Moreover in doing so, this will stifle discussion and innovation in this regard and the SPD is erroneous in what it says in many respects. McCarthy & Stone asks what appeal decisions and case law has led to these conclusions? No reference is made to levels of care here and the assumptions reached. Paragraph 3.2.4 then recognises that there can be a range of care but then the SPD attempts to compartmentalise this into two different types. Paragraph 3.2.5 again refers to case law and leads to simplistic assumptions. Where does case law establish these assumptions? Certainly it is erroneous for the SPD to do so. The accompanying drawing shows a misunderstanding of the whole matter by suggesting that C3 accommodation would provide a carers room.</p>	<p>It is a valid purpose of SPD to clarify the Council's approach to interpretation of national and local policy. The guidance given seeks to distinguish residential institutions from (class C2) from residential development (class C3). This does not stifle innovation in the provision of older peoples' accommodation but enables clarification of the policies that will be relevant to various forms of development. It is proposed to amend para. 3.2.3 to refer to recent planning appeals. Levels of care have been defined having regard to the Use Classes Order and Care Quality Commission standards. It is proposed to amend drawing accompanying the definition of C3 residential development to delete the reference to the 'carer' room, which is simply a second bedroom.</p>
“	“	<p>Referring to Paragraph 3.2.6 appeal precedents suggest that where such facilities are provided as outlined, in the paragraph, this is in fact indicative of a C2 use. This alternative view at the very least suggests that it is inappropriate for the SPD to offer the prescription that it does. Paragraph 3.2.8 and the accompanying drawing suggest that only care homes should be regarded as C2 uses. This runs contrary to guidance which seeks innovation in the field of care provision precisely to avoid the move into care home type provision. This level of prescription will do the opposite and stifle the provision of alternative forms of provision across the whole range of extra care provision burdened with its own costs and also affordable housing provision given that the SPD as drafted will prevent proper discussion and determination in this respect as to what constitutes a development that should include an element of affordable housing.</p>	<p>As level of care is frequently cited by developers as an issue in distinguishing between use classes C2 and C3 it is considered appropriate for the SPD to address this matter. The objector does not explain the appeals referred to. The list in paragraph 3.2.6 was derived from advice in the Care Quality Commission advisory note referred to in paragraph 3.2.9, the NHS web site and from the advice of the Council's own health care professionals. It is not clear how this advice 'stifles' provision of alternative forms of accommodation for older people. Section 5 of the document addresses the issue of provision of affordable housing, including viability. No changes proposed.</p>
“	“	<p>Paragraph 3.2.9 applies tests which have no basis in planning and offers no justification for doing so. It is recommended that this section be deleted</p>	<p>Paragraph 3.2.9 merely states the facts in relation to class C2 care homes. These are of relevance to planning in that they help to determine the use class of development proposals. No changes proposed.</p>

“	“	Paragraph 4.1.1. McCarthy & Stone does not understand any reasoning behind the suggestion of sequential testing unless the policy circumstances of a site dictate it. There is clearly a need for this form of accommodation as the SPD itself acknowledges and therefore there should generally be a presumption in its favour.	Disagree. Where there are suitable sites which are available closer to the centre of existing settlements, it is considered reasonable to explore the opportunity for developing that site for older peoples' accommodation before considering a more peripheral site. No change proposed.
“	“	Paragraph 4.1.2. It should not be “essential” for a scheme to have the support of the Primary Care Trust. It is a matter for the Planning Authority to determine a planning application. Neither is it a requirement or desirable for many forms of older person's provision to meet the stated care standards. Once more, such comments stand to stifle the provision of accommodation which the SPD purports to support.	The Council has a responsibility to ensure that development is necessary, fit for purpose and built to the appropriate standards. It is therefore appropriate to seek the support of the relevant authorities. No change proposed.
“	“	Paragraph 4.1.5. Again what appeal decisions? And is it right to prescribe these to all the forms of development that the SPD is supposed to cover. Support of the PCT and compliance with care standards have no place in determination of the location or need for older persons housing. To suggest such, suggests that the SPD's intention is principally to apply control over innovation and provision.	This paragraph clarifies material planning considerations when considering development in the countryside, which is normally very restricted. The list of potential material considerations set out in paragraph 4.1.5 are provided for information and are based on observations of appeal decisions. It is relevant to include amongst these the support or otherwise of the relevant health authority. It is also appropriate to seek to ensure that development will provide adequate standards of care. No change proposed.
“	“	Paragraph 4.3.7. What justification is there for this? Whilst ideally the closer to facilities the better, both Assisted Living and traditional older persons housing has been found to function quite adequately more distant from facilities. Prescription of such close proximity will again stifle development.	The criteria set out in this and related paragraphs are based on principles of community sustainability and the desire to ensure that residents of these developments are able to enjoy a reasonable standard of life. Whilst it is acknowledged that there are examples of accommodation functioning 'adequately' when located further from facilities and services, as the respondent recognises this is not an 'ideal' situation and is something which the Council is keen to avoid in principle. No change proposed.
“	“	Paragraph 4.3.10 The Councils car parking standards do not adequately cover the different forms of older persons' provision that are already found and are emerging so reference to it and the suggestion of further prescription by the SPD is unhelpful.	The paragraph simply cross-refers to existing parking policies and the Residential Parking Standards SPD. Any changes to parking standards in the light of changing trends and requirements will be made to that SPD. No

			change proposed.
“	“	Paragraph 4.3.16. Public access into private sheltered housing developments is wholly inappropriate where safety and security are essential to the success of such schemes. This needs to be made clear if such commentary is to remain.	Agreed. Proposed to amend para 4.3.16 by inserting words 'wherever possible' at end of first sentence
“	“	Paragraph 4.1.19. PPG17 does not say this and to require such without reference to the needs or demands of residents would be a profligate waste of land and or reduce the level of accommodation provision that otherwise might be made. Therefore needs will not be met as well as they should.	Agreed in part; however, the principle of providing open space in conjunction with new residential development should continue to apply to C3 residential developments for older people. In the interests of residential amenity, it is also considered reasonable to seek some open space with class C2 developments, but the paragraph makes clear that this will be a matter for negotiation rather than application of standards. Amendments proposed to para. 4.1.19.
“	“	Paragraph 4.3.20. This is regarded as inappropriate for all but the largest of development (i.e. a significant retirement village) and should therefore be clarified. To provide where a facility is clearly not necessary is a waste of resource.	The SPD does not require that an element of play provision is provided. It simply states that in some cases, it may be acceptable to do this. As the respondent recognises, the industry is innovative and the provision of play equipment for residents, visitors and staff may well be an area to look at in the future. Note: proposed to change the reference to 'play' equipment to 'exercise' equipment in response to another representation.
“	“	Paragraph 4.3.21. This is contradictory. It initially suggests that provision will have to be made off site if requirements are not met on site (i.e. provision by mathematical calculation) and then advises that such provision will only be sought where directly related to the scheme. This suggests adherence to calculation without considering the actual needs and demands of the scheme, contrary to Circular 05/05 and the Councils own policy that cross references with the Circular	This is a normal criterion to use in connection with provision of open space, and enables flexibility in the design and layout of a site in itself and in relation to adjoining or nearby recreation facilities. It clearly seeks to relate off-site provision to the needs of the scheme. No change is proposed.
“	“	Paragraph 4.3.25. It is not for an SPD to prescribe levels of adherence to the Code or BREAAAM Guidance and appeal precedent makes clear that this is a matter for the DPD document and that SPD's should not be used to circumvent proper process and scrutiny.	This reflects the Council's adopted Environmentally Sustainable Development SPD as referenced in para. 4.3.24, and seeks to achieve sustainable living conditions for residents. No change is proposed.

“	“	Paragraph 5.4. The Paragraph recognises that the provision of onsite affordable housing can be problematical. This should be in recognition that it is well established that affordable housing should not be mixed with Category two type housing (and it of course follows extra care type housing) in a single block. An additional bullet point ought to be included to reflect this as those which are proposed are not adequate in this regard. Indeed the references are of some antiquity (derived from Circular 6/98) and whilst the statements hold good, might be drafted to reflect more up to date practice?	The Council considers that there are situations where it is possible to mix affordable housing with residential development for older people, particularly if it is affordable housing for older people. HCC's comment indicates that for example, it is appropriate to include affordable older people's housing in extra care schemes. It is proposed to amend para. 5.4 to reflect HCC's views. The criteria are considered to reflect the intentions of PPS3.
“	“	Paragraph 5.5 In view of the recognition of the Council at Paragraph 5.4, an offsite contribution should not be regarded as an “exceptional circumstance”	In the light of the Council's proposed response to the comment on para. 5.4 above, it is considered that it should remain exceptional to provide affordable housing off-site. No change proposed.
“	“	Paragraph 5.6. With the advent of CIL Regulation 122, the Planning Obligations SPD particularly where used to apply a mathematical calculation to contributions needs to be used with very considerable caution. The Council should consider whether it is in fact superseded in places (which would include those sections alluded to in paragraph 5.6) by this regulation. Given this, it would seem sensible to make qualified reference, if at all.	Affordable housing is exempted from CIL payments and remains covered by S.106 arrangements. CIL Regulation 122 covers limitations on the use of planning obligations, requiring that the obligation is necessary to make it acceptable in planning terms, directly related to the development and fairly related to the development in scale and kind. The Council considers that the requirements set out in this SPD are in conformity with these tests. No change proposed.
“	“	It is McCarthy and Stone's submission that the draft document requires considerable amendment if it is to stand up to scrutiny. It is respectfully submitted that the Council needs to ensure that it is a tool that aids flexible thinking to applications dependent on their own particular circumstances and that it is an aid to the delivery of older persons as is its intention. As drafted, it is more likely to lead to unnecessary argument and disagreement with those who wish to deliver older persons housing and therefore fail in its intention	A number of changes have been proposed in response to McCarthy and Stone's submissions. The Council considers that by clarifying the way policies will be interpreted, the document will achieve its intended purpose of aiding decision-making in respect of accommodation for elderly people and those in need of similar care, and will help to resolve disputes. No further change proposed
Mr George Gittins	Natural England	Natural England generally welcomes the commitment to the principles of sustainable development at section 4.3 of the consultation document, including provision of access to public open spaces. We would agree with the statement at section 4.3.18 that amenity spaces should be designed to meet the needs of the intended occupants of the development, for example providing landscaped areas, sensory gardens, raised flower beds which would enable gardening by less mobile people,	Comments noted. It is not considered appropriate to make detailed reference to the need to ensure connectivity with the nature environment per se in this document. The issue is, of course, of importance but is more appropriately dealt with in relation to the

		etc and should include seating.	general principles of all development, rather than only the provisions of this SPD. No change proposed.
“	“	We would also like to see recognition given to the importance of providing connectivity with the natural environment, recognising its importance to the health and mental wellbeing of people of all ages. This would include taking opportunities to incorporate design features which are beneficial to wildlife such as the installation of bird nest boxes and use of native species. Maintaining or enhancing linkage with larger areas of semi-natural greenspace is also important in supporting biodiversity. At a general level, in developing green space standards across the borough, we would advocate that the Council refers to Natural England's Accessible Natural Greenspace Standards (ANGSt), which identify the need for ready access to suitable local green spaces of appropriate size and quality	
Mrs Diane Andrewes	Eastleigh Southern Parishes Older Persons Forum and Bursledon Rights of Way & Amenities Preservation Group	The Forum considers it would be helpful for planners to have already identified possible sites, covering a variety of accommodation for older people before developers make planning applications, including for example, extra care, gated communities, single storey dwellings, sheltered housing. Also we consider it would be helpful if such an exercise could look at individual villages (or town areas) in order to achieve balanced communities. For example, there is a fair amount of varied accommodation in Netley Abbey but very little in Hamble and Bursledon.	It is not the purpose of this document to identify specific sites for older peoples' accommodation. No change proposed.
“	“	Being able to stay in their familiar communities is a wish that certainly featured largely in Bleak Housing but, as the population ages, clearly there will be a need for respite care - is this an issue that should be considered?	Whilst respite care is recognised as a valuable resource to the community, it is not the role of this document to address this issue. No change proposed.
“	“	The word 'mix' is used frequently in the draft and we think it would be useful to have this more clearly defined in the document, i.e. dwelling type mix, social mix; generation mix? In particular the Forum would question whether generationally-mixed accommodation is actually what older people want. Anecdotal evidence (in particular comments from our members) would suggest that such a mix is not appropriate, possibly resulting from noise nuisance and different life styles.	The word 'mix' is used to describe in general terms the need to ensure that wherever possible new developments provide a range of uses and accommodation types, tenures and sizes within the site. Whilst it is noted that some people would prefer to live in accommodation which is segregated from the wider community, this is generally a view not supported by government policy or by the Council in planning for new development. No change proposed.

“	“	Without wishing to totally revisit the problem older people have with the lack of transport, we are aware that there is very real doubt about the future of public transport especially buses. Not only is there a dwindling service, but older people, especially those with mobility problems, do have problems in using buses, Proximity to public transport is therefore less important than previously.	The SPD seeks to ensure that new development is well related to services and facilities. It is recognised that some older people face particular issues in using public transport, and that financial issues affect the retention of bus routes. However, it is considered that proximity to public transport remains important, particularly where development is not within walking distances of local facilities and services. It is however proposed to amend paragraph 4.3.3. to increase the distance between sites and public transport facilities from 200m to 600m.
“	“	There is no mention in the draft of those older people who would wish to buy and those who would want to rent - are there any relevant statistics?	We do not currently hold detailed data of those old people who wish to buy or rent. No change proposed.
“	“	The Forum does have a very real concern about enforcement - without a coherent and actively enforced system, we consider that many of the very valuable aspects outlined in the draft document would be lost. The efficacy with which the eventual strategy is implemented will be crucial to its success.	The concerns are noted but are not directly relevant to the drafting of this document. No change proposed.
“	“	In the introduction mention is made (1.2) to providing own homes within a "larger development". Is this a village concept or some other type of community development?	This refers to schemes where individual housing is provided within a complex that includes a variety of ancillary uses such as communal lounge, shop, hairdressers, etc.. No change proposed.
“	“	2.1.6 The issues pertaining to older people, contained in Eastleigh Borough Council's Community Plan, are welcomed by the Forum	Comment noted.
“	“	2.2.5 Specially adapted housing should be added	Agreed. A reference to the likely increase in demand to adapt existing housing stock is proposed to be included in paragraph 2.2.5.
“	“	2.3.2 Perhaps "vision" not "visibility" and "may" rather than "will".	Agreed. -amendments proposed to paragraph 2.3.2.
“	“	2.3.3 As well as health care, special residential housing may be needed for this group.	The Council recognises that dementia sufferers will have a range of residential needs ranging from normal dwellings to care homes. The policies of the local plan, as supplemented by this SPD enable a range of provision to be made. No change proposed.

“	“	3.2.9 In this section where does sheltered housing fit in, e.g. Hambleside Court and Grantham Road Bungalows in Hamble?	Sheltered housing would be regarded as C3 dwellings. It is therefore not addressed in this paragraph which refers to class C2 residential institutional uses. No change proposed.
“	“	4.1.5 Note with interest results of some planning appeal decisions. Does this imply that in the event of a successful appeal, housing for older people could be just about anywhere?	No every application is considered on its merits and against the policies of the Development Plan. The considerations set out are simply some of the material planning considerations that have been taken into account in appeal decisions. No change proposed.
“	“	4.3.2 The Forum totally approves of the issues outlined in this section and would add dropped curbs and secure parking slots for mobility scooters.	This would be a matter for detailed design which is covered by other guidance as set out in this paragraph. No change proposed.
“	“	4.3.4 The Forum considers that in the future there will be clear need for community transport as well as Dial a Ride.	Noted. No change proposed..
“	“	4.3.5 The Forum absolutely agree with the list of services considered desirable but is it realistic? Some areas are now without banking services, for instance.	The list is not prescriptive, it simply indicates what could be considered to be essential services. No change proposed.
“	“	4.3.9 The Forum would point out that some older residents are quite mobile and would not consider themselves "site-bound".	Noted. The paragraph does not imply that every resident will be site bound. No change proposed.
“	“	4.3.10 Carers should be added.	Disagree. Carers are either staff or visitors. No change proposed.
“	“	4.3.16 The Forum considers this a very sensitive issue as older people regard such developments as their home and shared use has to be handled with care. In particular extra parking would need to be provided if community use were envisaged.	Noted. No change proposed.
“	“	4.3.20 Should be "exercise" equipment rather than "play".	Agreed. Amendment proposed to paragraph 4.3.20.
“	“	4.3.25 Further security measures should be added in this section.	Agreed . Amendment proposed to para. 4.3.25.
“	“	4.3.28 Design consideration should allow maximum opportunity to enjoy access to fresh air from balconies, patios or gardens.	This general issue is covered in paras. 4.3.17-4.3.20. No further change proposed.
“	“	4.3.29 Internal design should ensure that all cupboards are easily accessible and that kitchen and bathroom design in particular should be appropriate for older people.	These issues would not be controlled through the planning process, but would be covered by other advice and legislation as set out in para. 4.3.23.
“	“	4.3.30 Sound proofing is necessary to avoid noise nuisance.	

QUALITY PLACES SUPPLEMENTARY PLANNING DOCUMENT – CONSULTATION LETTER



Regeneration and Planning Policy

Our Ref: S2/DE
Your Ref:
Contact: Mark Waller-Gutierrez
Direct Dial: 023 8068 8164
Direct Fax:
E-mail: Mark.wallergutierrez@eastleigh.gov.uk

x July 2011

Dear

QUALITY PLACES SUPPLEMENTARY PLANNING DOCUMENT (SPD) (CONSULTATION DRAFT) CONSULTATION

The Council will shortly be publishing the draft Quality Places Supplementary Planning Document (SPD) for consultation. The SPD is intended to provide guidance on the design of buildings and spaces in development in the borough

The document can be viewed from 28 July 2011 on the Council's website at <http://www.eastleigh.gov.uk/QPSPDConsult> It will also be available for inspection at the Civic Offices, the Town Centre Office, parish council offices and local libraries during normal opening hours.

I would welcome your comments on the draft document. Representations should be sent to the address below by 5.00 pm on Friday 23 September 2011.

Mark Waller-Gutierrez
DRAFT Quality Places SPD
Head of Regeneration and Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
Hampshire SO50 9YN

OR:

By email to: mark.waller-gutierrez@eastleigh.gov.uk

Yours sincerely

A handwritten signature in black ink, appearing to read 'MP Waller-Gutierrez'. The signature is written in a cursive, slightly slanted style.

MARK WALLER-GUTIERREZ
Urban Designer & Sustainable Development Officer
for the Head of Regeneration and Planning Policy

QUALITY PLACES SUPPLEMENTARY PLANNING DOCUMENT – STAKEHOLDER WORKSHOP INVITEES AND LETTER

First Name	Surname	company	Position
J B	Hargreaves	Woods Hardwick Planning Ltd	
Ian	Taylor	Profitline Consultancy Ltd	
Mark	Luken	The Luken Beck Partnership Ltd	
Ros	Mann	Strutt & Partner	
Nick	Wilcox	South West Trains Ltd	Commercial Support Manager
Peter	Uzzell	The John Phillips Planning Consultancy	
John	O'Donovan	Turley Associates	Office Director
Roger	Tustain	Broadway Malyan Planning	
Derek	White	RMC UK Ltd	states & Development Department
Graham	Bell	The Bell Cornwall Partnership	
David	Slade	Retail Property Consultants	
Paul	Bedford	Persimmon Homes (South Coast)	Senior Land & Planning Manager
Jacqueline	Adams	Terence O'Rourke plc	Associate Director
Mags	Wylie	Winchester Housing Group	Development Manager
Sarah	Beale	Terenc Orouke	Information Resource Manager
Peter	Storey	Bishopstoke Parish Council	Clerk
Janet	Morgan	Botley Parish Council	Clerk
Jenny	Whittle	Bursledon Parish Council	Clerk
Cheryl	Gosling	Fair Oak & Horton Heath Parish Council	Clerk
Brendan	Gibbs	Hamble-le-Rice Parish Council	Clerk
Kevin	Glyn-Davies	Hedge End Town Council	Clerk
Sue	Hobbs	Hound Parish Council	Clerk
Laura	Cooke	West End Parish Council	Clerk
		British Gas (Southern)	
Helen	Pearce	Southampton City Council	Planning & Sustainability
Steve	Lees	Test Valley Borough Council	Head of Planning Policy & Transport
Justin	Gartland	Nathaniel Lichfield and Partners	
		Nigel Hecks	
Mark	Sennitt	Orchard Homes Ltd	
Clare	Bailey	Peacock and Smith	
		Peter Brett Associates	
Alex	Child	Planning Bureau Ltd	
Fred	Andress	Churchill Retirement Living Lt	
		Prides	
Peter	Keenan	Roger Tym and Partners	Senior Consultant
		Shire Consulting	
Chris	Corcoran	Southern Planning Practice	
Jacqueline	Mulliner	Terence O'Rourke	Technical Director
Tracy-Ann	Scanlan	Tetlow King Planning	
		Tony Thorpe Associates	

First Name	Surname	company	Position
David	Lowin	White Young Green Planning	
Steven	Brown	Woolf Bond Planning LLP	
		Michael Weakley Associates	
M	Finch	Airport Pressure Group	
Sheila	Wort	Aviary Residents Association	
Brian	Campbell	Brian Campbell Associates	
S	Jenkins	Hampshire Voluntary Housing Society	Business Development Director
S	Scholey	Boyatt & Allbrook Residents Group	Chair
V	Etteridge	Otterbourne Conservation Group	Chair
Alan	Cox	Churches Together in Eastleigh	
		Drummond Community Association	The Secretary
Surinder	Heer	Eastleigh Housing Association	
	Samuels	Hiltingbury East Residents Association	
E	Morris	M A R A	
J	Ward	Mercury Area Residents Association	
C	Snell	Newtown Residents Association	Chair
Bridget	Wilde	North Millers Dale Community Association	
Anna	Poland	Old Bursledon Action Group	
D	Gorrod	Old Bursledon Residents Association	
J	Tapscott	Over the Bridge Residents Association	
		Pilands Wood Community Association	
Simon	Woodcock	Eastleigh Housing Association	Tenant Participation Manager
P A	Vargeson	The Parish Office	
D	Wilde	Verdon Avenue Residents Association	
Richard	Kenchington	Eastleigh Group of the Ramblers' Association	Footpath Secretary
Diane	Andrewes	Eastleigh Southern Parishes Older Persons Forum and...	
S	Sthankiya	Asian Welfare and Cultural Association	
David	Wrighton	Churches Together Chandler's Ford	
E J	Tuffin	The Portswood Gospel Hall Trust	
Dr. Pauline	Holmes	Hampshire and Isle of Wight Wildlife Trust	Senior Planning Officer
Steve	Austin	Network Rail	Town Planning Team
Chris	Kneale	Southern Water	Corporate Planning Manager
Matt	Richardson	Gleeson Land	
A C	Wills	Ward International Consulting Ltd	Consultant
Sylvia	Leonard	Bellway Homes (Wessex)	Planning Manager
Angela J	Doone	Roger Miles Planning Limited	
Ginny	Hall	Mobile Operations Association c/o Mono Consultants	
Sean	Wildman	Fusion Online Ltd	Operations Director
A F	Phillips	BWNRA	
Pauline	Rhodes	Fryern Residents Association	
Richard	Browning	Itchen Gospel Halls Trust	
		Chris Thomas Ltd	
Richard	Osborn	Pro Vision Planning & Design	Planning Consultant
Steven	Lugg	Hampshire Association of Local Councils	Chief Executive

First Name	Surname	company	Position
Lelsey	Griffin	Merlion Housing	
Simon	Metcalfe	White Young Green Planning	Senior Planner
Ruth	Hopkins	Gleeson Land	
A	Rest	West End Parish Council	
Nick	Farthing	Transport Works	
Michael	Dennehy	Holy Cross R C Church	
	The Minister	St Andrews Methodist Church	
Laura	Graham	Alliance Environment and Planning Ltd	Planning Consultant
Paul	Rollison	One Community	Head of Transport & Retail Services
Adrian	Barker	Terence O'Rourke	Associate Director
		Swaythling Housing Society	
Sara	Sawyer	First Wessex Housing Group	
Jayne	Shelbourn-Barrow	Hampshire Teenage Pregnancy Partnership	
		Search	
Janie	Brown	Signposts Supported Employment Service	Manager
Ted	Dunne	Holy Cross R C Church	
		Davison Country Park Homes	
Paula	McCarthy	Help the Aged	
Colin	Smith	Mott Macdonald	
Mark	Budden	C B Richard Ellis - South Central Region	Senior Director
Peter	Wilson	Adams Hendry	Principal Planner
Robin	Rigg	King Sturge LLP	Senior Planner
Rebecca	Caines	RPS	
Avtar	Singh Bahra	Gurdwara Nanaksar	
Alexander J	Bateman	The Planning Bureau Limited	Planner
Rachel	Harrison	Eastleigh & District Disability Forum	
Nicola	O'Rourke	Radian Group Limited	Head of Development (South)
Andrew	Cossey	Fair Oak & Horton Heath Parish Council	Chair of Planning
Carole	Le-Marechal	South Central Strategic Health Authority	Programme & Performance Manager
Sam	Stone	Miller Homes Limited - Southern Region	Land Manager
Liz	Kent	Eastleigh Transition Network	
Bob	Sellwood	Sellwood Planning	
Daniel	Wiseman	Turley Associates	Planner
Alexandra	Munday	Cluttons LLP	Associate
Sunita	Aujla	Downland Housing Association: Affinity Sutton Group	Regional Development Manager
Natasha	Hart	Radian Housing	Senior Project Manager
Sarah	Hamilton-Foyn	Pegasus Planning Group	
		Southern Electric	
Graham	Ashworth	New Forest District Council	Head of Planning Policy
Chris	Benham	Strutt & Parker	Assistant Planner
Tom	Swadling	Raglan Housing Association Ltd	Area Housing Manager
Philippa	Howell	Hanover Housing Association	Area Manager
Jenny	Spoor	Hyde Housing Association	Housing
Melissa	Chapman	Places for People	Senior Housing Officer

First Name	Surname	company	Position
Darren	Herbert	Housing 21	Housing Department
Jack	Wilson	HVHS Housing Group	Housing Director
D G	Horner	Anchor Trust	Business Support
Stephen	Dunhill	Kingtstone Housing Association Ltd	Senior Development Manager
Roger	Ghent	RBC London & South	
		Atkins Planning	
		Bond Pearce LLP	
		Conservation Architecture Planning	
		Jeffrey H Knott Planning Consultancy	
		Jerry Davies Planning Consultancy	
Anthony Ramsden		Planning Solutions	
		Scott Wilson Ltd	
		McCarthy & Stone Ltd	
		Kenn Scaddan Associates	
		PMG Building Design & Consultancy Ltd	
		Trevean Consultants	
Steve	Carrington	Foreman Homes	
Lauren	Edser	Parsons Brinckerhoff	Transportation Planner
Dan	McKeagney	A2 Housing Group	
Amber	Skyring	Atlantic Housing	
Alison	Wood	Southern Planning Practice Ltd	Policy Planner
Mark	Seymour	Aviary Residents Association	
Patricia and Peter	Ford	Greenfinch Residents Association	
Linda	Greenslade	Fair Oak & Horton Heath Parish Council	Assistant Clerk
Ryan	Johnson	Turley Associates	
Graham	Beck	Luken Beck	
Owen	Jones	Boyer Planning	Associate Director
Martin	Hawthorne	White Young Green Planning	
Tim	Adams	Ibex Land and Property Ltd	
Pieter	Lette	Now Design & Planning	
Jane	Bray		
Robin	Reay	Luken Beck	Planning Consultant
Michelle	Taylor	Savills	
Chris	Rees	Savills	
Stuart	Goodwill	White Young Green Planning	Associate
Caroline	Jezeph	Bryan Jezeph Consultancy	
Stuart	Garnett	Savills	
Jim	Tarzey	Pegasus Planning Group	Partner
Iain	Stevenson	Dreweatt Neate	Senior Planner
Alex	King	Southern Planning Practice Ltd	Assistant Planner
Phil	Hull	RPS	Planning Director
James	Stevens		
Dave	Oakley	Foreman Homes Group Ltd	Land Manager
		Linden Homes	
		Thames Housing Association Ltd	

First Name	Surname	company	Position
Tim	Seddon	St Modwen (London & South East)	
Rupert	Joseland	St Modwen Properties plc	Regional Director
		Town Quay Development	Associated British Ports
Paul	Ciniglio	Drum Housing Association	Sustainability Manager
James	Dunne	Barratts/BDW Limited	
Samantha	Green	Foreman Homes Ltd	
Marie	Riordan	Saxon Weald Homes Ltd	Development Project Manager
Denise	Lowth	Hedge End Town Council	
Jonathan	Rickard	Radian	Head of Design and Compliance
David	Edwards	Taylor Wimpey Strategic Land	Senior Strategic Planning Manager
Matt	Lang	Telegraph Woods Association	
E A	Simms	Mortimers Lane Action Group	
Adam	Pyrke	Colliers CRE	
Morris	Chifunda	One Community	Community Development Worker
Karl	Cradick	Savills on behalf of Wilky Property Holdings PLC	Director
Roger	Daniels	Pegasus Planning Group	Associate
S	Hales	Hedge End 2000 Centre Lunch Club	
June	Kingsnorth	Ford W.I.	Secretary
		Fielders Court Retirement Complex	The Manager
	Burns	Tuesday Retirement Club, Hedge End	
		St Thomas Church Friday Club	The Manager
Betty	McAdie	Maunsell House Social Club	
W	Mitchell	Itchen Gospel Hall Trust	
		New Community Church	
		Carers Action Network	
W	Saunders	New Community Eastleigh	
S A	Saunders	New Community Eastleigh	
Gillian	Sheffield	New Community Church	
S	Thorpe	Gleeson Strategic Land	Strategic Planner
Jim	Vaughan	Eastleigh Youth Trust	Chairman
Faye	Wilders	RPS Planning and Development	Planning Assistant
Debra	Harrison	CSJ Planning Consultants Ltd	Planner
Derek	Oliver	The Allotments Association	Secretary
Liam	Kelly	Eden Country Homes	Managing Director
Tony	Allies	Allies Associates	
		DPP	
Graham	Brown	Upton McGougan Ltd	Associate
Chris	Bluemel	Southampton & Eastleigh Friends of the Earth	
Jim	Bailey	Alliance Planning	Director
Colin	Darby	St Modwen Properties	Planning Manager
Gary	Palmer	Goadsby & Harding	
Guy	Burnett	Thames Valley Housing Association	Regional Development Director
James	Shelley	CB Richard Ellis	
Nicolas	Thum	Europa Partners Ltd	
Will	Avery	CBRE	

First Name	Surname	company	Position
Trevor	Moody	WYG Planning & Design	Associate
	Roberts & Buckley	Botley Market Town Partnership	Joint Chairmen
Sue	Grinham	Botley Parish Action Group	Chairman
Stanley	Holden		
David	Tongs	Safer Neighbourhood Team	
		Hedge End Post Office	Postmaster
John	Elliott	Winchester & Eastleigh Healthcare NHS Trust	
Mike	Smith	Network Rail	Town Planning Technician SE
Jackie	McGovern	BNP Paribas Real Estate	
Joyce	Burford	Bishopstoke Womens Institute	Branch Secretary
Betty	Rice	Bishopstoke Society and Bishopstoke Community Ass	Hon Secretary
Joan	Simmonds	Bishopstoke History Society	Hon Secretary
Kerry	Sullivan	Pro Vision Planning and Design	Senior Planner
Robin	Buchanan	Pro Vision Planning and Design	Director
Tim	Gardner	Ian Judd and Partners LLP	Partner
Mark	Crosby	Saxon Weald	Business Development Director
Richard	Allen	BAA Group Airport Planning	Head of Safeguarding
Sally	Fletcher	Januaries	Associate
Mike	Cole	Gregory Gray Associates	Associate Director
Councillor Jane	O'Sullivan		
Councillor Steve	Sollitt		
Councillor Desmond	Scott		
Councillor Peter	Hughes		
Councillor Judith	Grajewski		
Councillor Daniel	Clarke		
Catriona	Fraser	GL Hearn	Assistant Planner
Nigel	Pugsley	BNP Paribas Real Estate	Senior Planning Consultant
Jennifer	Islip	Landhold Capital	Planning Assistant
Stephen	Gwilliam	Prupim	Director - Asset Management (Retail)
Chris	Heney	Persimmon Homes (South East)	
Mark	Glendenning	HCA	Investment and Regeneration Manager
Steve	Mursell	Chandler's Ford Parish Council	Clerk
Carly	Grainger	Allbrook & North Boyatt Parish Council	Clerk
Phillip	Wright	PRP Architects	Town Planner
R	Bunting	Fleming Park Bowling Club	Secretary
Mrs	Nimmo	Botley Neighbourhood Scheme	
I	Spreadbury	Friday Group	
V M	Blunt	Hedge End Over 60's Club	
M C	Chmarny	New Start Senior Citizens Club	
Kathryn	Evans	Wildern Opportunity Group	
Vera	Blunt	2000 Centre Users Group Hedge End	
Julia	Allan	Eastleigh Good Neighbours	
Ray	Davis	Pudbrook Associated Social Activities Club	

First Name	Surname	company	Position
Barry	Summerton	Chandler's Ford Good Neighbours	
Paul	Westcott	Bishopstoke Good Neighbours Scheme	
Margaret	Holmes	Good Companions Social Club	
Ray	McRae	Glenside Social Club	
I	Thomas	Sunday Lunch Club and Chandler's Ford Sunshine Clu	
Rose	Weldon	Monday Club (Eastleigh)	
Dianne	Cowan	Hamble Monday Club	Secretary
Patrick	Berrill	Wessex Pensioners Convention Wessex Region	
Mark	Fitzgerald	Taylor Wimpey	Strategic Land & Planning Manager
David	Ramsay	Vail Williams LLP	Associate
Colin	Mercer	Botley Parish Council	Chair
Steve	Haley	Botley Parish Action Group	
D S	Mann	Asian Welfare & Cultural Association	Chair
Katie	Lamb	MCC Land	
		Hedge End Bowling Club	General Secretary
Colin	Richards	Eastleigh Working Mens Club	
Ian	Deans	Architecture plb	
Paul	Phasey	Architecture plb	
		The Design Studio	
Oliver	Bray	Radley House Partnership	
Mark	Swanton	ReFormat	
		Archial Architects	
Simon	Cramp	Hampshire County Council	Design & Implementation Manager
Richard	Summers	LHC Architecture	Urban Design Director
Stuart	Randle	Turley Associates	Associate Director
Anne	Mortimer	West End Parish Council	Councillor
Janice	Asman	West End Parish Council	Councillor
Ian	Farminer	West End Parish Council	Councillor
Mark	Biles	Hampshire County Council	Planner & Urban Designer
Jemma		Architecture plb	
Steve	Smith	Southern Energy Consultants Ltd	
John	Hearn	Southampton City Council	Urban Design & Major Projects Officer

INVITATION LETTER TO WORKSHOP

Dear X

Ref: S2 DE

RE Quality Places SPD (Consultation draft)

1. Consultation

The Council is publishing the draft Quality Places Supplementary Planning Document (SPD) for consultation.

The SPD is intended to provide guidance on the design of buildings and spaces in development in the borough

Copies of the document can be viewed from July 28th 2011 on the Council's website at <http://www.eastleigh.gov.uk/QPSPDConsult> It will also be available for inspection at the Civic Offices, the Town Centre Office, parish council offices and local libraries during normal opening hours.

Representations should be sent to the address below by 5.00 pm on September 23rd 2011.

Mark Waller-Gutierrez
DRAFT Quality Places SPD
Head of Regeneration and Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
Hampshire SO50 9YN

OR:

By email to: mark.waller-gutierrez@eastleigh.gov.uk

2. Invitation to attend a presentation and workshop for the Eastleigh Borough Council Quality Places SPD (Consultation Draft)

Representatives from planning consultants, housing associations, developers, residents and community groups and local design practices have been invited to attend this event. Eastleigh Borough and Parish Councillors will also be represented.

The event will consist of a presentation by Eastleigh Borough Council officers on the document, followed by a workshop exercise and a Q & A session with Council officers.

Prior to the start of formal consultation (from July 28th) the document is available to view on <http://www.eastleigh.gov.uk/pdf/RP270611QualityPlaces.pdf>.

You are invited to attend the event at the **Railway Institute, Eastleigh**

<http://www.railsocialclubs.co.uk/southern/eastleigh/index.htm>

from **5.30pm to 8pm on Wednesday, September 7th**.

There will be a light buffet provided at 5.30pm and presentations will start at 6.00pm.

Please contact me **before Thursday September 1st** by post or by email if you wish to attend. Due to capacity constraints at the venue, accepted invitations will be confirmed strictly on a first come first served basis.

Yours sincerely

«First_Name» «Surname»
 «Position»
 «company»
 «address1»
 «address2»
 «address3»
 «address4»
 «Town», «County»
 «Postcode»

Welcome to the second Planning Policy & Design newsletter of 2011, which updates you on events and our work here since the last newsletter in January this year.

The Team

Tim Dyer (landscape architect) has left us to move to the private sector, and Laila Bassett (planning officer) will shortly be moving to a new authority (we hope to be able to replace her). Our team administration is now being undertaken by the unit administration team. If you wish to contact any of the team members please email Local.Plan@Eastleigh.gov.uk, or see contact details at the end of this letter. There is also a Who's Who list on our web site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/contact-us.aspx>

Change to the planning system and development requirements

In our last newsletter we mentioned the changes to the planning system being introduced by the Localism Bill. The Bill is still making its way through Parliament, and has been subject to numerous changes. However, it is still proposed to revoke regional plans, although debate continues about how broader strategic planning is to be undertaken. The requirement to prepare a local development framework remains. The government is still committed to enabling communities to prepare neighbourhood development plans, as long as these propose growth and development and accord with the local development framework (where there is one). You can see details of the Bill on the DCLG web site at:

<http://www.communities.gov.uk/localgovernment/decentralisation/localismbill/>

In the absence of regional guidance we are working out for ourselves how much development should be accommodated in the borough. We are reviewing the work done by the Partnership for Urban South Hampshire (PUSH) on the revised economic development strategy for the area, and we are also investigating how the population of the borough is likely to change over the next 20 years or so, and what our local housing needs are likely to be. We are also investigating the need for employment development, although given the current economic situation that is difficult to predict with any certainty.

Local Development Framework (LDF)

We still working to the programme set out in our Local Development Scheme, which you can see at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework.aspx>

As we explained in January, we are preparing two development plan documents (DPDs):

- a **core strategy**, which will set out the overall strategy for location of development and will be illustrated with a key diagram, and
- a **sites and policies DPD** which will include the details of all the allocations and designations, and will be illustrated on the Ordnance Survey-based proposals map.

In July the Council's Cabinet and full Council will be considering the amount of development to be accommodated in the borough, and broadly where it could go. There is to be a borough-wide household opinion survey over the summer seeking views on two key options for housing development. In October/ November, we hope to be consulting on initial drafts of the core strategy and sites and policies documents, including a fuller range of options for housing and other forms of development.

Contact: Julia Norman, Local Development Framework Manager

LDF Evidence

As you know we are collecting evidence to support our work on the LDF. You can see the data we have collected so far on our web site at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-and-design/local-development-framework.aspx> You are welcome to comment on it if you wish (please use our contact address at the end of this letter). Current work includes the following topics:

- **Strategic Land Availability Assessment (SLAA)**

For the LDF, we must undertake an assessment of land potentially available for development in the borough. We consulted on and finalised the methodology for this study in 2008. Part One of the study looks at sites for residential development within the urban areas. It was completed last year, and is updated annually. Part Two looks at green field sites for housing and other uses such as employment, and the potential for uses other than housing within the urban area. Parts One and Two will be made available on our web-site for your comments after the July Council meetings.

Contact: Tim Guymer, Senior Policy Planner or Laila Bassett, Planning Officer

- **Employment Land Review**

Part 1 (of three) of the employment land review looked at the supply of employment land and the borough's economy. It is on our web site at:

<http://www.eastleigh.gov.uk/PDF/ppd100709elrpart1draft.pdf> Part 2 is currently in preparation and will look at future needs - this will be informed by the updated PUSH economic strategy, and Part 3 will examine how we might address any mismatch between supply and demand for employment sites and premises.

Contact: Tim Guymer, Senior Policy Planner

- **PPG17 Study and Green Infrastructure**

As required by the Government's Planning Policy Guidance note PPG17 'Planning for Open Space, Sport and Recreation' we have undertaken a study of recreational land and facilities in the borough, to establish our own local standards of provision, and to support the LDF. This study will be placed on our web site later this summer with the rest of the evidence, and you may then comment on it if you wish. We are now working on a wider study of the borough's network of green routes (footpaths, cycleways and bridleways in and linked to the countryside) and other green assets ('green infrastructure'), in the context of the PUSH Green Infrastructure Strategy.

Contact: Gemma Christian, Planning Officer

- **Retail study**

Work has been completed by consultants GVA Grimley on a study of retail need in Southampton, Eastleigh Borough and southern Test Valley. This has looked at convenience and comparison goods floorspace. It will be available shortly on our web-site at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/local-development-framework.aspx>

Contact: *Tony Wright, Planning Policy & Design Manager or Tim Guymmer, Senior Policy Planner*

- **Landscape Character Assessment update**

Our borough-wide landscape character assessment has been delayed. It will not now appear on our web-site until the autumn of this year.

Contact: *Julian Davies, Design Team Manager*

Supplementary Planning Documents (SPD)

You can see all the adopted supplementary planning documents at:

<http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-documents.aspx> We are working on the following new SPDs:

- **Quality Places SPD**

The Borough Council has led work by the PUSH local authorities on developing a South Hampshire Quality Places design guidance document which can be used as a template by individual authorities, and we have produced an SPD version of this for Eastleigh Borough. These documents will address general urban design principles with an emphasis on local considerations. The PUSH document is now complete. We expect to be able to circulate an illustrated draft of our SPD for this borough for consultation over the summer, following consideration of the draft at the July cabinet meeting 2011.

Contact: *Mark Waller-Gutierrez, Urban Designer or Julian Davies, Design Team Manager*

- **Old Bursledon Conservation Area Appraisal SPD**

Work has progressed on a review of the Old Bursledon Conservation Area and Special Policy Area in order to produce a Conservation Area Appraisal SPD to help guide development there. There have been concerns from Council members and local residents about the scale and nature of development in this area and clearer guidance should help to resolve these. Public consultation took place between 17 March and 12 May 2011 and the amended version goes to the Local Area Committee on 23 June and Cabinet on 11 July for formal adoption.

Contact: *Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager*

- **Bursledon Windmill Conservation Area Appraisal SPD**

Work has also progressed on a review of the Bursledon Windmill Conservation Area with a view to producing a short SPD to guide development proposals there. Public consultation on the draft SPD took place early in 2011 along with the Old Bursledon Conservation Area Appraisal SPD. The final version goes to the Local Area Committee and Cabinet for adoption at the same time.

Contact: *Tim J S Dyer, Architectural Design & Conservation Officer or Julian Davies, Design Team Manager*

- **Accommodation for Elderly People and Those in Need of Care SPD**

The Council is receiving a lot of applications and enquiries for various forms of accommodation for older people and others in need of care and support. We have therefore produced some guidance to establish principles of location and design, and to help distinguish between developments which are mainly residential and those that are more institutional, in order to support the relevant policies in the current local plan. We consulted on the draft SPD in January-February this year and adopted the final version on 16 May 2011. You can see it on our web-site at:

<http://www.eastleigh.gov.uk/pdf/Adopted%20Accommodation%20Old%20People%20SPD%20May%202011.pdf>

Contact: Tim Guymer, Senior Policy Planner

Other work

The Planning Policy & Design Team is also involved with several other projects including:

· **Eastleigh Town Centre Vision**

You can view the non-statutory Eastleigh Town Centre Vision document on the Eastleigh town centre web site at:

<http://www.eastleightc.co.uk/PDF/TownCentreDraftVision.pdf> The document is currently undergoing its third 'refresh' to take account of new developments and other factors. Your comments are welcome via the 'contact us' button on the home page. Investment in the town centre is being encouraged and most recently consent was given in December for a new hotel development on Station Hill. The Vision document will also inform the recently announced plans by Sainsbury's Supermarkets to redevelop their town centre store. Discussions are underway between the company and the Council although plans are at an early stage. It is intended that a new store will contribute to the ongoing regeneration of the town centre by attracting more shoppers. Community consultation will be undertaken prior to detailed plans being submitted.

Contact: Dave Francis, Urban Renaissance Coordinator or Julian Davies, Design Team Manager

· **Eastleigh Town Access Plan (ETAP)**

The ETAP has now been formally adopted following approval by the Borough Council and Hampshire County Council. A key element of this document is the action plan which is regularly updated on the Hampshire website www.hants.gov.uk/taps. This sets out the live projects identified as priorities through the ETAP community consultation process and street audits. The ETAP puts forward a set of proposals and potential projects which aim to achieve:

- A more accessible town centre
- Improved public safety
- Improved accessibility for all groups, and
- Reduced levels of congestion and pollution

The Eastleigh Town Access Plan is one of seven to be progressed across the county and will engender close working between the two authorities on accessibility issues. Resources to fund projects are generally secured through negotiation with developers as an element of the planning process.

Contact: Dave Francis, Urban Renaissance Coordinator

· **Twyford Road Improvements**

Twyford Road is the main access corridor to the town centre from the north and as part of a joint initiative with the County Council design work is in progress to improve access in the area and make environmental improvements using funding from recent developers' contributions. Public consultation has helped to identify local priorities for improvements, which include:

- A new pedestrian crossing on Twyford Road near Mill Street.
- A new pedestrian crossing on Twyford Road near the St Johns Road junction and environmental improvements to the shop forecourt area, and/or a crossing near Alexander Square.
- Improved pedestrian crossing on Shakespeare Road at the junction with Twyford Road.
- Environmental improvements at the junction of St Catherine's Road including pedestrian crossing improvements.
- Local build-outs and tree planting - to be investigated alongside residents parking scheme
- Lamp column upgrades south of the railway bridge.

Further feasibility work is now being undertaken on all these options. For information on the consultation please see: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/consultations-and-latest-news/twyford-road-consultation.aspx>

Contact: Julian Davies, Design Team Manager

Public Art:

· **Public art strategy review**

Public art has become an integral part of our public realm work at Eastleigh and a successful way of involving the community in the design of their environment. This summer sees the review of Eastleigh Borough Council's public art strategy. Throughout July and August the draft public art strategy will be available on line at www.eastleigh.gov.uk/publicart and interested parties will be able to comment on how and where we deliver our public art programme over the coming years. If you have any comments about public art in Eastleigh please drop them on an email to publicartstrategy@eastleigh.gov.uk

· **Pirelli, Eastleigh**

Members of Eastleigh Local Area Committee unanimously gave the design for a new entrance feature for Pirelli Green planning permission in January this year. The eye-catching six metre high Pirelli Arch, which has been developed as part of a year long community engagement programme, will form a gateway to the Pirelli Park 21 in Eastleigh. It is scheduled to be installed in July.

· **Rosebowl**

The Borough Council and the Rose Bowl plc have appointed Charlie Carter to design, fabricate and install public art that enhances the entrance routes to one of the leading sporting venues in Hampshire. His figurative proposal is still under wraps but is scheduled for delivery in line with the new 5-star hotel that is proposed for the site.

· **Velmore**

The Borough Council and First Wessex Housing Association are working in partnership to appoint a lead artist to create a high quality permanent public art scheme as part of the refurbishment of the church / community facility on the Velmore Estate, Chandler's Ford. Interviews are being held in July for this commission which promises to deliver community inspired artworks integrated in the building or landscape.

More details of the Council's public art programme can be found at:
www.eastleigh.gov.uk/publicart

Contact: Joanne Calcutt, Public Arts Officer

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have any part of your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

Mary Andrews, Regeneration and Planning Policy, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8252 or Email:
mary.andrews@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email wherever possible.

**IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL
PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS?**

Keep up to date about news and events in the borough.

Did you know that Eastleigh Borough Council also produces a regular e-newsletter, keeping residents and businesses in the borough informed about our services, our work and our activities? Keep up to date by subscribing to E-News. To receive it email

communications@eastleigh.gov.uk

QUALITY PLACES SPD – PRESS ADVERTISEMENT

EASTLEIGH BOROUGH COUNCIL

NOTICE OF PUBLICATION OF

QUALITY PLACES SPD

**Planning and Compulsory Purchase Act 2004
Town and Country Planning (Local Development) (England) Regulations 2004 as amended**

The Council is publishing the draft Quality Places SPD for consultation.

The SPD is intended to provide guidance on the design of buildings and spaces in development in the borough

Copies of the document can be viewed from July 28th 2011 on the Council's website at <http://www.eastleigh.gov.uk/QSPDConsult> It will also be available for inspection at the Civic Offices, the Town Centre Office, parish council offices and local libraries during normal opening hours.

Representations should be sent to the address below by 5.00 pm on September 23rd 2011.

Mark Waller-Gutierrez
DRAFT Quality Places SPD
Head of Regeneration and Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
Hampshire SO50 9YN

OR:

By email to: mark.waller@eastleigh.gov.uk

QUALITY PLACES SPD – REPRESENTATIONS AND AGREED CHANGES

Quality Places Draft SPD SCHEDULE OF CHANGES		
1. External consultation comments	Design team response to comments	Change to document
Ian Deans of Architecture plb		
<p>Firstly, I should congratulate you on an excellent document. It covers the subject matter thoroughly, and the complex points well explained and illustrated.</p> <p>The basic structure is logical and easy to follow and every time I thought I had a comment, I found it was addressed on the very next page. I found only a few issues to comment on, and suspect you will get the best feedback by applying it to a live project.</p>	<p>Agree application to live project would be very valuable. Not possible before proposed adoption in November but could inform any subsequent revisions to SPD</p>	<p>None</p>
<ul style="list-style-type: none"> Architectural detail section concentrates a lot on housing and it may be good to add a few other examples of built environment to 'spread' the message. However, I anticipate that the vast majority of development issues will be to do with housing therefore a 'slant' is understandable. 	<p>We have already tried to redress what was (in an earlier draft) a greater residential bias but it should also be accepted that residential development will dominate the likely development caseload.</p> <p>We are adding a further illustration relating to mixed use perimeter blocks</p>	<p>None (except additional figure)</p>
<ul style="list-style-type: none"> I note that the KPD's are listed at the end of each section (in coloured box). Might be easier to navigate if they were at the front of each section? 	<p>The KPDs are listed separately both at the beginning of the document and in Appendix A as a checklist for assessing developments. We think that locating the individual KPDs as close to the relevant text as possible is also valuable.</p>	<p>None</p>
<ul style="list-style-type: none"> the " or elsewhere as part of the planning application" in each of the D&A boxes – could that be covered in wording instead of a note each time? 	<p>Agreed</p>	<p>Reference to D&A statement or elsewhere as part of planning application is inserted in the introduction and this allows the repeated references to be removed</p>
<ul style="list-style-type: none"> May be quite useful to have a section at the back that references where people can find related documents on the council website (eg. The 'accessibility contours' document the local plan, etc, etc. Plus list of contacts for trees highways etc? 	<p>Agreed, although accessibility contours document is no longer used by EBC</p>	<p>Removed reference to accessibility contours plan but also added EBC web documents on new references page</p>
<ul style="list-style-type: none"> I noted quite a few times where UD principles of permeability, door set backs etc would be at odds with secure by design (p6, 29). Has June commented?! Thought that the "balance has to be struck" was a good way of hinting at the problem! 	<p>Crime Prevention colleagues have seen earlier drafts of document and will be consulted again before Cabinet</p>	<p>Not at this stage</p>
<ul style="list-style-type: none"> Positive Site features (p8). Could orientation be mentioned (but then covered well later), biodiversity, architectural materials and details? However, I suspect they are minor points and perhaps better tackled in later sections 	<p>I think we do cover all this elsewhere</p>	<p>None</p>

<ul style="list-style-type: none"> • Routes came up several times. Slight risk of repetition between Site accessibility & layout sections, particularly the wording in the 'Design & access statement boxes on pages 6, 18, 20. 	There is some overlap and repetition as identified but the focus is slightly different each time and the repetition would not translate into a greater requirement overall for developers.	None
<ul style="list-style-type: none"> • Street character and detail. This is covered under several sections, but thought that in one of them (boundary structures? p23) street furniture/lighting etc could be mentioned. Perhaps the different character of the roads could be stressed more in the hierarchy section? 	Street furniture is not covered in any detail as this tends to be covered by EBC or HCC contracts and specifications	None
<ul style="list-style-type: none"> • small point, perhaps already covered in the sketches of 'boundary structures', but railings or perforated brick work give enclosure whilst still allowing some passive supervision out onto public realm. 	Agreed	Added to text
<ul style="list-style-type: none"> • Biodiversity could be mentioned in POS (p26) 	agreed	Added to text
<ul style="list-style-type: none"> • residential amenity (p29) external spaces need to be sunny (already mentioned in orientation p14) and well connected to interior spaces to encourage use and to allow for supervision of young children. 	agreed	Added to text
<ul style="list-style-type: none"> • Parking p42. Is tandem parking discouraged when in one ownership? Does limit the 'frontage take' of parking. 	This reference is only concerned with rear court parking areas not in curtilage parking	None
<ul style="list-style-type: none"> • Architectural detail (p 45). Not a fan of "symmetry" per se. sometimes it is better to create semis that have a 'balance' in their composition. But again, aimed at the mass housing developers, perhaps symmetry is the best we can hope for! 	Agreed	None
<ul style="list-style-type: none"> • Did not see anything on 'frontages' and more urban streets. Though perhaps in context of Eastleigh this going a bit far, and the critical issues addressed in sections such as 'urban grain and hierarchy of streets etc? 	Agreed	None
Vanessa Burley of Natural England		

<p>We welcome the consideration of nature conservation within the Site Context part of this document. It would be further welcomed if nature conservation interest was recognised as being in many cases an asset and opportunity, as you have identified trees and green spaces are, rather than a constraint. Whilst there are some sites which are particularly vulnerable to disturbance issues which may be a constraint, sites of nature conservation value are green spaces which are an asset to quality places for the ecosystem services which they provide.</p>	<p>We have referred to green spaces as a positive site asset. These green spaces include sites of nature conservation value.</p>	<p>None</p>
<p>To illustrate the fact that nature conservation sites and green infrastructure may be considered as assets the National Ecosystem Assessment launched by Defra this year found that a view of green space is worth up to £300 per person per year, with the total value of urban outdoor spaces standing at £2.3 billion per year. Furthermore access to urban greenspace is essential for good mental and physical health, childhood development, social cohesion and other important cultural services.</p>	<p>Agreed</p>	<p>None</p>
<p>Whilst under Positive Site Features under Site Context the psychological value has been noted under Water Features it may also be noted that it is also relevant to green space, as well as the benefits to physical health, such as the reduction in likelihood of obesity.</p>	<p>Agreed. This is implied by references to positive visual amenity and attractive views</p>	<p>None</p>
<p>In item IV of Site Constraints, under Site Context, on page 7, please note that the designations should be referred to nature conservation areas. This is because the international sites are made up of a number of sites across an area. 'Site of' can be removed from before the Special Area of Conservation for correct reference to be made. Lastly, the reference to locally important sites could be made clearer to include Sites of Importance to Nature Conservation as well as Local Nature Reserves.</p>	<p>Noted</p>	<p>Text amended accordingly</p>
<p>The consideration given to passive solar gain is welcomed as a positive contribution to sustainable development by reducing the need for energy for heating and light.</p>	<p>Noted</p>	<p>None</p>
<p>We support the inclusion of green roofs in the Layout section of the document as a valuable way of increasing green infrastructure within a high density development; as well as the value they may have in mitigating the impacts of climate change by, for example, slowing run-off where there is a high proportion of impermeable ground area. This section of the document could reference the detail provided in the External Space section to encourage further consideration of the subject.</p>	<p>Noted. Extensive and intensive green roofs are covered in more detail in the external space section</p>	<p>None</p>

Where the permeability of development is dealt with in the Layout section we very much welcome the requirement for direct and attractive walking and cycling routes to encourage sustainable forms of transport. The recognition that such routes should be more direct than that provided for motorised transport is valuable detail.	Noted	None
That green space should be considered for the opportunity to improve adaption to, or mitigate the effects of climate change is welcomed in the External Space section of the document. We would advise you to ensure that the value of green infrastructure is highlighted, to encourage green corridors for movement of species and the joining up of green spaces to offer attractive walking routes. In the Green Infrastructure (GI) part of the document it may be noted that linear networks may also be considered as GI, i.e. hedgerows, streams and public rights of way.	Agreed	Reference added accordingly
The value of GI and Public Open Space to enhancing biodiversity could also be highlighted, with support for the planting of native species to provide network connection between areas of biodiversity value where possible.	The document references the PUSH GI strategy which has a lot more detail on GI for which there is insufficient space to include in this document	none
Even where links are not possible, the provision of 'stepping stones' of habitats where areas of planting similar to local sites of importance for nature conservation may provide recreational space as well as a point to which species may migrate to may also be of value in new developments and will also provide a feature or screening where needed.	This level of detail is not appropriate in this document. Fig 36 shows that public open space should connect to existing GI where possible	None
We fully support the inclusion of standards for tree planting and the species suggested.	Noted	None
Richard Browning of the Gospel Halls Trust		
We would like to ensure that provision is made for Places of Worship in any Planning Drafts; furthermore we are concerned that detail planning guidelines are not too restrictive, for instance it does not follow that a Place of Worship should have a steeple!	The provision for community facilities such as places of worship is addressed in the draft local plan for the borough and not in this document. This document certainly tries not to be prescriptive about the choice of building style in new development.	None
Natasha Wilson at Radian		
I have looked through the document and have one comment regarding the section on Lifetime Homes (page 51). This section states that the Homes & Communities Agency will require all homes to be Lifetime Homes Compliant from 2011. It is our understanding that this is not the case the HCA require compliance with their Design & Quality Standards document for the 2011-15 programme which recommends Lifetime Homes Compliance (where practicable) but this is not a mandatory requirement from the HCA.	Noted	Text amended accordingly
Gemma McCormick of HCC Highways		
I've been through the document and as it is pretty much based on the internal layout of developments I don't really have any comments. Everything seems to be covered off based on Manual for Streets.	Noted	Text amended accordingly

<p>The only point is the section which refers to Highway Maintenance- I think it might be worth suggesting early engagement with engineers at HCC regarding the adoption process.</p>		
<p>Toby Ayling of HCC Economy, Transport & Environment Department</p>		
<p>The document is comprehensive, educational, informative and contains good photographic and illustrative examples that are helpful in explaining the Borough Council's design requirements</p>	<p>noted</p>	<p>none</p>
<p>The County Council as a landowner and service provider undertakes rationalisations of its landholdings to identify surplus assets in order support ongoing service improvements. As part of this the County Council may submit outline planning applications for its surplus land or buildings to secure the principles of development. The surplus land is then sold with the benefit of outline consent to prospective developers and the capital receipt from the sale is used to help deliver County Council service improvements. In these circumstances for an outline planning application, the precise design details such as elevations, materials and landscaping are not known. As the land is often to be sold to a prospective developer who would provide these details in a subsequent reserved matters or full application stage, it would unreasonable to insist on providing design details beyond the scope of the outline application.</p> <p>Based on the above, it is not clear how the guidance in the draft SPD can be used for an outline application with all matters reserved. For example: if scale was reserved would 3D elevations and sections still be required as stated on p12. if landscaping was reserved, would elevations for boundary structures, street trees be required as stated on p24 If appearance was reserved would the details of front doors, garage doors and access gates still be required as stated in p50 or design and construction materials of stand alone cycle storage as stated on p44.</p> <p>It is recognised that the above design details are important within the planning and urban design process. However it is felt that the format in which this information is provided is not always suited to the provision of a detailed plan or elevation section - especially in the case of outline planning applications where such details are reserved. However, these details can be provided indicatively within the text of the Design & Access Statement to guide the planning case officer. It would be helpful if the Borough Council could acknowledge the role of outline planning applications within the SPD and offer the opportunity for supporting text in the Design & Access Statement to replace detailed plans where such details are not yet known within the scope of an outline planning application.</p> <p>Where the distinction between the requirements for a full application and an outline application are made within the document (e.g. for lifetime homes), this is supported and further encouraged.</p>	<p>In practice the case officer would only require details on matters that were under consideration. If certain matters were reserved then the developer would not be required to submit details in this area – this is the definition of the matters being reserved. They would need to be covered at a later stage as part of the detailed planning application</p>	<p>none</p>

Appendix C contains useful information about bin sizes, storage and specifications including materials, design and location within the development. It's inclusion in the SPD is supported. It would be helpful to include illustrations or photographs of good and bad refuse and recycling storage on page 44 -especially to account for the Borough Council's particular waste collection services that include glass, and food waste bins (described in Appendix C of the SPD). Albeit slight, these extra bins have an extra storage space implication over and above conventional waste and recycle bin storage and therefore it will be important that Borough Council's expectations on how such storage should be designed and integrated into the development are described in the SPD. On this basis, it would be helpful if the SPD could be amended to include details of the Borough Council's external storage dimensions for glass and food waste bins.	The developer already has the detail in Appendix C which informs them of what the space requirements for bins will need to be. An illustration of how front garden bin provision can be successfully integrated is shown in figure 41 in the consultation draft document	Updated text now provides a link to an EBC Direct Services document illustrating good and bad practice.
The checklist in Appendix A is very helpful to 'sense check' proposals and inform Design & Access Statements. It's inclusion in the SPD is supported.	noted	none
2. Internal consultation comments		
EBC Direct Services	Design team response to comments	Change to document
Various updates submitted for Appendix C	agreed	Updated text for Appendix C now incorporated
EBC Development Control		
A specific reference to a minimum amount of usable external private or communal amenity space is required. Planning applications for new older people's accommodation are increasing significantly. In many instances the applicant's proposals fail to provide an adequate amount of usable external space for residents, many of whom will find it very difficult to leave the site.	agreed	In subsection on Residential Communal Garden Space: add 'and accommodation for older people' after 'For flats...' Minimum communal garden space to be 25 sq m per dwelling.
EBC Engineering & Highways		
Add explicit references to need for separate pedestrian/disabled access to front doors that should not be obstructed by car parking space	agreed	Text amended
3. Figures to be modified (to improve consistency of design principles)		
Proposed changes to figures		
2	Removed as accessibility contours plans no longer used	
All subsequent figures	Numerical value reduced by 1	
3	Some extra facilities shown on plan and key expanded and rearranged	
5	Some extra facilities shown on plan and key expanded and rearranged	
11	Completely redrawn	
12	Building on the left redrawn to better show a building of unacceptable mass for its context	
16	Window in gable wall and side boundary to be brick wall	
23	Picture uncropped to show cycle sign	
27	Add	
30	Show extent of private plots (with red lines) where they abut HA flat area	
35	Clearer labelling of service margins and tree trenches	
36	Add front garden boundaries	
40	Show 7m dimension more clearly	
46	Adjust rear boundaries to eliminate road behind back gardens	
47	Add front boundaries	
57	Rearrange order of 4 parking scenarios	
58	Add front boundaries	
62	Add front boundaries	

65	Add third sketch with 2m min distance using hard boundary plus planting
71	Add front boundaries
75	Erase shrub planting in highway but add another tree
81	Modify sketch to accommodate true corner window (not just side window)
82	Add front garden boundaries

DRAFT OLD BURSLEDON CONSERVATION AREA APPRAISAL SUPPLEMENTARY PLANNING DOCUMENT – CONSULTATION LETTERS



Regeneration and Planning Policy

«First_Name» «Surname»
«Position»
«company»
«address1 »
«address2»
«address3»
«address4»
«Town»

Our Ref: S2/HOU1
Your Ref:
Contact: Julian Davies
Direct Dial: 023 8068 8244
Direct Fax: julian.davies@eastleigh.gov.uk
E-mail: 023 8068 8148

March 2011

Dear «dear»

CONSULTATION: Old Bursledon Conservation Area & Bursledon Windmill Conservation Area Appraisals & Management Proposals SPD's

Both these draft documents have been prepared to re-assess the existing conservation areas and review their special characteristics to provide clearer guidance for controlling development and improving environmental quality. In the case of the Old Bursledon Conservation Area there have been concerns about the scale and nature of development and new proposals in the document should help to resolve these and ultimately supersede the existing 'Old Bursledon Special Policy Area' which also covers much of the conservation area. A separate review of the Bursledon Windmill Conservation Area has been prepared concurrently to combine the consultation process for both areas.

I am writing to residents within the conservation areas, those who live close to the conservation areas and others with an interest in the areas because you may be affected by either;

- proposed extensions to the boundaries of the conservation areas, or
- recommended management proposals for the conservation areas that seek to enhance the positive features and address the negative

The consultation period will run from **Thursday 17th March 2011 to Thursday 28th April 2011**. There will also be a staffed exhibition at The Bursledon Village Hall in Long Lane Bursledon On Wednesday 6th April 2011 from 6.00 pm to 8.30 pm and also Saturday morning April 9th 2011 from 9.30am to 12.30pm. Comments received will be carefully considered, and reported back to the Council's Area Committee and Cabinet with any necessary changes, prior to final adoption in due course.

The consultation documents, along with an associated habitats regulation assessment screening report and response form can be found on our website at www.eastleigh.gov.uk

Alternatively, please use the form overleaf to return your comments.

Yours Faithfully

**JULIAN DAVIES
Design Team Manager
for the Head of Regeneration and Planning Policy**

Name

Address:.....
.....
.....

Postcode:.....

E-mail:.....

Please give details of any change you would like to see made or additional text you would like to see added and why for;

A) Old Bursledon Conservation Area

B) Bursledon Windmill Conservation Area

Signature..... **Date**.....

Please return responses by Friday 28th April 2011 to:
**Julian Davies, Design Team Manager, Planning Policy & Design Unit, Eastleigh Borough Council,
Civic Offices, Leigh Road, Eastleigh. SO50 9YN**

E-mail: julian.davies@eastleigh.gov.uk

Fax: 023 8068 8148

Regeneration and Planning Policy

«First_Name» «Surname»
«Position»
«company»
«address1»
«address2»
«address3»
«address4»
«Town»

Our Ref: S2/HOU1
Your Ref:
Contact: Julian Davies
Direct Dial: 023 8068 8244
Direct Fax: julian.davies@eastleigh.gov.uk
E-mail: 023 8068 8148

April 2011

Dear «Occupier»

CONSULTATION: Old Bursledon Conservation Area & Bursledon Windmill Conservation Area Appraisals & Management Proposals SPD's

I am writing to you because it appears that some local residents in part of Old Bursledon may not have received an earlier letter about this consultation. I apologise for this and would like to encourage you to respond to the draft documents referred to below.

Both these draft documents have been prepared to re-assess the existing conservation areas and review their special characteristics to provide clearer guidance for controlling development and improving environmental quality. In the case of the Old Bursledon Conservation Area there have been concerns about the scale and nature of development and new proposals in the document should help to resolve these and ultimately supersede the existing 'Old Bursledon Special Policy Area' which also covers much of the conservation area. A separate review of the Bursledon Windmill Conservation Area has been prepared concurrently to combine the consultation process for both areas.

I am writing to residents within the conservation areas, those who live close to the conservation areas and others with an interest in the areas because you may be affected by either;

- proposed extensions to the boundaries of the conservation areas, or
- recommended management proposals for the conservation areas that seek to enhance the positive features and address the negative

The consultation period which started on **Thursday 17th March 2011 will now be extended to 12th May 2011**. Comments received will be carefully considered, and reported back to the Council's Area Committee and Cabinet with any necessary changes, prior to final adoption in due course.

The consultation documents, along with an associated habitats regulation assessment screening report and response form can be found on our website at www.eastleigh.gov.uk/

Alternatively, please use the form overleaf to return your comments.

Yours Faithfully



JULIAN DAVIES
Design Team Manager
for the Head of Regeneration and Planning Policy

Name

Address:.....
.....
.....

Postcode:.....

E-mail:.....

Please give details of any change you would like to see made or additional text you would like to see added and why for;

A) Old Bursledon Conservation Area

B) Bursledon Windmill Conservation Area

Signature..... Date.....

Please return responses by Friday 28th April 2011 to:
Julian Davies, Design Team Manager, Planning Policy & Design Unit, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh. SO50 9YN

E-mail: julian.davies@eastleigh.gov.uk

Fax: 023 8068 8148



Regeneration and Planning Policy

«Name»
«Position»
«Company_name»
«House_Name»
«Address1»
«Address2»
«Address3»
«Address4»
«Address5»
«Post_code»

Our Ref: S3 CA-OBCA.
Your Ref:
Contact: TimJSDyer
Direct Dial: 023 8068 8247
Direct Fax: timjsdyer@eastleigh.gov.uk
E-mail: 023 8068 8148

8 August 2011

Dear «Dear»

CONSULTATION: OLD BURSLEDON CONSERVATION AREA APPRAISAL & MANAGEMENT PROPOSALS SPD

If you do not own the property which you occupy, please forward this letter to the owner.

A consultation was conducted earlier this year regarding the above and Bursledon Windmill Conservation Area. A courtesy letter just prior to the committees in June and July revealed some people involved had not actually received news of the consultation at all. By checking databases against maps, we believe we have identified some 35 addresses probably missed. If you have already been consulted please accept our apologies for troubling you again and feel free to disregard this letter.

This draft document has been prepared to re-assess the existing conservation area and review the special characteristics to provide clearer guidance for controlling development and improving environmental quality. In the case of the Old Bursledon Conservation Area there have been concerns about the scale and nature of development and new proposals in the document should help to resolve these and ultimately supersede the existing 'Old Bursledon Special Policy Area' which also covers much of the conservation area.

We are writing to those residents within the conservation area and others with an interest in the area because you may be affected by either:

- proposed extensions to the boundaries of the conservation area, or
- recommended management proposals for the conservation areas that seek to enhance the positive features and address the negative

The consultation period will run until **Monday 10th October 2011** to allow people plenty of time to have holidays, peruse the document and comment. Comments received will be carefully considered, and reported back to the Council's Area Committee and Cabinet with any necessary changes, prior to final adoption in due course.

The consultation documents, along with an associated habitats regulation assessment screening report and response form can be found on our website at www.eastleigh.gov.uk/

Cont'd ...

Alternatively, please use the form below to return your comments.



Yours «Yours»

Tim J S Dyer
Architectural Design and Conservation Officer
for the Head of Regeneration and Planning Policy

Name
Address:
Postcode:
E-mail:

<p>Please give details of any change you would like to see made or additional text you would like to see added and why;</p> <p>Old Bursledon Conservation Area</p>
--

Signature..... **Date**.....

Please return responses by Monday 10th October 2011 to:
Tim J S Dyer, Architectural Design and Conservation Officer, Planning Policy & Design Unit,
Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh. SO50 9YN
E-mail:timjdsdyer@eastleigh.gov.uk Fax: 023 8068 8148



David Brock
English Heritage SE
Eastgate Court
195-205 High Street
Guildford
GU1 3EH.

Regeneration and Planning Policy

Our Ref: S3/CA/OBCA
Your Ref:
Contact: Tim JS Dyer
Direct Dial: 023 8068 8247
Direct Fax: 023 8068 8418
E-mail: timjsdyer@eastleigh.gov.uk

22 February 2012

Dear David

OLD BURSLEDON CONSERVATION AREA BOUNDARY AMENDMENTS

We write to give notice of the Council's adopted variations to the boundary of the Old Bursledon Conservation Area, as required by S70 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (The Act).

A review of the conservation area was undertaken over the last year, as required by S71 of the Act. As a result of this review, a recommendation was made proposing alterations to the designated conservation area boundary. The review, together with the recommendation, was sent out to consultation from 17 March 2011 to 28 April 2011 and 8th August 2011 to 10th October 2011, during which time residents and interested parties had the opportunity to comment on the proposals.

The representations received were subsequently presented to the Bursledon Hamble-Le - Rice and Hound Local Area Committee (LAC) and Cabinet with a recommendation to approve the amendments to the designated conservation area boundary. A decision was made by the Council's Cabinet on January 9th 2012 to adopt these changes.

The following alterations to the boundary of the conservation area have therefore been adopted (as shown on the attached map) and affect the properties listed below:-

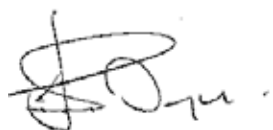
Properties to be included within the conservation area:

The extensions have been recommended because of the importance of the setting of the conservation area.

1	Boat Yard at MDL Mercury Yacht Harbour – All units	Satchell Lane
2	Holmlea Nos 1 and 2	Station Road
	Calmore	Station Road
	Sunshine Cottage	Station Road
	Cross Trees	Station Road
	Woodside	Church Lane
	Hamblewell	Church Lane
	Charlton	Church Lane
	Crossfield	Church Lane
	Devonia	Church Lane
	Tanera	Church Lane
	Hill Cottage	Church Lane
	Caravan at Hill Cottage	Church Lane
3	Wayside	Hill Place
	Ash Lodge	Hill Place
	Arran Lodge	Hill Place
	Beam Reach	Hill Place
	Glebe House	Church Lane
	Bramble Banks	Church Lane
4	Recreation Ground (Parish Council)	Long Lane
	Dietchiberg	Long Lane
	Darwood	Long Lane
	Tops'le	Long Lane
	Springfield	Long Lane
	15-19 Redcroft Lane (inc)	Recroft Lane
	Bursledon Junior School	Long Lane
	Bursledon Infant School	Long Lane
	Fairfield	Long Lane
	Apple Trees	School Lane
	Berryfield	School Road
	The Vicarage	School Road
	Lavender Cottage	School Road
	Stoneleigh	School Road
5	Sewage Works (Southern Water)	School Road

More detail of the Old Bursledon Conservation Area is in the adopted document available on the Eastleigh Borough website <http://www.eastleigh.gov.uk/ebc-3992>

Yours sincerely



TIM JS DYER
Conservation Architect
for the Head of Regeneration and Planning Policy

cc. Jonathan Bradley– EH London.

enc: Map showing the areas of extension to the conservation area boundary.

OLD BURSLEDON CONSERVATION AREA SPD – PRESS ADVERTISEMENT

EASTLEIGH BOROUGH COUNCIL

NOTICE OF PUBLICATION OF

OLD BURSLEDON CONSERVATION AREA APPRAISAL AND MANAGEMENT PROPOSALS

BURSLEDON WINDMILL CONSERVATION APPRAISAL AND MANAGEMENT PROPOSALS

Planning and Compulsory Purchase Act 2004

Town and Country Planning (Local Development) (England) Regulations 2004 as amended

The Council is publishing the Old Bursledon Conservation Area Appraisal and Management Proposals and the Bursledon Windmill Conservation Appraisal and Management Proposals (Supplementary Planning Documents) for consultation.

The Supplementary Planning Documents are intended to provide guidance which will assist applicants in the preparation of development proposals and assist this council in the consideration and determination of planning applications. This guidance will ensure that information and advice given to landowners, property owners and prospective developers is consistent, up-to-date and correct.

Copies of the documents and associated assessments can be viewed from Thursday 17th March 2011 on the Council's website at www.eastleigh.gov.uk Copies will also be available for inspection at the Civic Offices, the Town Centre Office and the Bursledon Parish Council office during opening hours.

Representations should be sent to the address below by 5.00 pm on Thursday 28th April 2011.

Julian Davies – Design Team Manager

Old Bursledon Conservation Area Appraisal and Management Proposals and the Bursledon Windmill Conservation Appraisal and Management Proposals Supplementary Planning Documents

Head of Regeneration and Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
Hampshire SO50 9YN

OR:

By email to Julian Davies at julian.davies@eastleigh.gov.uk

**OLD BURSLEDON CONSERVATION AREA APPRAISAL –
AMENDMENTS TO CONSERVATION AREA BOUNDARY – FORMAL
NOTICE IN THE LONDON GAZETTE**

PRESS NOTICE OF VARIATIONS TO THE OLD BURSLEDON CONSERVATION AREA
BOUNDARY

EASTLEIGH BOROUGH COUNCIL

Planning (Listed Buildings and Conservation Areas) Act 1990

EASTLEIGH BOROUGH COUNCIL GIVES NOTICE that it has adopted the following variations to the Old Bursledon Conservation Area boundary under S70 of the Planning (Listed Buildings and Conservation Areas) Act 1990 on the 09 February 2012:

.....
More detail of the Old Bursledon Conservation Area is available on the Council's Website at:

OLD BURSLEDON CONSERVATION AREA APPRAISAL SPD – REPRESENTATIONS AND RESPONSES

Date Received	Respondent	Comments made	Actions taken
21.03.11.	Local Resident.	Fully agrees with proposed extensions and points made to protect CA.	Noted.
23.03.11.	Local Resident.	What will the LA do to encourage the community to restore the visual corridor from the viewpoint?	Advice to be offered on management of protected trees.
06.04.11.	Local Resident.	Extend tree preservation area to east of Kew Lane to include two areas / fields up to house named St George.	Not an immediate priority but trees have protection in conservation area.
13.04.11.	Local Resident. Local Resident.	Objection to part of garden of house in Redcroft Lane being included in CA. Trees already included in woodland TPO. Welcome extensions to CA but wants odd groups of mature trees outside area protected i.e. to north side of Blundells Lane up to motorway and in sites of Bursledon Hall and Upton.	The trees in the garden contribute to the overall character of the conservation area, forming a cohesive edge at this point. Most of the trees either side of the original drove road, up to the motorway have TPO's and the area north of it may be considered as a separate conservation area when resources permit.
11.04.11.	Local Resident.	Concern regarding the extent of erosion of the western bank of the river on the bend around the top of Hackett's Marsh to Lands End hard.	This is a natural phenomenon more appropriate to the / Environment Agency and Natural England.
12.04.11.	Local Resident. Old Bursledon Action Group. O.B.A.G. “	Request to retain the 15% limit on residential development. 'Excellent Appraisal which will provide much needed additional guidance.' Limit extensions and re-builds to a maximum increase of 15%. Retain all Special Policy Area	Policy 179LB remains in place with the 15% figure retained as part of additional guidance supporting this Policy until superseded by policies in the new Local Plan. As above. Policy 179LB remains in place with the 15% figure retained as part of

Date Received	Respondent	Comments made	Actions taken
	“ “	policies in CA when it supersedes existing SPA doc. Stop repeat applications exceeding the limit by stealth. Stop acceptance of extensions that ‘cannot be seen from the road.’	additional guidance supporting this Policy until superseded by policies in the new Local Plan. Noted. Noted.
14.04.11.	Local Resident. Local Resident. Local Resident.	Request to retain the 15% limit on residential development. Applaud appraisal but want 15% retained as absolute limit including for stealth applications to stop loss of small dwellings and becoming a large house ghetto. Stop to changes of use for the remaining agricultural land.	Policy 179LB remains in place with the 15% figure retained as part of additional guidance supporting this Policy until superseded by policies in the new Local Plan. As above. Already covered by existing policies. No change proposed.
18.04.11.	Local Resident. Local Resident.	Request to retain the 15% limit for residential development. As above to, prevent the village being despoiled.	Policy 179LB remains in place with the 15% figure retained as part of additional guidance supporting this Policy until superseded by policies in the new Local Plan. As above.
21.04.11.	Local Resident. Highways Agency.	Request to make the 15% limit obligatory to retain variety. No comment.	As above.
25.04.11.	Local Resident	Appreciation for work put into document and maintain 15% limit	Policy 179LB remains in place with the 15% figure retained as part of additional guidance supporting this Policy until superseded by policies in the new Local Plan.
27.04.11.	Local Resident.	As above.	As above.
03.05.11.	Local Resident.	Applaud the appraisal and request retention of the 15% limit	Policy 179LB remains in place with the 15% figure retained as part of additional guidance supporting this Policy until superseded by policies

Date Received	Respondent	Comments made	Actions taken
	<p>Informally from HCC</p> <p>Local Resident.</p>	<p>Include reference to archaeology. A number of Roman findspots in conservation area and a number of Medieval wrecks in waterfront and river with potential for older.</p> <p>Objection to inclusion of 'The Cottage' garden as 'The local authority will discourage development on this area.'</p>	<p>in the new Local Plan.</p> <p>Offer of more information to be taken up to expand knowledge of area.</p> <p>Owner met on site for discussion and adjustment made to wording to be less prescriptive which has been agreed with him.</p>
05.05.11.	Local Resident.	Request to retain the 15% limit.	Policy 179LB remains in place with the 15% figure retained as part of additional guidance supporting this Policy until superseded by policies in the new Local Plan.
20.05.11.	<p>Bursledon Rights of Way and Amenities Preservation Group.</p> <p>“</p> <p>“</p> <p>“</p> <p>“</p> <p>Bursledon Rights of Way</p>	<p>Impressed with quality of this comprehensive and thorough appraisal. The Parish Council Archivist questions the authenticity of some statements of history.</p> <p>Opposed to the deletion of the Special Policy Area.</p> <p>Suggest including former tip adjacent to the sewage works and Badnam copse in CA.</p> <p>Suggest mentioning replacement of eyesore fencing at station, station road and footpath no.6.</p> <p>Suggest mention of need to improve the miscellaneous collection of buildings and garages between the park and Greyladyes.</p> <p>No mention of need to consider the impact of</p>	<p>Noted.</p> <p>Information requested and will be included / adjusted when available</p> <p>No SPA proposed as part of the draft Local Plan.</p> <p>Considered, but felt that the ancient woodland tree boundary is still the most appropriate edge to CA.</p> <p>A good idea, to be included.</p> <p>Some of these are in the process of being replaced and will particularly improve the park / building interface.</p> <p>When an application is felt to be obvious from the river it is considered from the eastern</p>

Date Received	Respondent	Comments made	Actions taken
	and Amenities Preservation Group.	development viewed from the river and marshes. Request rigorous implementation of policy and rigid enforcement of planning decisions in CA. Propose extension of conservation area along part of Blundell lane and Dodwell Lane, or new conservation area designation.	'towpath'. Noted. Area north of motorway is of a different character. May appraise as potential new conservation area when resources permit.
17 06.11.	Jon Tizzard for Fairfield (field or and Berryfield.	In the long term would like to be able to develop sites	Existing policy does not allow For any new development here as it is classed as countryside.
20 06.11.	Mr P Lomas & adjacent owner.	Do not want buildings Included.	Adjust document to exclude these properties.
21 06.11.	Marina Developments Ltd.	Object to inclusion of boatyard to north of Mercury Marina and seek delay to allow for representation.	No action. Included to protect Badnam Creek and edge of saltmarsh Natural Conservation area.
23 06.11.	Dave and Pat Anderton.	Asking for delay to consider, as not notified.	Agreed to and carried out.

Old Bursledon Conservation Area Appraisal – Further Consultation Responses - 1 August to October 2011.

Date	Respondent	Comments made	Actions taken
12.08.11.	Local Resident of Hungerford.	a. Buildings generally not worthy of inclusion. b. Inclusion involves notification prior to lopping trees over 75mm dia. c. Wants to be able to repair front wall in current style. d. Landscape management plans could include private gardens. e. It is all a bit late as numerous properties have already lost their original features. f. Please leave us as we are.	Noted.

Date	Respondent	Comments made	Actions taken
16.08.11.	Local Resident of Hungerford.	a. An unnecessary waste of money in the current climate b. Additional costs to residents. c. Existing planning laws sufficient in this area.	Noted.
18.08.11.	Local Resident of Hungerford.	a. Most houses too new to include in conservation area. b. More rules and regulation leading to more paperwork and expense. c. Apart from Pilands Wood, most trees around Hungerford are already protected by TPO's. d. Area already in SPA. e. Feels that existing planning laws give sufficient protection to area. f. Too late to preserve the appearance of a lot of the Victorian properties. g. Middle Allotment Green Space – is it not a nature conservation area as it is? It could be extra allotments to solve the waiting list. h. Agrees with the inclusion of Pilands Wood into the conservation area. i. If 'conservation area' is to mean something should it not be unique and special? Apart from the woods it is neither but nevertheless a pleasant place to live.	Noted “ “ SPA is not included in Draft Local Plan Local listing and Article 4 directions could preserve the remaining originals outside the CA. Noted Noted Noted
06.09.11.	Local Resident of Bursledon.	a. Large size of extensions e.g. Hamull allowed on appeal over the 10%, so why bother with them at all. b. Trees allowed to grow, blocking views which have been factored into house pricing and council tax rates.	Noted. “
08.09.11.	Local Resident of Hungerford.	a. The character of Hungerford is completely different to Old Bursledon. b. The only access is along a narrow lane which has been renamed Kew Lane at the top from Hungerford Lane previously, causing confusion for the fire service and others resulting in failure to attend. c. Mix of houses, none of which are a match for Old Bursledon. d. Little attempt to extend most houses and they are covered by the existing SPA. e. Draft document needs revising to take account of objectors views.	. Noted “ “ The existing SPA will be superseded by the new Local Plan which makes no provision for an SPA in this area Noted This is a Parish

Date	Respondent	Comments made	Actions taken
		<p>f. If included, name should be 'Old Bursledon and Hungerford CA'. ADDITIONAL COMMENTS A Why hasn't this document been used in the Parish Plan b. How will the management plan actually affect people. c. How does 'Hackett's' fit into the conservation area? d. How is it going to control future development at Mercury Yacht Marina or around the Church? e. Creation of 'character zones' is good but for most of the last 40 years the road was known as Hungerford Lane from the junction with School Road. Why has it been changed ? f. Correction to para 3.6 after 3rd. sentence add 'as far as Lowford'. g. Correction to para 3.13, 1st. sentence add 'and many earlier houses were built with bricks made on site from the local clay.' h. Claims par 3.19 refers to separate parish and should be removed. i. Para 4.5 - Is the purpose of the CA to exclude all houses except the high quality, expensive ones? j. Para 4.7 – is this so that existing large houses keep their views? k. Para 4.8 – Suggests including the whole area across to Hamble and Satchell Lanes. l. Para 4.9 – Only connected by Kew Lane and two foot paths now the connection to Salters Lane is closed. m. Para's 4.20-22,34&40 –How do these allow houses like 'Hacketts'? n. Para 4.30 – the house/plot ratio recently has been far too high. o. Paras 4.36 and 37 Trees should not take priority over human habitation but be a compliment to it. p. Only the bottom end is Hungerford Bottom. q. Wynne-Field is nice but too big for it's plot.and fail to see how it contributes to CA. r. Para 4.163 – About 50/60 years ago there was a group of about 8 cottages at the end of which only Brookwood and Hungerford End remain, this from 1870. s. Suggests that the five houses Brookwood to The Coach House should be in a Hungerford zone.</p>	<p>responsibility.</p> <p>Noted</p> <p>“</p> <p>“</p> <p>“</p> <p>“</p> <p>Comments noted. Reference is to the River, not the parish of Hamble.</p> <p>Noted</p> <p>“</p> <p>Boundary just extended to the edge of the ancient woodland.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Comments noted.</p> <p>The character of the setting of these differs from Hungerford.</p>

Date	Respondent	Comments made	Actions taken
23.09.11.	Local Resident of Bursledon.	No mention of the maximum permissible limit for house extensions. Far too many contraventions of this. Neighbouring counties have these limits.	Policies relating to Old Bursledon have been drafted in the draft Local Plan which may address this issue.
26.09.11.	Local Resident of Hungerford.	Do not agree with the time and money being spent on this. Not a particularly 'pretty' area. Please do not make life more difficult and expensive by including us. It is a disgrace that Social Care funding is cut and money spent on this sort of trivia.	Conservation areas are reviewed periodically and this one was last done some 11 years ago.
27.09.11.	Local Residents of Hungerford .	Covering letter with petition from 45 signatories in 32 dwellings objecting 'to the inclusion of Hungerford and Hungerford Bottom into the OBCA.	Noted.
29.09.11.	Local Resident of Hungerford..	a. Live in 1905 cottage where the area is referred to Old Bursledon as opposed Hungerford or H Bottom. b. Consider the existing rules are sufficient protection for the area. c. In particular the following should be eliminated :- tree felling requirement, conditions on brick walls, landscape management including front gardens, replacement features and limitations on extension size.	Noted See references to SPA above. Noted
10.09.11.	National Agent on behalf of Marina Company.	a. Unable to identify sufficient evidence to justify extension 1 (the boatyard) being included into the CA. b. Unclear as to how the yard's inclusion will minimise impact on Badnam Creek and salt marshes. c. Object to inclusion of the boatyard in the revised Conservation Area. d. Claim there is no justification or need for inclusion and that it has enough protection by being adjacent to the CA and the Local Plan policies.	There is a clear demarcation between the marina and the boatyard whose existing character and form are intrinsic to the riverside scene while having a low impact on Badnam Creek, it's natural state and various nature designations on the other side.
11.09.11.	Local Resident of Hungerford.	a. Most houses too new to include in conservation area. b. More rules and regulation leading to more paperwork and expense. c. Apart from Pilands Wood, most trees around Hungerford are already protected by pto's. d. Area already in SPA. e. Feels that existing planning laws give sufficient protection to area. f. Too late to preserve the look of a lot of the Victorian properties.	Noted Noted Noted As already defined above. Noted

Date	Respondent	Comments made	Actions taken
		<p>g. Middle Allotment Green Space – is it not a nature conservation area as it is? It could be extra allotments to solve the waiting list.</p> <p>h. Agrees with the inclusion of Pilands Wood into the conservation area.</p> <p>i. If 'conservation area' is to mean something should it not be unique and special? Apart from the woods it is neither but nevertheless a pleasant place to live.</p>	<p>“</p> <p>“</p> <p>“</p>

Eastleigh Borough Local Plan 2011-2029

Statement of Consultations July 2014

Appendices Volume 5

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**LOCAL PLAN NEWS – SUSTAINABILITY APPRAISAL
SCOPING REPORT CONSULTATION 2006**

LOCAL PLAN NEWS
Update - September 2006

Contacts:

Gemma Christian
Planning Officer

**Planning Policy and
Design Unit**

Tel: 023 80 688243
Email: gemma.christian@eastleigh.gov.uk

**HELP US TO KEEP OUR
MAILING LIST UP-TO-
DATE**

If we have any part of your address details wrong, please contact us so we can keep our mailing list up-to-date.

If you no longer wish to receive a copy, or if you are not on the mailing list and wish to receive future editions please contact us:

**Planning Policy & Design,
The Civic Offices,
Leigh Road,
Eastleigh,
SO50 9YN**

Tel: 023 8068 8252

**Consultation on the Sustainability Appraisal
and Strategic Environmental Assessment
Scoping Report**

The purpose of the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) is to promote Sustainable development by ensuring economic, social and environmental issues are integrated throughout the production of the Borough's Local Development Framework (LDF).

The Local Development Framework (LDF) is a portfolio of documents that will outline the land use and transportation strategy for Eastleigh Borough.

The draft Scoping Report sets out the issues to be considered and can be found on the Planning Policy and Design section of the Eastleigh Borough Council's website :

www.eastleigh.gov.uk/ebc-3227

**Planning Policy and Design Section
Sustainability Appraisal Page**

An online questionnaire for feedback can be found on the above Website.

Please provide your comments by:
16th October 2006.

If you require the report in a different format or any further information please contact us



CONSULTATION LETTER TO STATUTORY CONSULTEES – SUSTAINABILITY APPRAISAL SCOPING REPORT 2006

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Cliff Bowden
Head of Planning Policy & Design

My ref
Your ref SA/SEA Scoping Report
Date 11/09/2006

Please ask for Gemma Christian
Direct dial 02380 688243
e-mail Gemma.christian@eastleigh.gov.uk
Fax

Dear

Consultation on Eastleigh Borough Council's Sustainability Appraisal/SEA Scoping Report.

Please find enclosed a copy of the Sustainability Appraisal and Strategic Environmental Assessment Scoping Report, for the Borough's LDF.

This scoping report is being sent out to the four statutory consultees, (English Nature, English Heritage, Countryside Agency and Environment Agency.) along with a number of consultees listed in Eastleigh's Statement of Community Involvement.

The consultation period is five weeks, it will end on :

Monday 16th October 2006.

There is a questionnaire enclosed for your comments, this can also be found on our website:
www.eastleigh.gov.uk/ebc-3227

Please make your comments in writing by post or in an electronic format via the website.

Should you wish to discuss anything further or require more information please contact myself, Gemma Christian on the number above.

Yours Faithfully,

Gemma Christian
Planning Officer
Planning Policy and Design
Eastleigh Borough Council

SUSTAINABILITY APPRAISAL SCOPING REPORT 2007 – AMENDMENTS MADE IN RESPONSE TO COMMENTS

Inclusion of consultation comments for Sustainability Appraisal/ Strategic Environmental Assessment Scoping report 2006/2007

Environment Agency

1 - Table 1.11 – 1.15 have included:

International Landfill directive 1999
Waste strategy review of England 1992,
Waste strategy 2006
PPS23 Planning and pollution control
Regional minerals and waste local plan 1998
Hampshire minerals and waste local development framework.

2 – Habitats regulations Assessment. This issue has been dealt with in paragraph 1.12. The following sentence was added:

'There are potential implications from the outcome of an AA. If the AA reports that the plan will have a significant adverse effect on a designated site the plan would not meet its legal requirements unless it is determined that the aim is an overriding public interest and compensation can be achieved.'

3 – The following sentence was added to paragraph 4.11.1 to address this point:

'Groundwater protection zones. 2000 groundwater sources such as wells, boreholes and springs used for public drinking water supply have been defined by the Environment Agency. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity the greater the risk. There are three main zones (inner, outer and total catchment) and a fourth zone of special interest, which is occasionally applied to a groundwater source.'

Groundwater vulnerability zones - due to the policies being reviewed currently it has been advised to ignore this request. (Email 4/3/07)

4 – This was addressed within the Strategic Flood Risk Assessment for the Borough which is now a separate document.

5 – Protected species are covered in section 4.4.9, priority BAP habitats and species are covered in section 4.4.3 but both are referenced to in paragraph 4.4.1 to address this issue:

'Protected species and priority BAP habitats and species are discussed further in section 4.4.9 and 4.4.3 respectively.'

6 – Paragraph 4.19.1 has not been updated to include the Hampshire minerals and waste development framework due to the status of the WDF. This will be updated when the WDF has been adopted.

7 – The paragraph 4.21 refers to the Borough Councils Waste management strategy not the Joint municipal waste management strategy, therefore the word 'Councils' has been included. Consideration has been given to other waste policy documents in paragraph 4.21:

'There are a number of other policy documents which are important for waste management these include the Landfill directive, waste strategy 2000/2006, the South East Plan and the emerging Hampshire Minerals and Waste Development Framework. These are discussed further in the baseline data document in the plans policies and programmes tables.'

8 – The measure of 'number of properties at risk from flooding' has been used in table 1.6 (supplementary document)

9 – Commercial recycling rates – waiting info from EA

10 – Targets have been included in table 1.10 to ensure they move beyond maintaining the status quo and provides for improving the quantity and quality of wildlife areas within the Borough. This has been achieved in line with Natural England's advice.

11 – GQA result – waiting for info from EA

12 – This paragraph does highlight the importance of the Itchen SAC and Solent marine SAC as well as the SPA within the coastal and estuarine areas.

13 – Targets have been included in table 1.10 to ensure they move beyond maintaining the status quo and provides for improving the quantity and quality of wildlife areas within the Borough. This has been achieved in line with Natural England's advice.

14 – The spelling error has been corrected.

15 – Paragraph 4.4.11 has been reworded as below to address the comments:

'Habitat fragmentation and degradation, water abstraction, water pollution, hydrological changes, lack of traditional management methods and human disturbance are all key issues for biodiversity in the Borough. The cumulative impacts of these factors on biodiversity receptors can act in combination with increased effect. Loss of species and habitats in urban areas where these have been retained or become established on previously developed sites is also a key issue. Adaptability of habitats and species to climatic changes for example allow enough area (and buffer) for habitats to migrate inland as a result of sea level rise. Increased storminess would also impact on habitats and species.'

Imaginative and innovative ways to enhance biodiversity this comment has been addressed in paragraph 4.4.10:

'Biodiversity is not confined to countryside areas of the Borough. Urban areas contain linear wildlife features such as stream and hedgerow corridors as well as species afforded legislative protection such as reptiles and badgers. The Council will need to be looking for imaginative and innovative ways to enhance biodiversity within new developments, not only through the provision of green spaces but also for example through the creation of either green or grey roofs.'

16 – Table 1.23 the contamination section is now linked to sustainability objectives of natural resources.

17 – The table has been reorganised. This has been agreed by the Environment agency by email on 29th January 2007 (Loretta Bean) copy in file.

The issues of sewage capacity at Chickenhall sewage treatment works and water resource issues at Gaters mill have been included as indicated below:

Table 1.24 'Section 11 WASTE MANAGEMENT & MINIMISATION It is recognised that the capacity at the Chickenhall Sewage treatment works and water resources at Gaters Mill are potentially important issues for the Borough in the future.'

17a – This statement has been incorporated into the Land section of table 1.24 as set out below:

'The efficient use of previously developed land helps to relieve the pressure to develop valued areas of open space and countryside. The Borough will direct development into existing urban areas. Adequate investigation and remediation should be carried out for all development on brownfield sites in order to comply with PPS23. If brownfield redevelopment causes pollution of controlled waters, or there is the risk that statutory contaminated land under part 11a of the Environmental protection act will be created through development. In line with PPS23 a desk study and preliminary risk assessment should be produced prior to any brownfield site obtaining planning permission.'

17b – Bullet 2 of the natural resources section has been reworded to 'Groundwater level and quality.' The second point - inclusion of secondary/recycled materials/aggregates is addressed as below:

'It should be noted that most construction will involve the use of aggregates unless materials are recycled on site or the use of secondary/recycled materials/ aggregates from off site.'

17c – Waiting data from EA

17d – The criteria in table 1.24 has been changed from protection of areas at flood risk to 'reduction in properties at risk of flooding' The additional criteria that was recommended - 'implementation of sustainable drainage on appropriate sites' was not included due to this data not being collected by the Council.

18 - The table has been reorganised an extra column has been inserted to cover criteria to link to the indicators in the baseline data tables. This has been agreed by the Environment agency by email on 29th January 2007 (Loretta Bean) copy in file.

The objectives from table 1.24 have been directly placed into table 1.25 for comparison with the IRF objectives.

The last column of table 1.25 has been renamed to 'criteria' as suggested.

19 – Section 4.18.3 has been reworded to say 'the flood defences' rather than areas at risk.

The third sentence of this paragraph has also been reworded as below:

'The only areas that are directly related to coastal defence are the low lying Hamble Quay, Ferrymans Quay and the beach between Weston Sailing Club and Netley Castle. These areas have hold the line policies identified in the Shoreline Management Plan. Whilst flooding occurs at extreme high tides, the flood defences are not currently considered under threat and the results of the current strategy study will provide further details of their estimated life.'

20 + 21 – These issues have been addressed within the Strategic Flood Risk Assessment – with the insertion of a new paragraph as recommended and the SFRA is now a separate document as recommended and agreed with the EA.

Natural England

1 - Targets have been included in table 1.10 to ensure they move beyond maintaining the status quo and provides for improving the quantity and quality of wildlife areas within the Borough.

2 – Paragraph 4.4.1 now includes Ramsar sites (Solent and Southampton Water Ramsar site) and Local Nature reserves.

4.4.11 is reworded as below to includes climate change impacts such as sea level rise and increased storminess:

'Habitat fragmentation and degradation, water abstraction, water pollution, hydrological changes, lack of traditional management methods and human disturbance are all key issues for biodiversity in the Borough. The cumulative impacts of these factors on biodiversity receptors can act in combination with increased effect. Loss of species and habitats in urban areas where these have been retained or become established on previously developed sites is also a key issue. Adaptability of habitats and species to climatic changes for example allow enough area (and buffer) for habitats to migrate inland as a result of sea level rise. Increased storminess would also impact on habitats and species.'

Paragraph 4.17 now is reworded as below to include sea level rise, coastal squeeze etc:

Biodiversity

'Plants and animals are already being affected by climate change and the impacts of climate change will result in the loss of some species and a gain in others. There are various impacts of climate change including sea level rise leading to coastal squeeze of habitats against coastal defences, increased storminess and flooding events could lead to requiring new defences, there can also be knock on effect for river habitats and species. Proactive management of our biodiversity will be essential to allow for the natural migration of species, through wildlife corridors linking habitats, allowing species to adapt to a changing climate.'

3 – The other plans, policies and programmes have been included as follows:

- Birds directive (79/409/EEC)

- Solent European Marine site Management Plan
- Agenda 21 scheme was not included
- Wildlife and Countryside Act 1981 as amended by the Countryside and Rights of Way Act 2000
- Air quality strategies
- Eastern Shoreline Management Plans
- Solent Coastal Habitat Management Plans

4 – Due to the lack of available data this issue - to include more data/targets on SSSI, SAC, SPA and Ramsar sites, on their favorable condition, management and site conservation objectives, will be incorporated in the next review of this report.

5 – Section 12 of the SA framework has been reworded to include health benefits of biodiversity as shown below:

'Biodiversity contributes to local quality of life and health and is an important resource, as highlighted by the Biodiversity Action Plan. Once lost, ecosystems can rarely be replaced.'

Section 13 has also been reworded to include the benefits of public access to green spaces and combating recreational pressures on more sensitive sites. This is shown below:

'Renewing existing, and developing new, areas for recreation and sport on the Borough's open spaces and countryside sites, via the Sport & Recreation Strategy 2002 – 2007. The role of public open spaces are not only a natural resource in providing health benefits and green corridors but also draw pressure away from more sensitive sites. Strategic Priority – Encouraging healthy lifestyles – working with partners to improve recreational and cultural opportunities.'

6 – The matrix in table 1.28 has been updated – see comments for 5.

7 – The inclusion of more data/targets on SSSI, SAC, SPA and Ramsar sites, on their favorable condition, management and site conservation objectives will be incorporated in the next review of this scoping report.

The Theatres Trust

1 – Hampshire County Council's Cultural Strategy has been included in table 1.3 in the supplementary baseline data document
Eastleigh Prosperity Strategy has been included in table 1.4 in the supplementary baseline data document

2 – It was felt that the coverage of culture as worded in objective 15 in section 6.5 was a broad enough definition :

'Listed buildings, conservation areas and other areas of architectural and archaeological importance contribute towards the cultural and historic heritage of the Borough and should be protected. Strategic Priority – Encouraging healthy lifestyles – working with partners to improve recreational and cultural opportunities.'

By adding it to community facilities objective 4 in section 6.5 would give it extra weighting within the assessment process.

Highways Agency

1 – More measurable target for air quality have been included in table 1.6 in the supplementary baseline data document as: *Annual averages for continuous air quality analysers*

2 – More measurable targets have been included within the supplementary document baseline data section.

Terence O'Rourke

1 – PPS3 has been included to the plans, policies and programmes table in the national section (table 1.2) in the baseline data supplementary document.

2 – The matrix (table 1.16) has not been deleted from the scoping report there were no comments of this nature from the statutory bodies and this style of matrix is used in workshop sessions for SA/SEA production.

3 – PPS3 has been included to the plans, policies and programmes table in the national section (table 1.2) in the baseline data supplementary document.

Portsmouth Water

1 – In paragraph 4.20 on Sustainable construction the governments code for sustainable homes was incorporated as shown below:

'The Council encourages sustainable construction methods and sustainable design of development. The implications of changing lifestyles and provision for future adaptations to meet changes in needs are also recognised. The Council will support developments that seek to meet these objectives. In accordance with the Governments code for sustainable homes.'

2 – Paragraph 4.11.1 has been reworded as below to highlight the environment agency's review of consents:

'Appropriate assessments have already been carried out for all water abstractions and discharges within the Borough. The Environment Agency's Review of Consents is a requirement of the Habitats Regulations Assessment, this review looks at existing permissions as well as assessing new permissions.'

3 – The River Itchen sustainability study has been included to the plans, policies and programmes table in the local section (table 1.4) in the baseline data supplementary document.

More general comments were received from Eric Tuffin (The Portswood Gospel hall trust – The Brethren) and Councillor Rest of West End Parish Council, these have been reviewed and taken on board.

SUSTAINABILITY APPRAISAL SCOPING REPORT UPDATE CONSULTATION OCTOBER 2008 - CONSULTEES

First Name	Surname	company	Position
Nick	Wilcox	South West Trains Ltd	Commercial Support Manager
Peter	Storey	Bishopstoke Parish Council	Clerk
Janet	Morgan	Botley Parish Council	Clerk
Jenny	Whittle	Bursledon Parish Council	Clerk
Cheryl	Gosling	Fair Oak & Horton Heath Parish Council	Clerk
Brendan	Gibbs	Hamble-le-Rice Parish Council	Clerk
Kevin	Glyn-Davies	Hedge End Town Council	Clerk
Sue	Hobbs	Hound Parish Council	Clerk
Laura	Cooke	West End Parish Council	Clerk
		British Gas (Southern)	
Helen	Pearce	Southampton City Council	Planning & Sustainability
Steve	Lees	Test Valley Borough Council	Head of Planning Policy & Transport
Mark	Oliver	G L Hearn	
Fred	Andress	Churchill Retirement Living Lt	
Jacqueline	Mulliner	Terence O'Rourke	Technical Director
E J	Tuffin	The Portswood Gospel Hall Trust	
Jimmy	Chestnutt	Southampton and Fareham Chamber of Commerce and Industry	Chief Executive
Steve	Austin	Network Rail	Town Planning Team
Chris	Kneale	Southern Water	Corporate Planning Manager
Ginny	Hall	Mobile Operations Association c/o Mono Consultants	
Rose	Freeman	The Theatres Trust	Planning Assistant
Paul	Sansby	Portsmouth Water Ltd	
A	Rest	West End Parish Council	
Laura	Ross	Stewart Ross Associates	
Lara	Beechey	Holiday Inn Southampton-Eastleigh	General Manager
David	Ames	David Ames Associates	
Laura	Graham	Alliance Environment and Planning Ltd	Planning Consultant
Paul	Rollison	One Community	Head of Transport & Retail Services
Sara	Sawyer	First Wessex Housing Group	
Kristine	Salomon-Olsen	Hampshire Chamber of Commerce	Head of Policy
Nicky	Hirst	Southampton & Fareham Chamber of Commerce & Indust	Public Affairs Officer
Eddie	Hill	Hamble Parking Group	
Helen	Strong		
Carole	Le-Marechal	South Central Strategic Health Authority	Programme & Performance Manager

First Name	Surname	company	Position
Gareth	Cruddace	Hampshire Primary Care Trust Headquarters	Chief Executive
Nick	Davis		
Sam	Stone	Miller Homes Limited - Southern Region	Land Manager
Tim	Jenkinson		
Bob	Sellwood	Sellwood Planning	
Daniel	Wiseman		
Daniel	Wiseman	Turley Associates	Planner
Alexandra	Munday	Cluttons LLP	Associate
Sunita	Aujla	Downland Housing Association: Affinity Sutton Group	Regional Development Manager
Natasha	Hart	Radian Housing	Senior Project Manager
Sarah	Hamilton-Foy	Pegasus Planning Group	
Ian	Cole		
Nicholas	Reid		
		Southern Electric	
Graham	Ashworth	New Forest District Council	Head of Planning Policy
Chris	Benham	Strutt & Parker	Assistant Planner
T	Farthing		
Doug	Barrow	Hampshire Constabulary	Principle Surveyor
Mr & Mrs	Roberts		
Ellie	Dickson	Woodland Trust	People Engagement Officer
Alex	King	Southern Planning Practice Ltd	Assistant Planner
Ian	Cozens	Eaton Aerospace Ltd	Fuel Systems Division Technician
Kenneth	Deacon		
Dorothy	Walker		
Phil	Hull	RPS	Planning Director
James	Stevens		
David	Edwards	Taylor Wimpey Strategic Land	Senior Strategic Planning Manager
E A	Simms	Mortimers Lane Action Group	
Danny	Stupple		
Adam	Pyrke	Colliers CRE	
Mark	Fisher	The Lawn Tennis Association	Facility Development Manager
Debra	Harrison	CSJ Planning Consultants Ltd	Planner
		DPP	
Jagjit	Mandair	NHS Hampshire	Primary Care Projects Facilitator
James	Shelley	CB Richard Ellis	
John	Elliott	Winchester & Eastleigh Healthcare NHS Trust	
Mike	Smith	Network Rail	Town Planning Technician SE
Richard	Allen	BAA Group Airport Planning	Head of Safeguarding
A J	Fagg		
David	Sage		

First Name	Surname	company	Position
Damien	Holdstock	AMEC Environment & Infrastructure UK Limited	Consultant Town Planner
Steve	Mursell	Chandler's Ford Parish Council	Clerk
Carly	Grainger	Allbrook & North Boyatt Parish Council	Clerk
Martin	Small	English Heritage	Spatial Planning Advisor

SUSTAINABILITY APPRAISAL SCOPING REPORT UPDATE CONSULTATION OCTOBER 2008 – CONSULTATION LETTER

Planning Policy & Design Team
Civic Offices Leigh Road Eastleigh
Hampshire SO50 9YN

Regeneration & Planning Policy Unit

My ref	S3/SA
Your ref	
Date	16 October 2008
Please ask for	Gemma Christian
Direct dial	02380688243
e-mail	Gemma.christian@eastleigh.gov.uk
Fax	

Dear

**Consultation on Eastleigh Borough Council's
Sustainability Appraisal/SEA Scoping Report for the Core Strategy.**

The purpose of the Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) is to promote Sustainable development by ensuring economic, social and environmental issues are integrated throughout the production of the Borough's Local Development Framework (LDF).

Sustainability Appraisal and Strategic Environmental Assessment Scoping Report, for the borough's Core Strategy.

In accordance with regulation 25 of the Town and country planning (Local development) (England) regulations 2004 as amended June 2008, this scoping report has been sent out to the four statutory consultees, Natural England, English Heritage, Environment Agency and the Secretary of State for Transport, and a number of other bodies listed in Eastleigh's Statement of Community Involvement, including neighbouring authorities, SEEDA, Primary Care Trust and utilities companies.

The consultation period is six weeks, it will end on:

Monday 1st December 2008.

The scoping report is structured into two documents; the main report with a supporting baseline data document. The supporting document contains baseline data and trends and the plans, policies and programmes information.

It is intended that from December 2008 we will incorporate the baseline data section in the Annual Monitoring Report (AMR) and the plans, policies and programmes section into the main report as an appendix. This will avoid duplication of monitoring work and ensure this information is readily available in one document. Both the scoping report and AMR will be updated annually in December. I would welcome any comments you may wish to make to this approach in your response?

Should you wish to discuss anything further or require more information please contact Gemma Christian on the number above.

Yours sincerely

Gemma Christian
Planning Officer
PLANNING POLICY & DESIGN

COMMENTS ON SUSTAINABILITY APPRAISAL SCOPING REPORT OCTOBER 2008

	Name/Organisation	Comment	How it has been addressed
1	Frank Watkin	Comments made on proposed SDA	Passed onto relevant colleague
2	SEERA	The Secretary of state's proposed changes to the South East Plan document should be referred to instead of the Draft South East Plan.	Text Amended to reflect this comment.
		SEERA is pleased that the Regional Sustainability Framework has been used to derive local objectives for the appraisal	Noted
3	SEEDA	SEEDA consider that it might be useful to include an additional economic objective that seeks to 'develop and maintain a skilled workforce to support long-term competitiveness'	It is felt that the SA framework objectives are balanced and that maintaining and developing skills are picked up within objective 2 reworded to clarify this
4	Civil Aviation Authority	Should consult BAA	BAA were consulted.
5	Highways Agency	Transport Accessibility and Parking section – wording conflicts with recent SPD	Update wording to align with recent SPD.
		Concerned that details of the SDA are not considered within this document	Details of site specific proposals will not be covered at this scoping stage but will be addressed in future assessments.
		Any expansion of Southampton airport, resulting in more traffic should be carefully managed and details outlined as part of the infrastructure planning process	Noted and reference to the airport masterplan is included in section 4.21
		Details of SHSEZ should be covered in this document	Details of site specific proposals will not be covered at this scoping stage but will be addressed in future assessments.
		Out commuting – in order to reduce this the HA suggest that care should be taken to match the type of employment provided in the borough to the needs of residents, wherever possible. Similarly employment development should be situated in areas of high public transport accessibility to	Noted. These comments have been passed on to the lead officer regarding the Core strategy

	Name/Organisation	Comment	How it has been addressed
		encourage the use of sustainable transport modes.	
		Journey to work – whilst the application of LDF policies to encourage the use of sustainable methods of transport is supported, it is not clear how these will reduce level of out commuting	Noted. These comments have been passed on to the lead officer regarding the Core strategy
		Suggest rewording objective 6 – To reduce road traffic and congestion through reducing the need to travel by car/lorry and improving sustainable travel choice.	Text to be amended to reflect this
		Additional indicators are suggested for objective 6 – <ul style="list-style-type: none"> · Proportion of trips made by non-car modes · The proportion of new development which is meeting its travel plan objectives · The level of growth of traffic on key routes within the borough. 	Awaiting further clarification of sources from Highways Agency once these have been received they will be incorporated into the final document.
6	Boyer Planning	In respect of housing listed under social key issues, we consider that this should be expanded as follows: to provide sufficient housing land to meet at least the level required in the South East Plan. In doing so provision will be made to widen housing choice, to meet the housing needs of specific groups, families with children, single person households, elderly people and disabled people. These alterations would accord with the expression of housing requirements in Policy H1 of the South East Plan (proposed changes) and reflect the government's housing policies in PPS3 to widen housing choice.	Wording has been amended in table 10 to reflect the issues raised.
7	Luken Beck	To be able to comment fully on the SA scoping report it would have been necessary to have knowledge of the criteria and selection approach which governed the work of the various groups.	The methodology used is in accordance with government guidance 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (2005) and was in accordance with the Regional Sustainability Framework. This is outlined in section2
		Within paragraphs 4.18 and 4.25 under the heading 'transport accessibility and parking' there is no mention or reference to any documentation worked on by HCC, Southampton CC, EBC and PUSH in terms of work	

	Name/Organisation	Comment	How it has been addressed
		undertaken in respect of strategic Park and Ride to serve the sub-region.	
		At page 57 Objective 6 of table 15 there is no indicator for the provision and monitoring of Park and Ride within the Borough and relationships to improvements of transport hubs.	
		The critical link between development and transport is in my opinion under stated and therefore not given the attention it deserves.	Amend wording to reflect this comment. Section 4.23
		However whilst the objectives rightly focus on a reduction of car/lorry use and improving travel choice the beneficial impact of improved transportation infrastructure and management and the more efficient use of the existing infrastructure are omitted.	Amend wording to reflect this comment. Section 4.23
		<p>It is noted in paragraph 4.40 that the target of the council is to become carbon neutral by 2012. is this a reduction from 1990 levels?</p> <p>I am aware of the changing targets on carbon emission reduction and it would help if the 2012 objective could be clarified and plans to achieve it explained.</p>	<p>Details of the Councils target to become carbon neutral are set out here: www.eastleigh.gov.uk/ebc-158 this website has been included in section 4.40</p>
		At paragraph 4.43 recognition is given to climate change and how that might impact on future building design standards but the economics of providing new buildings must be balanced against the social need for new commercial, industrial and residential development otherwise the economy will dictate that new build will falter should those standards be set unrealistically	Noted. The SA/SEA process is a useful tool in which to assess the economic, environmental and social impacts of policies and proposals.
		Paragraph 4.69 a report by Couttie suggest an annual requirement for 672 (affordable housing) but it is concluded that due to funding levels and development opportunities that an annual target of 150 has been set. This situation must provide a major key issue and should be addressed in much more imaginative ways by exploring new and extended development opportunities and more diverse funding arrangements. At this early stage in the scoping report it is unreasonable to assume that at net 522 dwellings pa cannot be built in the foreseeable future.	Noted. The Council is currently preparing an affordable housing SPD which draws on evidence within a recent document produced jointly for Southampton City Council and Eastleigh Borough Council on the viability of affordable housing

	Name/Organisation	Comment	How it has been addressed
		The flexibility which an identified supply of deliverable, sustainable sites would provide would help ensure that targets and local needs are met. This is a key issue which needs addressing	Noted. The Strategic Land Availability Assessment work is continuing which will address this issue.
		The notion that the target of 60% new housing to be built on previously developed land will apply ad infinitum, is unrealistic. Eastleigh borough has limited opportunities to develop Brownfield site the largest of which have been identified already with some developed already. There is a finite source of Brownfield sites and it is unrealistic to plan for the future on the basis that 60% of new housing between 2006 and 2026 will be built of Brownfields. PUSH accepts that while focus will be on urban regeneration, Brownfield sites alone cannot accommodate all the necessary development in the region.	Noted. The Council is currently producing a Strategic Land Availability Assessment (SLAA). The first part of the SLAA will focus on potential sites for residential development within the urban edge. The second part will assess Greenfield sites for residential development and non-residential uses, alongside urban sites for non-residential development.
		PUSH has also taken the lead in the promotion and development of a strategy by local authorities for the green infrastructure. Perhaps the issues and objectives can be collated during the process to show such a strategy for Eastleigh.	Work is currently continuing PUSH wide on Green Infrastructure this will be fed into the Core Strategy and it progresses.
8	Email	Noted that River Itchen is an SSSI not an SAC	The River Itchen is designated as both a SSSI and an SAC
9	English Heritage	We note that paragraph 4.13 describes the borough as not particularly rich in heritage when compared with others....the comparators are of particular importance without a doubt but that should not diminish the council's efforts to integrate the historic environment into its spatial strategy in a way that benefits the historic environment and the communities that are served. (an example is given)	Noted. The historic environment will be integrated into the emerging Core Strategy.
		Paragraph 4.15 while we welcome such recognition (of protection and conservation of listed buildings etc) we suggest that the potential for impacts upon registered historic parks and gardens also needs to be taken into account, along with those likely to affect locally important heritage features....it should be borne in mind that not all nationally important archaeological remains are scheduled.	Noted. Worded amended in section 4.15
		We draw your attention to English Heritage's wider 'heritage at risk' strategy July 2008 and the English heritage website for useful source	To be added to Section 3

	Name/Organisation	Comment	How it has been addressed
		materials.	
		Historic landscape characterisation should be taken into account in table 4 reference material. The county SMR/ Historic Environment Record should be consulted for detailed information on heritage assets across the borough.	To be added to table 5 and section 3
		Figure 7 does not reference listed buildings and locally important features. It is accepted that these are more difficult to map, but some guidance as to what is/not included would assist.	
		The registered historic parks and gardens do not feature in the illustrative material and what consideration will be given to features that abut the district boundary.	To include new map which identify historic parks and gardens within the borough in Figure 7.
		You may find 'our heritage and the changing climate' of interest	Noted and added to section 3
		The appraisal framework set out in table 15 includes an objective in relation to culture and heritage, they are somewhat reactive and might for example also include performance in relation to conservation area appraisal and may wish to consider the basket of heritage assets at risk in due course.	Indicators in this section have been amended to reflect this point.
		In terms of the baseline file we suggest you need to have regard to the European Landscape Convention; PPGs 15/16 and the 'historic environment: a force for our future' (DCMS 2001) as a minimum.	Noted and added to section 3
10	RSPB	We would like to suggest further work on mapping priority habitats in the area, and identifying opportunities to enhance or restore habitat sites.	This work is being looked at countywide and will be fed into this document when complete. Please note that this document will be reviewed annually.
		The Ramsar and SPA designations are not presented very clearly and could be resolved with the use of a different colour key.	The map will be amended for clarification in figure 4.
		The SSSI data should be extended to assess the condition of European designated sites within the borough encompassing their existing	This information is already in the document, however a reference to this also being applicable to European sites will be included.

	Name/Organisation	Comment	How it has been addressed
		pressures.	This has been agreed by Natural England.
		This new duty (through the Natural Environment and Rural Communities Act 2006) extends to conserving biodiversity outside of designated sites, and should be reflected in the borough council's guidance. Therefore, you should aim to maintain networks of habitat by avoiding further loss and repairing fragmentation or isolation of habitat, within particular reference to the network of designated sites. These networks should be protected from new development.	This is noted and will be taken on board.
		It would be useful to identify the areas priority habitats and species to ensure greater protection is enforced around these sensitive areas.	Priority areas for conservation are mapped within the Eastleigh BAP however species information is not detailed enough to be mapped at this point. Reference to this will be included in section 4.5 of the main document.
		Ancient woodland sites have not been clearly identified in the landscape type map, which presumably has been covered as part of the statutory conservation sites.	The nature conservation designation maps will be updated to include ancient woodland Figure 4.
		Table 4 – we strongly support objective 9 .. the wording could be enhanced further to include local biodiversity aims	The wording of the objective will be amended to reflect this comment.
		<p>Table 15 – suggested additional criteria for objective 9:</p> <ul style="list-style-type: none"> · Will the plan contribute to meeting national and local biodiversity targets for habitats and species? · Will the plan directly contribute to net biodiversity loss or gain in the borough? · Will the plan provide new opportunities for habitat restoration/ enhancement? · Number of habitats (or sites) identified for restoration/ enhancement. 	These criteria will be added to the list in table 16.
		Table 17 – biodiversity should also be raised as a potential conflicting issue for economy, housing, and transport. As increased urbanisation through development has far reaching impacts on local biodiversity interests.	Table 18 reflects this point as it shows that biodiversity has negative effects and potentially negative effects with the economy, housing and transport. Therefore no changes

	Name/Organisation	Comment	How it has been addressed
			are proposed.
		Table 1.3/1.4 In relation to regional and local biodiversity action plans, we would like to see stronger commitment to their direction and suggest that the LDF should take account of them, as well as promoting and conserving biodiversity.	This comment has been noted and will be taken on board.
11	Theatres Trust	We are pleased to see specific guidance on protecting and encouraging arts and cultural provision on page 37 and that Eastleigh's town centre arts theatre The Point has been included in item 4.84 as an important existing asset and cultural hub. We are also pleased to see culture and heritage included as an SA objective in Table 1.4 on page 52.	Noted
12	HCC	<p>In terms of plans, policies and programmes the national context for transport seems relatively unaddressed. It is recommended that consideration be given to the following documents</p> <ul style="list-style-type: none"> · Roads – delivering choice and reliability July 2008 · The Eddington transport report: the case for action · Towards a sustainable transport system TaSTS · The future of transport (white paper 2004) · Tomorrow's roads: safer for everyone: the first three year review April 2004 · Highways Agency's tackling congestion by influencing travel behaviour · Making the connections: final report on transport and social exclusion 2003 · Walking and cycling: an action plan 2004 	Add documents to section 3

	Name/Organisation	Comment	How it has been addressed
		There appears to be a lack of information pertaining to objective 9 in the baseline data, in particular Hampshire BAP priority species within the borough, condition of SSSI's etc.	<p>Noted. HBIC who collect this data are still developing their monitoring methods. As a result, the full extent of priority habitats/species in Hampshire and indeed the Borough is not yet known.</p> <p>HBIC are working with its funding partners to improve information on priority habitat extent and condition through the Hampshire Habitats Survey programme, and other survey data as and when available.</p> <p>All of this information will be fed into this process when available.</p>
13	Southern Water	Thank you for the opportunity to comment on the Sustainability Appraisal scoping report for the core strategy. Please be advised that Southern Water have no comment to make on this occasion.	Noted
14	Roger Ghent – Hampshire No.2 circuit of Jehovah's Witnesses	<p>There is a large Christian community that needs strategic allocated D1 community land for places of worship and would ask that this is included in the core strategy document, as it acts as a benchmark for the whole of the plan area and hence is crucial in the plan making process</p> <p>Just as places of worship are and have been part of the Local Plan hence we make official representation for the same to be included in the LDF. Details of need in the area are also outlined in the letter</p>	These comments have been passed on to the lead officer regarding the Core strategy
15	Natural England	<p>Whilst a good appraisal of biodiversity within the borough has been given, it may be useful to also include a map of biodiversity outside of the boundary of the borough.</p> <p>Natural England is please to see that the very real challenges surrounding climate change have been mentioned, as well as the need to mitigate and adapt for those changes. We are also pleased to see recognition of the need for proactive management of biodiversity.</p>	<p>Added map – Figure 4</p> <p>Noted.</p>

	Name/Organisation	Comment	How it has been addressed
		Natural England is please to see that the key environmental issues are broken down well in table 4. However these issues could accommodate more information on the impacts that extend through and beyond the borough boundary, and likewise these environmental issues that derive from beyond the borough boundary.	Amended wording to reflect this point. Table 5
16	Environment Agency	The Environment Agency are pleased to see that the PUSH SFRA is referenced and will be used as a planning tool to inform planning decisions ensuring that development is sustainable in terms of flood risk, the sequential approach is rigorously followed and there is a strict adherence to PPS25.	Noted
		<p>- We welcome the reference to Water Framework Directive. There are a few other EC Directives that relate to the protection of water quality that are relevant to the Eastleigh Borough Council Area.</p> <ul style="list-style-type: none"> · Freshwater Fish Directive. · Shellfish Water Directive (79/923/EEC) · Shellfish Hygiene Directive (91/492/EEC) (Food Standards Agency are the competent Authority for this Directive, whereas the Environment Agency is the competent Authority for the Shellfish Waters Directive). · Urban Wastewater Treatment Directive (91/271/EEC) · Groundwater Directive (80/68/EEC) · Dangerous Substance Directive (76/464/EEC) · Nitrates Directive (91/676/EEC) 	Noted. These will be included in Section 3
		Natural Resources. (p52) - In the next few years we will be using Water Framework compliance to monitor water quality. This could be used to monitor the impacts of the Core Strategy on the water quality in the area, as could the Shellfish Waters and Freshwater Fish Directive compliance	This has been added to the indicators in table 16

	Name/Organisation	Comment	How it has been addressed
		data.	
		There is a reference to GWQA. We would question if this was intended as a reference to GQA – General Quality Assessment (the classification system the EA used until very recently to assess quality of controlled waters).	This has been amended in table 16.
		As acknowledged in other parts of the report Climate Change will impact on water quality. For example, the impact of higher summer temperatures, particularly on sensitive waters such as the River Itchen, will need to be considered.	Wording in section 4.28 has been amended to reflect this comment.
		We welcome the reference to water quality in Section 4 (4.30). There is a reference to Appendix G for the plans available to deal with water management. This was not included in the report.	Appendix G has now been completed.
		4.39 - We welcome reference to impacts of climate change on water quality. These impacts may further constrain future development. Water efficiency measures to limit the impacts of development on wastewater disposal will be essential to help combat constraints of this nature.	Wording in 4.39 amended to reflect this comment.
		Table 4: We welcome the references to WFD and HD and would recommend that some of the other legislation mentioned above is included e.g. Freshwater Fish Directive, Shellfish Waters Directive.	This has been included in table 4
		Table 14 Sustainability Objectives relationships - WFD, FWF and SFW Directive compliance data could be used to monitor the progress with protecting natural resources (objective 5).	This has been added to the indicators for objective 5 in table 16
		Table 16 - SA objective 5 is relevant to water too.	Table 17 has been amended to reflect this
		We welcome the inclusion of the use of SUDs and water efficiency measures in new development, along with careful planning of construction impacts. Pollution reduction was highlighted in sections detailing surface water management but seemed less integral to the issues relating to construction impacts. As mentioned above, water efficiency will influence wastewater disposal options and limit the impact of development on	Noted

	Name/Organisation	Comment	How it has been addressed
		wastewater infrastructure.	
		<p>Waste 4.53 states <i>“Across Eastleigh 49,000 homes create over 750 tonnes of waste every week. 34.7% of this is recycled at present - Eastleigh Borough Council aims to increase this to 50% within the next 5 years.”</i></p> <p>Most recent data indicates, Household Recycling and Composting Rate 2007/8 39.13%.</p>	This figure has been updated to reflect comment
		<p>Please note that Part 4 of Groundwater Protection: Policy and Practice is now available on our website at:</p> <p>www.environment-agency.gov.uk/subjects/waterres/groundwater/1463256/</p>	This guidance has been added to section 3
		<p>P52, Objective: Natural Resources, Criteria: Protect and Enhance Water Quality and Quantity.</p> <p>This objective has no indicator. We would suggest the addition of an indicator, possibly, “water bodies to gain good status under the Water Framework Directive”.</p>	This indicator has been added to table 16.
		<p>P57 The final indicator for Objective 5 reads “no of contaminated land sites”. The wording is incorrect, and should refer to “sites with land contamination”, as contaminated land is a statutory term under Part IIa of the Environment Act.</p>	This section has been amended to reflect this comment in table 16.

**CONSULTATION ON REVISED SUSTAINABILITY APPRAISAL SCOPING
REPORT JANUARY-FEBRUARY 2011 – CONSULTATION LETTER**



Regeneration and Planning Policy

Our Ref: S3/SA
Your Ref:
Contact: Gemma Christian
Direct Dial: 023 8068 8243
Direct Fax:
E-mail: Gemma.christian@eastleigh.gov.uk

21 January 2011

Dear

**CONSULTATION ON PROPOSED REVISIONS TO EASTLEIGH BOROUGH COUNCIL'S
SUSTAINABILITY APPRAISAL/STRATEGIC ENVIRONMENTAL ASSESSMENT SCOPING REPORT
FOR THE LOCAL DEVELOPMENT FRAMEWORK**

Your views are invited on revisions to Eastleigh Borough Council's Sustainability Appraisal Scoping Report. The closing date for comments is 4 March 2011.

The purpose of Sustainability Appraisal (SA) (which includes Strategic Environmental Assessment - SEA) is to promote sustainable development by ensuring economic, social and environmental issues are taken into account in the production of the Borough's Local Development Framework (LDF). The Scoping Report sets out the baseline data and the framework of objectives and criteria used to undertake the SA and SEA.

The draft revised SA/SEA can be found on the Borough Council's web site at: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/consultations-and-latest-news.aspx>. It is an update by the Borough Council of the 2010 version written by UE Associates, necessary because of proposed changes to the planning system being introduced by the coalition government, and to update the document. Changes have been made to the way the report is structured, and the SA/SEA framework has been revised.

In accordance with Government guidance this draft revised scoping report has been sent to the bodies with statutory environmental responsibilities (Natural England, English Heritage and the Environment Agency), the Secretary of State for Transport, parish councils and neighbouring authorities. It is also being placed on the Council's web site to enable public scrutiny.

Should you wish to discuss the draft document or require more information please contact Gemma Christian on the number above.

Yours

A handwritten signature in cursive script that reads 'G Christian'.

Gemma Christian, Planning Officer, **for the Head of Regeneration and Planning Policy**

SUSTAINABILITY APPRAISAL SCOPING REPORT UPDATE CONSULTATION JANUARY – FEBRUARY 2011 – COMMENTS AND COUNCIL RESPONSES

Name/ Organisation	Comment	Proposed response
Natural England	Section 5.4.16 gives information on open space provision / head. However, Natural England considers it important to analyse accessibility to natural greenspace, recognising its importance to both people's physical health and mental wellbeing. We would advocate the use of Natural England's Accessible Natural Greenspace Standards (ANGSt) as appropriate long term benchmarks for assessing the adequacy of the quantity and quality of the Borough's greenspace.	We are proposing to use the ANGSt standard in the emerging LDF as set out in the revision of the PPG17 study. Proposed change: Reference to this to be added to report
	The recognition in the scoping report's 'Key Community Issues' at the end of section 5, that there are significant opportunities for improvements to green infrastructure networks in the borough, is welcome. However, we would also like to see the Council's specific commitment to contributing to the wider PUSH GI Strategy, which will include provision of strategic access linkages with neighbouring authorities	Accepted. Proposed change: Stronger reference to the PUSH GI strategy to be added
	Section 7.1, air quality, appears to focus on requirements for human health, including reference to Air Quality Management Areas. However, it should also consider the implications for biodiversity, which in some cases may have more stringent critical levels / loads. Particular consideration needs to be given to the impacts of road traffic passing close to designated sites, which may be at some distance from new development itself. This will also need to be included in the in the Habitats Regulations Assessment where European sites may be affected.	Accepted. Proposed change: Reference to air quality impacts on biodiversity and links to HRA to be added to section 7.1 and Key economic and transport issues.
	Figure 7.13, Agricultural Land Quality in Eastleigh (source Defra), is based on one inch to one mile agricultural land classification maps, which are not necessarily reliable indicators of land quality for specific sites. We would refer to the more recent map data, including site specific surveys where available, recently supplied to the Borough Council by Natural England.	More detailed mapping work will be used in assessments where available. Proposed change: This information is to be added to text in report.
	Sections 7.8.10 – 7.8.19 highlight that environmental capacities of designated sites have been reached in terms of water resources and waste water discharge, indicating that new growth will need to be accommodated within consented levels. This will require careful consideration of all possible sustainability measures and early liaison with Southern Water, other local authorities and the Environment Agency; Natural England would also wish to be involved in this process.	Noted . Liaison with the water companies and statutory agencies is being undertaken. No change.
	SA Objective 2, Safeguard and improve community health, safety and wellbeing: Natural England would recommend that criteria Q2b should be 'will it provide sufficient areas of high quality greenspace for all?' and that the full range of ANGSt standards should be applied as indicators, as	We are proposing to use the ANGSt standard in the emerging LDF as set out in the revision of the PPG17 study.

Name/ Organisation	Comment	Proposed response
	set out at point 1 above. Access improvements may also be measured in terms of additional length (km) of cycle routes / footpaths / bridleways access routes, improved connectivity of the cycleway / footpath network and contribution to Rights of Way Improvement Plans.	Reference to this is set out in the indicators for criterion 2b. No change.
	SA Objective 5, Protect and conserve natural resources: Natural England suggests that indicators for sustainable use of soils may include change in land use (e.g. from agriculture or other greenfield use to housing, industry, minerals or other land uses) by Agricultural Land Classification / soil type and new homes built on previously developed land, changes in area of sealed soils (permanent covering of the soil surface with an impermeable material e.g. concrete or tarmac) and area of current mineral workings covered by restoration and aftercare conditions' Sustainable design and construction indicators may also include: water consumption per household; development (%) with sustainable urban drainage systems; number of grey water recycling schemes and number of over-winter storage schemes; developments (%) with adaptation measures as standard (solar gain / grey water recycling); number of developments with more than x% recycled materials and % of dwellings using renewable energy.	Indicators cover loss of agricultural land, % development on previously developed land and sterilisation of minerals. Proposed change: the report is to include % development on greenfield land. The points outlined in relation to sustainable design and construction are too detailed for SA of planning policy documents and will be picked up through monitoring development and the submission of a pre-assessment indicator and a sustainability statement ¹ .
	SA Objective 6, Reduce air, soil and water pollution: As referred to at point 3 above, criterion Q6b should include critical levels / loads for biodiversity	Accepted. Proposed change: Reference to air quality impacts on biodiversity and links to HRA to be added
	SA Objective 10, 'Protect, enhance and manage biodiversity and geodiversity, improving its quality and range': With regard to criterion Q10a, 'Will it contribute to net biodiversity loss or gain in the borough?', we would suggest that suitable indicators could include: <ul style="list-style-type: none"> - Changes in condition, extent and pattern of semi-natural habitat. - Amount of habitat gained / restored / enhanced through planning. <p>Species changes could be difficult to measure, but we would suggest that a suitable indicator could be changes in populations of farmland birds, as representing broad changes in biodiversity, or changes in abundance and diversity of other species could be used where survey data can</p>	Noted. Proposed change: New indicators will be included if data is available at a borough level. Currently seeking advice on this from HBIC

¹ Details of these are set out in the Environmentally Sustainable Development Supplementary Planning Document: <http://www.eastleigh.gov.uk/planning--building-control/planning-policy-and-design/planning-policy-documents.aspx>

Name/ Organisation	Comment	Proposed response
	reasonably be obtained.	
	Criterion Q10b, Will it contribute to meeting national and local biodiversity targets for habitats and species: The indicators could include the changes in number, extent and condition of sites of county / local importance (SINC / LNR) to support UK priority habitat resources outside nationally and internationally designated areas, also helping to buffer and link natural areas.	Accepted. Proposed change: Indicator relating to SINC to be included
	Criterion 10g should include an indicator for change in area / length of new linkages / corridors / stepping stones created to create a more robust network of habitats, or measure where development causes increased fragmentation. Biodiversity Opportunity Areas are seen as priority areas for biodiversity enhancement and the contributions to these areas should be separately recorded.	Accepted. Proposed change: Include indicator for change in area/ length of new linkages/ corridors
	SA Objective 11, Enhance the Borough's multi-functional GI networks: As mentioned at point 1 above, Natural England would advise that all ANGSt standards should be applied as indicators, also changes in the multi-functionality and connectivity of the GI network.	We are proposing to use the ANGSt standard in the emerging LDF as set out in the revision of the PPG17 study. Proposed change: Reference to this to be added to report
	SA Objective 12 Landscape: For criterion Q12f 'will it ensure that all new development contributes to local distinctiveness and identity?', we would suggest that there should be indicators for landscape enhancement through strengthening of characteristic landscape elements, to measure the positive benefits to be achieved through the LDF.	Noted, but insufficient data is available to enable monitoring. No change.

Name/ Organisation	Comment	Proposed response
Environment Agency	<p>Section 7.2.9 It may be worth noting in this paragraph that not only is the River Itchen designated as a SAC but it is also an irreplaceable resource for water supply and wastewater disposal serving Eastleigh as well as an internationally important wildlife site.</p>	<p>Accepted. Proposed change: text in report amended</p>
	<p>Section 7.3.8 We suggest a separate bullet point is included under this section to include “the changes in groundwater recharge could have adverse impacts on the reliability of flows in the River Itchen for people and wildlife”, however it’s worth noting that there are some uncertainties in the modelling.</p>	<p>Accepted. Proposed change: text at parra. 7.3.8 amended as requested.</p>
	<p>Section 7.6. The most up to date figures for household waste recycled and collected in the Borough 2009/10 indicate a continued improvement. The amount of waste collected per head has reduced to 325kg/per person; Eastleigh currently recycle or compost 43.76% of its household waste, the only local authority in Hampshire above 40%. http://www.defra.gov.uk/evidence/statistics/environment/wastats/bulletin10.htm The very encouraging recycling figures are aided by the fact that Eastleigh is currently the only council in Hampshire that collects food waste separately. We support the separate collection of food waste and use of composting or anaerobic digestion facilities, which will reduce the negative impacts of waste on our environment.</p>	<p>Noted</p>
	<p>Section 7.7.3 We welcome the prevention of soil pollution and the remediation of contamination. ‘Contaminated Land’ is a legal definition under Part 2A of the Environment Protection Act 1991. As such we feel this sentence should be changed to land affected by contamination to reflect all land affected by contamination and not just that designated under the Act. This is in line with the terms used within PPS23.</p>	<p>Accepted . Proposed change: text amended as requested</p>
	<p>Section 7.8.10 We support this statement and welcome the recognition of the importance of groundwater in Hampshire for both public water supply and for base flow to the River Itchen.</p>	<p>Noted</p>
	<p>Section 7.8.11 We support this statement.</p>	<p>Noted</p>
	<p>Section 7.8.12 Whilst we agree there are no modelled Source Protection Zones there may be numerous small private abstractions from boreholes, wells or springs. Any private abstraction will also afford the protection of a 50m source protection zone 1 surrounding it. These abstractions may be within private households and must be protected.</p>	<p>Accepted. Proposed change: text amended as requested.</p>
	<p>Section 7.8.16 These abstraction licences are being modified to protect the R Itchen SAC during droughts. The consequent reductions in water resources available to Southern Water are being</p>	<p>Noted</p>

Name/ Organisation	Comment	Proposed response
	met partly by water efficiency (i.e. lower water demand per person) supported by the universal metering programme. We strongly support water efficiency, e.g. through CfSH level 3, to limit environmental stress from abstractions and discharges and to manage long-term costs of water services including carbon	
	Section 7.8.19 We fully support the reference to environmental capacity in this section. In addition, the WWTWs serving the Borough already (or are planned to) reduce nutrient levels to the highest standards in the Country	Noted
	<p>Key Environmental Issues Table</p> <p>We welcome the inclusion of water quality and waste water issues. Whilst WWTWs are being improved to improve water quality within the Borough, further works will be necessary of other sources of pollution to meet the requirements of the Water Framework Directive. New development should not cause a deterioration in water quality and schemes should be undertaken to enhance water quality should be undertaken wherever possible.</p>	Accepted. Proposed change: reference to the Water Framework Direction will be strengthened in report.
	<p>We strongly support SA Objective 10, however it could be strengthened. We recommend two changes, as follows:-</p> <p>1) a) adding a new indicator to decision-making criterion Q10a:-</p> <p>Number, area and condition of SINC's in appropriate management.</p> <p>For the following Reason: It is not incorrect for Objective 10 to include a criterion specifically addressing nationally and internationally designated sites. However, these sites enjoy a high degree of statutory protection, and it would be virtually impossible for unsustainable development to effect Natura 2000 sites within the law. Therefore, they are not a good measure of sustainable (or unsustainable) development.</p> <p>It's not the designated sites themselves we need to manage through the planning process, it's the natural resource. If SSSIs and Natura 2000 sites (including Ramsar sites) are the jewels in the crown of biodiversity in southern England, then SINC's make up the crown itself. 75% of BAP Priority Habitat within EBC District is outside of Natura2000/SSSI sites; the total area of the 140 SINC's within EBC is 805.87 ha, covering 9.5% of the District, whereas the total area of the handful of Natura2000/SSSI sites within EBC covers only 5.5% of the District (472.41 ha).</p> <p>SINC's are a better indicator of sustainable development, precisely because they do not enjoy a high level of protection, and because they represent the critical mass of biodiversity in the District: they are more numerous and wider dispersed across the District and cover a greater area than the</p>	Accepted. Proposed change: New indicator added to criteria Q10 as requested.

Name/ Organisation	Comment	Proposed response
	<p>measure the outcome in SA terms – a new indicator is needed.</p> <p>We strongly recommend that a new indicator be adopted for Q10g, one that directly reflects efforts to reconnect priority habitats. That could be something like the quantum (area/length) of new linkages/corridors/stepping stones created/lost.</p> <p>The current indicator for Q10g adds no value to the SA process.</p>	
	<p>SA Objective 6, Reduce air, soil and water pollution.</p> <p>Q6e Contaminated Land should be amended to Land affected by contamination – see comments for 7.7.3 above</p>	<p>Accepted.</p> <p>Proposed change: text amended as requested.</p>
	<p>SA objective 7, Plan for the anticipated levels of climate change.</p> <p>Q7a We would suggest that the following wording 'Number of properties at risk of flooding' be amended to 'Number of new properties at risk of flooding' for clarity</p>	<p>Accepted.</p> <p>Proposed change: text amended as requested.</p>
	<p>SA Objective 9, Reduce waste generation and disposal, and achieve the sustainable management of waste</p> <p>Currently this objective focuses on reducing waste. For local Authorities the emphasis should be on waste prevention and reuse to achieve at least the minimum targets for recycling and composting, so that more waste is diverted from landfill.</p> <p>Article 4 of the Waste Framework Directive requires that the waste hierarchy is observed. It can only be departed from where this is justified by life cycle analysis.</p> <p>Furthermore Article 11 of the Waste Framework Directive requires the reuse, recycling or recovery of 70 per cent (by weight) of non-hazardous construction and demolition waste by 2020. After the construction phase, the on going activities associated with housing or business will generate waste and this also needs to be considered. It is critical that there is provision of appropriate facilities for the storage and collection of recyclable materials, with guidance and info provided by LA on recycling and separate collection of waste for both householders and business.</p> <p>To help meet the above targets the construction of new housing and business developments need to deliver sustainable waste management. Polices should encourage reuse and recycling in design, demolition and construction, and strive to meet the maximum points available Code for Sustainable Homes for each of the waste components.</p>	<p>Accepted.</p> <p>Proposed change: text strengthened to include reference to waste prevention and reuse</p>
	<p>SA Objective 11, Enhance the Borough's multi-functional GI networks.</p>	<p>We are proposing to use the ANGSt</p>

Name/ Organisation	Comment	Proposed response
	<p>We recommend that Natural England's Accessible Natural Greenspace Standards (ANGSt) be adopted as new indicators for criterion Q2b. Those standards have pedigree and credibility as a standard for provision of GI and it is a useful tool for SA purposes. We suggest EBC consider using all of the ANGSt criterion, as indicators of criterion Q2b.</p>	<p>standard in the emerging LDF as set out in the revision of the PPG17 study. Proposed change: Reference to this to be added to report</p>

Name/ Organisation	Comment	Proposed response
Theatres Trust	We have no further comment to make from our original representation in July last year but have noticed (and should have included with our previous comments) that The Point is listed at para.5.4.14 under recreation and green infrastructure which is inappropriate for this section. It is a cultural facility not a recreational facility and is correctly included in the Arts and Culture section on the next page.	The Point has a multifunctional use from cultural activities to recreational activities such as dance therefore the reference to the Point is to be retained. No change.
	Please number the pages for ease of reference.	Accepted. Proposed change: Page numbers added
Mr David Shilling	<p>I would like to raise the matter of the inclusion of in-fill sites in the countryside within the next LDF.</p> <p>The Sustainability appraisal framework for the EBLDF section 5 sets an objective to “Protect and conserve natural resources” and questions “Will it use derelict, degraded and under-used land?” (5c) and measures the indicator purely in terms of development on “previously developed land” which I understand to only be land within the Urban Edge.</p> <p>However these measures do not recognise that there may infill land located in the villages and settlements in the designated countryside outside the urban edge which could be considered degraded or under used which might be used to help meet future housing needs. An appropriate policy for considering proposals for residential development on infill sites within villages or settlement in the countryside would also be consistent with Government guidance PPS7 ‘Sustainable Development in Rural Areas’ in that it will help to meet local needs whilst ensuring that development does not harm the character of the countryside or result in the formation or consolidation of unsustainable patterns of development. I am aware that a number of councils already have in place or are looking to develop a policy to address infill in the countryside within their local plans.</p> <p>I also believe that such a policy will contribute to measuring a second question in the SA framework, that being “Will it lead to more efficient use of land” (5d)</p>	The Sustainability Appraisal does not address development potential. This is to be dealt with under the Local Development Framework. No change.
Test Valley Borough Council	We have no comment to make on the document.	Noted
English Heritage	We welcome recognition of the aviation, railway and marine heritage of the Borough (paras. 1.6 & 7.4.3) for the contribution made to the character and distinctiveness of the area. Such considerations are likely to prove important as the planning system moves towards a greater emphasis upon resolving local issues. Para. 1.6 also refers to biodiversity assets, including those located outside Eastleigh. Account also needs to be taken of heritage assets where these lie	Accepted. Proposed change: Text to include reference to heritage assets outside the borough boundary

Name/ Organisation	Comment	Proposed response
	outside the Borough, but where proposals within Eastleigh may impact upon the setting of those assets. Figure 7.9 actually identifies the location of some such features.	
	Table 4.1 identifies elements included in the various sustainability themes. We welcome recognition of the contribution of non-designated sites, together with those that are designated, particularly where such assets may make a significant contribution to local character and distinctiveness	Noted
	There is a 'typo' in the first sentence of para. 7.4.4.	Noted. Proposed change: Word important to be removed.
	The discussion at 7.4.6 would benefit from reference to character appraisal and management plans in assisting the positive management of such areas. We understand that the Council intends that SPDs be prepared based upon such evidence and that the SA framework includes them as part of the monitoring framework set of indicators.	Accepted. Proposed change: Text to include reference to character area appraisals and management plans
	Para. 7.4.10 refers to the Heritage at Risk Register. The 2010 register was published in July 2010 (http://www.english-heritage.org.uk) There were no entries for Eastleigh Borough. We note reference to there being eight scheduled monuments on the register in 2008, but the published version makes no such entry for Eastleigh in 2008. This needs to be checked.	Accepted. Proposed change: Text to be update to reflect 2010 list and remove reference to earlier lists.
	We welcome recognition of broad historic landscape character as part of the resource in section 7.5.8 and look to this informing actual proposals in the LDF.	Noted

PLANNING POLICY & DESIGN NEWSLETTER MAY 2013



PLANNING POLICY & DESIGN NEWS & CONSULTATIONS May 2013

«First_Name» «Surname»
 «Position»
 «On_behalf_of»
 «company»
 «address1»
 «address2»
 «address3»
 «Town»
 «County» «Postcode»

The Planning Policy & Design Team forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw. The Unit also includes the Economic Development, Building Services and Asset Management teams.

Welcome to the second Planning Policy & Design Team newsletter of 2013, which updates you on events and our work here since the last newsletter in January 2013, and on forthcoming consultations.

Eastleigh Borough Local Plan 2011 - 2029

In the last newsletter we explained that following Hampshire County Council's withdrawal of a major residential development site, new residential allocations needed to be found, and that this meant that the programme for preparing the Local Plan would be delayed. We also needed to address concerns expressed by the Highways Agency about the transport assessment. After consideration of all the issues, we have concluded that we must repeat the draft and pre-submission consultation stages for the Local Plan. On 16 May 2013, the Council's Cabinet agreed a new programme for preparing the Local Plan – the revised **Local Development Scheme (LDS) May 2013**. You can see the new LDS on our web-site at www.eastleigh.gov.uk/planning--building-control/consultations-and-latest-news.aspx

In summary, consultation on the revised draft Local Plan is proposed to take place September – November 2013, with pre-submission consultation January – February 2014, submission in May 2014, examination hearings in September 2014 and adoption around February – March 2015 depending on when the Inspector's report is available.

In the meantime, we are investigating alternative site options, and we have commissioned further work on transport assessment. We are also updating other parts of our evidence base – see below. Work is also progressing on the implementation of some of the sites that have already been identified through the Local Plan so far. The Borough Council's Hedge End, West End and Botley Local Area Committee has resolved that outline planning permission should be granted for the development of the strategic site at Boorley Green. Negotiations on the content of legal agreements which will enable the permission to be

issued are under way. Negotiations are in progress on a number of other sites.

Contact: Julia Norman, Local Plan Manager

Statement of Community Involvement (SCI) update - CONSULTATION

The SCI explains how the community is to be involved in planning matters, including preparation of the local plan and decision-making on planning applications. Our last SCI was adopted in 2009, so is now out of date. A revised SCI was agreed for consultation by our Cabinet on 16 May 2013, and is published for **public consultation** on 20 May 2013.

You are invited to comment on the draft SCI. You can see it on our web-site at: www.eastleigh.gov.uk/planning--building-control/consultations-and-latest-news.aspx and in hard copy at the Borough Council's offices, and the borough's town and parish council offices and public libraries. Responses are needed by **28 June 2013** and should be sent to the address at the end of this letter. You can comment using e-mail or by letter.

Contact: Julia Norman, Local Plan Manager

Local Plan Evidence

To support and inform our work on the Local Plan we collect evidence, including undertaking and commissioning studies, assessments and appraisals. We are keeping all this evidence under review to ensure that it remains up-to-date. Because we now need to change the local plan and extend the programme for preparing it, further updating and studies are under way and being commissioned. These include a revision of the Partnership for Urban South Hampshire (PUSH) Strategic Housing Market Assessment and an update of our Employment Land Review. As it is completed, all the evidence is placed on our web-site at: www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx. You are welcome to comment on it if you wish (please use our contact address at the end of this letter).

Contact: Julia Norman, Local Plan Manager

- Sustainability Appraisal Scoping Report

The Sustainability Appraisal Scoping Report sets out baseline data about the borough, and identifies key sustainability issues that the plan needs to address. It also includes the framework for undertaking sustainability appraisal of the local plan options and proposals. The last version was prepared in 2011, and is now being updated in consultation with the Environment Agency, Natural England and English Heritage. The revised version can be seen at www.eastleigh.gov.uk/localplan. Again, if you would like to comment on this please do so using our contact details at the end of this letter.

Contact: Katharine Stuart, Planning Officer

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a mechanism for raising money from development to fund essential infrastructure, and partly takes the place of S.106 developer contributions. It can be levied on different forms of development (housing, employment, retail etc) and is charged per square metre of new development over 100sq.m. of internal floor space. The Council has recently decided to introduce a CIL in the borough, driven by future restrictions on the pooling of S.106 contributions. Work on the project has started and we are currently reviewing infrastructure requirements (both outstanding and arising from the emerging Local Plan proposals). We have also commissioned consultants to advise on viability, so that the charge does not threaten the viability of development and the delivery of the Local Plan proposals. Consultation on our preliminary draft charging schedules will follow the Local Plan consultations in September 2013 and January 2014. These will be the primary opportunities to have your say on our proposed CIL charging schedule, but developers and key groups will also be contacted by our consultants as part of our viability

work. At present we have not set a timetable for the examination or adoption of our CIL but we will revise this over the coming months.

Contact: Andy Butler, Project Manager

Eastleigh town centre

The Council is continuing work on town centre regeneration, with a focus on a range of environmental improvement projects. The development of the former Sorting Office as a hub for the creative industries is near completion with tenants now in occupation. The refurbishment of Eastleigh House to provide the new Civic Offices for the Borough Council has commenced and is due to be completed in 2014.

Contact: Dave Francis, Urban Renaissance Co-ordinator

The Team

We welcome Kevin Thurlow who joined us in March this year. If you wish to contact any of the team members please email localplan@eastleigh.gov.uk. There is also a Who's Who list on our web site at www.eastleigh.gov.uk/planning--building-control/planning-policy--design/contact-us.aspx

If you require any further information about the work of the Planning Policy & Design Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Design News, or if you are not on the mailing list and wish to receive future editions, please contact:

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

To save paper and postage, we would like to send out this newsletter by email if possible.

**IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL,
PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS**

**DRAFT REVISED STATEMENT OF COMMUNITY INVOLVEMENT
MAY 2013**

REPRESENTATIONS AND RECOMMENDED RESPONSES

Respondent	Representation	Recommended response
Southern Water	<p>Southern Water welcomes being included as a specific consultation body in Appendix B for the Local Plan, Supplementary Planning Documents (SPD) and any major planning applications in the SCI. This enables Southern Water to highlight planning policy issues that relate to provision of water and wastewater at an early stage in the plan preparation process.</p> <p>Eastleigh's SCI focuses on how consultation is undertaken for three main areas which are: Local Plan, Supplementary Planning Documents and Planning Applications. However it is unclear how Neighbourhood Plans (NP) will be consulted on. Southern Water encourages the Council to include a section on consultation procedures for NPs. You will be aware of the need to consult specific consultation bodies on emerging NPs under Regulation 14 of The Neighbourhood Planning (General) Regulations 2012.</p> <p>It is important that Southern Water is notified and given the opportunity to comment on any emerging NPs for the following reasons:</p> <ol style="list-style-type: none"> 1) Highlight any planning policy issues; 2) Ensure that development is co-ordinated with the provision of infrastructure, and 3) Provide early warning to developers of the need for local sewerage and water distribution infrastructure to facilitate delivery. 	<p>Agreed.</p> <p>Proposed changes: New paragraphs included in Chapter 5 explaining consultation processes for Neighbourhood Development Plans.</p> <p>Glossary amended to include NDPs.</p>
Bursledon Parish Council	<p>Members received the above at Bursledon Parish Council's Planning Committee meeting on 12th June, 2013.</p> <p>Members agreed to note the above and requested I contact Eastleigh Borough Council to thank them for bringing this document to our attention, but Members did wish to respond to this consultation.</p>	Noted
Botley Parish Council	<p>Page 8: 4.9 Local media - newspapers, radio and TV 4.8, 4.9 - refer to use of the Hampshire Independent for the publication of Statutory Notices. Comment: This free paper is not widely known nor is it circulated in Botley. Although it is now being used by HCC and other district councils for the publication of Statutory Notices there is no regular distribution within Botley. The Parish Council considers that using a widely available local publication such as the Southern Daily Echo would be preferable in order to make the notices accessible to the majority of local residents.</p> <p>Page 23 Specific Consultation Bodies Comment: It would reassure residents living near</p>	<p>Regarding local newspapers, it is considered better to make a general rather than a specific reference, as there are no long term guarantees of which newspapers will remain in existence or which the Council will need to use. The suggestion regarding Esso and Centric is agreed.</p> <p>Proposed changes: In Appendix 2, under Specific consultation bodies, amend reference to 'National grid (gas) and suppliers as</p>

Respondent	Representation	Recommended response
	the underground pipelines to see Esso Petroleum and Centrica listed as consultees on matters affecting land in the vicinity of the fuel pipelines in the area.	appropriate' to include the words "e.g. Centrica". Under 'Other consultees' add "Esso Petroleum (oil pipelines)"
Chandler's Ford Parish Council	<p>1)The Parish Council has no comment to make on the Statement of Community Involvement and note the intention to consult widely with the community</p> <p>2)The Parish Council would suggest in addition to those organisations listed suggest the additional groups to consult with:</p> <ul style="list-style-type: none"> · Hiltingbury Community Association · FLORA (Friends of Lakewood and Oakwood Road Association) · Velmore Residents Association · United Reform Church, Kings Road · Chandler's Ford Methodist Church · St Boniface and St Martins Church · St Edward the Confessor Church 	<p>Accept.</p> <p>Proposed changes</p> <p>In Appendix B:</p> <p>Add the following to the General Consultation Bodies</p> <ul style="list-style-type: none"> - United Reform Church, Kings Road - Chandler's Ford Methodist Church - St Boniface and St Martins Church - St Edward the Confessor Church <p>Add the following to the Residents Groups in Eastleigh Borough:</p> <ul style="list-style-type: none"> - Hiltingbury Community Association - FLORA (Friends of Lakewood and Oakwood Road Association) - Velmore Residents Association
M Garrett	<p>Large number of detailed comments and queries highlighted in a copy of the document, as follows:</p> <p><u>Glossary</u> <u>LEP</u> – further information required Local Plan – explain draft? <u>PUSH</u> – query role <u>Sustainability appraisal</u> – query mechanism for update <u>SCI</u> – query need for 'inspection' <u>SPD</u> – why not subject to examination <u>SPG</u> – guidance by whom?</p> <p><u>2.3, consultation with local residents</u> - representations from residents were not published for Boorley Green and Pylands applications even though they were part of and in advance of the Local Plan; which is supposed to be kept current and comprehensive during consultation. DURING the consultation process, why not? Only access was by FOI act which takes longer than</p>	<p>Accept in part.</p> <p>Proposed changes: Minor amendments proposed to definitions of LDDs, LEP, Regulations, sustainability Appraisal and SCI.</p> <p>Notes:</p> <ul style="list-style-type: none"> - PUSH is a partnership of local authorities of which Eastleigh Borough Council is a member. In line with the government-imposed 'duty to cooperate' the Borough Council must have regard to the outcome of PUSH's joint strategic planning work. - SPD - No legislative requirement for examination. - SPG – document provides guidance on policies. <p>No further changes</p> <p>Not accepted. All representations for these applications were published on the Council's website. Details of pre-application discussions are confidential. No change.</p>

Respondent	Representation	Recommended response
	<p>the consultation process and is at a cost to the resident.</p> <p>Last sentence – add, “and related planning matters as in pre- plan applications; with all contributions published online during the consultation process.”</p>	
	<p><u>2.4</u> – amend ‘people’ to ‘all residents’</p>	<p>Not accepted – SPD may not be relevant to all residents. Proposed change; Add ‘relevant’ before ‘people’.</p>
	<p><u>2.5</u> – repeats 2.4?</p>	<p>Accept. Proposed change: delete ‘and SPDs’</p>
	<p><u>2.9, developers to engage with the community</u> – of note where there is a planning application for a large development affecting transport infrastructure and strategic gap all PARISH CENTRES must be included in the list of presentation sites; at times and days to meet the most effective coverage of the residents and with sufficient time to advertise the events prior to display.</p>	<p>SCI concerns the Council’s approach to community consultation, and does not dictate that of developers. No change</p>
	<p><u>3.4 3rd bullet, not necessary to consult everyone</u> – who decides and is there an algorithm for publication</p>	<p>Unclear what is meant by ‘algorithm’ – determining who should be consulted is not a matter for a procedural model for complicated calculation. Local planning authority must have discretion to determine who is affected and therefore who is consulted. The Council’s choice of consultees does not limit who responds – those who hear about the proposals by other means and wish to express a view are equally able to respond. No change.</p>
	<p><u>3.7, PUSH imperative must be reflected in the Council’s planning policy documents</u> - As this is a voluntary assembly with no authority and with outdated aims it is only a consultee organization; therefore the word 'must' is not appropriate. Current state of development in the area shows no cohesion across the area being a direct result of the aims published by PUSH being followed. PUSH does not answer emails from the general public to explain the policies being referred to during development applications.</p>	<p>Not accepted. East Borough Council is a member of PUSH and party to its strategies. The purpose of PUSH to enable coordination of plans to achieve wider strategic objectives. Local Plan must therefore reflect the agreed strategy. No change</p>
	<p><u>3.9, Council will not be solely responsible for realising Local Plan visions and objectives</u> - In being responsible what does this mean. If there are project failures what are the legal implications and penalties for those designated as responsible? e.g.. failure to supply affordable homes or meeting housing list obligations? Failure to supply income to the borough from funded projects. Will there be non returnable contributions or insurance required</p>	<p>The Local Plan sets out policies and proposals for implementation by developers, private individuals etc. The Council does not undertake most of the developments proposed in the local plan. Failure to meet housing land supply requirements is addressed through examination and</p>

Respondent	Representation	Recommended response
	to cover cost of failure?	appeal. No change
	<u>3.10 2nd bullet, neighbour and community views</u> - these views can come from qualified people who are not part of statutory bodies. Qualifications of individuals should be accommodated and given weight when their comments are reviewed.	Unclear what the concern is here – qualifications of consultees are irrelevant. No change.
	<u>3.11, consultation techniques</u> – add “adequate time will be provided to ensure the slowest method of consultation can be completed.”	Time for consultation is dictated by statute and programme, not techniques. No change.
	<u>3.12, under-represented groups</u> - There is an opportunity missed if the specific question 'do you know of any group or individuals who should be considered, please provide details' is not included	The point with under-represented groups is that they may not wish or be able to contact the Council and need assistance. The Council is able to identify such groups through community contacts. No change
	<u>Chapter 4, Methods of consultation</u> – Algorithms for each individual process need to be published to enable those included to understand why they are included and to see why others are not considered. ALL contributions should be published 'live and published in the final documentation alongside the summaries of each section of the consultation Letters to all Ratepayers - particularly for the local plan and strategic planning issues. In particular for those plans in neighbouring Boroughs that will have transport and housing related issues on our own borough..	Unclear what is meant by 'algorithms' - determining who should be consulted is not a matter for a procedural model for complicated calculation. All responses to consultations on the Local Plan are published on the Council's website as they are received. For cost reasons it is not feasible to send letters to all ratepayers about every consultation. No change.
	<u>4.10, Neighbour notification by letter and/or by publishing notices</u> – delete 'or'... and notices posted at entrance to all access roads leading to the site, not just at site location.	If letters have gone to all residents affected it may not be necessary to post site notices. Placing notices in locations away from the site is likely to cause confusion. No change.
	<u>4.11 – Neighbour notification on Local Plan</u> - Local Plan is borough wide and should be treated with more transparency and greater advertisement... than a garage extension... written letter to all ratepayers advising of detail[email by election] and notices posted at proposed access roads, not just the point of development, and at community centres and parish offices	For cost reasons it is not feasible to send letters to all ratepayers about every Local Plan consultation. For draft Local Plan consultation, leaflets and posters are produced and placed at all town and parish council offices – they have discretion to place in community centres. No change
	<u>4.13, developers encourage to meet parish councils and local groups</u> – delete 'also encouraged' insert FULL parish councils; local groups as listed in annex/upto date database	Council cannot compel developers to undertake such meetings, or specify who they meet. No change.
	<u>4.15, selection of participants in workshops</u> -	Relevant participants may

Respondent	Representation	Recommended response
	rewrite 'as listed in annex or on current database'; <u>unlikely that workshops will be used in the preparation of SPD</u> - these documents contain 'the detail' and should by default be 'consulted' on.	include people/ organisations not listed in Appendix B. SPD is consulted on – workshops may not be necessary. No change
	<u>4.16, developers may also employ workshop techniques</u> - for larger developments this should be a default step	Unclear if change required. No change
	<u>4.17, local staffed exhibitions</u> – there never seem to be enough of these both in choice of location and frequency and timing	As many exhibitions are arranged as are feasible within staff and budget resources. No change
	<u>4.19, comments</u> - ALL comments should be published live.	All responses to the Local Plan consultations and planning applications are placed on the Council's website as they are received. No change
	<u>5.2(ii) reference to PUSH SHMA</u> – PUSH is not an authority see glossary - this is misleading... PUSH policies should be up to date prior to the draft LP if reference to PUSH is included in the process. Strategic overview for this overcrowded part of the UK is vital but counter productive if not accurately assembled... the current housing and transport infrastructure is in a desperate state notwithstanding the existence of PUSH to date. If PUSH is to work and help regulate the imposition of LEP policies it has to work better and have authority...	PUSH is a partnership between authorities. Eastleigh Borough Council is a member and party to joint strategic planning work. This therefore has to be expressed through Local Plan work. No change
	<u>5.2(v) visits may be made to parish councils</u> – replace 'may' with 'will'	Visits to parish councils are only made if necessary so use of the word 'may' is correct. No change
	<u>5.2(vii) eight week consultation period</u> – this is not long enough... Pylands etc was being prepared for 8 months or more with little effective publicity, many groups/individuals needing more time to research the detailed reports. Would recommend 4-6 months consultations. The LP will be in force for many years... this is a consultation..	Preparing a Local Plan is a lengthy process. Longer consultation periods prolong it further which is not in the public interest. No change
	<u>5.2(viii) consultation documents</u> - including live responses from all rate payers and official consultees	Responses to Local Plan consultation are made public when they are received during the consultation period. No change
	<u>5.2(ix) exhibitions in areas affected</u> – Caution here - if comments are made from further afield than the immediate location it will be for a reason, a wider broadcast should be mandated if authors of comments are from other postcodes.	Noted. No change
	<u>5.2(x) visits to town and parish councils as requested</u> - delete 'as requested'	The Council does not impose visits on town and parish councils unless these are requested.

Respondent	Representation	Recommended response
	<u>5.2(xii), use of Borough News if publication dates coincide</u> – This an extraordinary event - and merits and extraordinary publication...	No change The Borough News addresses a wide variety of matters other than planning and is published to a regular timetable. Costs and resources prohibit the issue of special editions. No change
	<u>5.2(xiv), notices on sites proposed to allocated</u> – and at local community centres and parish offices	The point of the notices is that they are the site concerned. Other consultation methods alert local communities and town/parish councils to site specific proposals. No change
	<u>5.3(i), pre-submission 6-week consultation</u> – or ratepayers who do not have resources the authors of these appraisals have will undoubtedly have questions ...for a plan having such a long term effect, 3 months should be the minimum.	Preparing a Local Plan is a lengthy process. Longer consultation periods prolong it further which is not in the public interest. No change
	<u>5.3(iii), guidance on 'soundness'</u> – this guidance should be in plain sight at the start and end of all communications pages. There should also be a description of the process in some detail to enable ratepayers to see what happens to comments and how they are compiled for scrutiny and presentation to elected members and inspection bodies. There are many who do not have access to the Internet, so printed matter needs to be supported	The guidance is attached to the consultation response forms which are available on the web and in hard copy. No change
	<u>5.3(v), use of Borough News if publication dates coincide</u> – the local plan is a special event and should be given extraordinary publication. In a planning context all of Eastleigh's rate payers are neighbours	The Borough News addresses a wide variety of matters other than planning and is published to a regular timetable. Costs and resources prohibit the issue of special editions. No change
	<u>5.3(vii), notices on proposed site allocations</u> - Local parish offices and community centres need details, the introduction of new sites have impact on areas wider than the immediate locale especially for a local plan...	The point of the notices is that they are the site concerned. Other consultation methods alert local communities and town/parish councils to site specific proposals. No change
	<u>5.8 first bullet – notification of examination</u> - Local parish offices and community centres need details, the introduction of new sites have impact on areas wider than the immediate locale especially for a local plan...	Notification of the examination is a statutory process prescribed by regulations. No change
	<u>5.10(ii), adoption notice to be sent to those who have asked to see it</u> – (should be sent to) everyone who is on the emailing database not just those who made comments about the plan	Issue of the adoption notice is a statutory process prescribed by regulations. No change
	<u>6.1, no examination of SPD</u> – lack of examination - if these documents include detail on which	The consultation process and normal professional planning

Respondent	Representation	Recommended response
	decisions are made what is the quality control system to ensure methodologists and reports are not flawed.	processes ensure that SPD is acceptable. No change
	<u>6.3(i), SPD 6-week consultation period</u> – where does this fit in on the process time line, is this concurrent with the main plan consultation or consecutively? This should be plain to see, especially as these documents underpin proposals and accuracy / relevance is not 'examined'. Ratepayers will see the degree of detail involved and appreciate the work and consideration elected members and officers undertake	As SPDs supplement adopted policies, they are produced after adoption of the Local Plan. The consultation period is prescribed by the Regulations. No change
	<u>6.3(ii) availability of consultation documents</u> – include community centres	Copies of consultation documents are issued to all town and parish councils. There is no objection if they wish to place them in community centres. No change
	<u>6.3(iv), notification of site-specific SPD</u> – If anyone can make a comment the all notification should be borough wide; additional notices locally an consider copies to community centres such as libraries and doctors surgeries.	As SPDs are also publicised via formal public notice in a local newspaper, Planning Policy & Design News and the Borough News if possible, there is no need and no resource for further borough-wide publicity. No change
	<u>6.3(vi) - use of Borough News if publication dates coincide</u> – all local plan system should be published as an extraordinary print run	The Borough News addresses a wide variety of matters other than planning and is published to a regular timetable. Costs and resources prohibit the issue of special editions. No change
	<u>Appendix B – inclusion of PUSH in 'Other relevant authorities'</u> - this is not an authority in itself. Like the LEP it is a General Consultation Body	PUSH is a partnership of local authorities of which Eastleigh Borough Council is a member. In line with government-imposed 'duty to cooperate' the Borough Council must have regard to the outcome of PUSH's joint strategic planning work. The LEP is not a partnership of local authorities. No change
	Appendix B – Other consultation bodies – include BROWAPG - Bursledon Rights of Way and Amenities Preservation Group, CPRE and Open Spaces Society	Accept in principle. CPRE already listed under Other Consultees. No contact details for Open Spaces Society. Proposed change: add BROWAPG to list of General Consultation Bodies.

**PLANNING POLICY & IMPLEMENTATION NEWSLETTER
OCTOBER 2013**



**PLANNING POLICY & IMPLEMENTATION NEWS
October 2013**

«First_Name» «Surname»
«Position»
«On_behalf_of»
«company»
«address1»
«address2»
«address3»
«Town»
«County» «Postcode»

The Planning Policy & Implementation Section forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw. The Unit also includes the Economic Development, Building Services and Asset Management sections.

Welcome to our third newsletter of 2013, which updates you on events and our work here since the last newsletter in May 2013, and in particular tells you about the forthcoming consultation on the Revised Draft Eastleigh Borough Local Plan 2011 – 2029.

**Revised Draft Eastleigh Borough Local Plan 2011 – 2029 –
CONSULTATION**

Our last newsletter explained why we had to return to the draft stage of consultation on the Local Plan (because of HCC's withdrawal of a major site, and Highways Agency concerns over the transport assessment). The Highways Agency concerns have largely been resolved. HCC have very recently agreed to release their site for development after all, albeit for a reduced number of dwellings. This has caused some further minor delay to the Local Plan and another revision of the Local Development Scheme which was agreed by the Council's Cabinet on 5 September 2013. http://www.eastleigh.gov.uk/pdf/ppd_130814_LDS_revised.pdf).

The Revised Draft Eastleigh Borough Local Plan 2011 – 2029 is published for consultation on 21 October 2013.

It sets out the Council's preferred strategy for new development and development management, illustrated on a key diagram. It explains how the Council has estimated the borough's development needs and what options have been looked at for new development. It also includes development management policies and detailed site allocations and designations, illustrated on a policies map. The plan is accompanied by a transport appraisal of the key options, a draft sustainability appraisal report and a draft Habitats Regulations assessment. You can see the Revised Draft Local Plan and the accompanying documents on our web-site at: www.eastleigh.gov.uk/localplan, and at the Civic Offices, parish and town council

offices and local libraries. We have also arranged a series of exhibitions – see below.

We need your response to this consultation by **2 December 2013**. There is a consultation form for responses – you should fill in a new form for each policy or paragraph you want to comment on. The form is available electronically on our web site and in paper form, and can be returned by e-mail or by post. You can also write to us or e-mail. Your response should be returned to the Planning Policy Team (please send it to the address at the end of this newsletter). All responses received will be made public, and you will be able to see them on our web site and at the Civic Offices.

In preparing the Revised Draft Local Plan we have taken into account representations made on previous versions of the Local Plan. We are not carrying forward these representations as the Plan has changed. However, if you find that your concerns remain the same you can re-submit your original representations which you can find at: <http://localplan.eastleigh.gov.uk/>

We are publicising the Revised Draft Local Plan through this newsletter, by delivering a leaflet to all households in the borough, by press release and advertisement, posters and site notices and through **public** exhibitions to be held at:

Exhibition venue	Date	Times
Fair Oak: Fair Oak Village Hall (Grace Mears Room) Shorts Road, SO50 7EJ	Wednesday 30 October	2:00pm to 8:00pm
Bursledon: Bursledon Village Hall, Long Lane, SO31 8BZ	Thursday 31 October	2:00pm to 7:30pm
Allbrook: 14 th Eastleigh Scout Hut, Allbrook Hill, SO50 4LY	Friday 1 November	2:00pm to 8:00pm
Boorley Green: Botley Park Hotel, Winchester Road, SO32 2HA	Saturday 2 November	12:00 mid-day to 6:00pm
Chandler's Ford: St Boniface Church Hall, Hursley Road, SO53 2FT	Monday 4 November	2:00pm to 8:00pm
Eastleigh: The Point, Leigh Road, SO50 9DE	Tuesday 5 November	2:00pm to 8:00pm
Netley Abbey: Abbey Hall, Victoria Road, SO31 3FA	Wednesday 6 November	2:00pm to 8:00pm
Botley: Youth Hall, High Street Recreation Ground, SO30 2ES	Thursday 7 November	2:00pm to 8:00pm
West End: The Parish Centre, Chapel Road, SO30 3FE	Friday 8 November	2:00pm to 8:00pm
Horton Heath: Horton Heath Community Centre, Meadowsweet Way, SO50 7PD	Saturday 9 November	5:30pm to 7:30pm
Bishopstoke: Bishopstoke Association Community Centre (Geoff Parks Room), Church Road, SO50 6BN	Monday 11 November	2:00pm to 8:00pm
Hamble Le Rice: Hamble Village Memorial Hall, 4 High Street, SO31 4JE	Thursday 14 November	2:00pm to 8:00pm
Aviary Estate, Eastleigh: St Francis Hall,	Friday	2:00pm to 8:00pm

Exhibition venue	Date	Times
Nightingale Avenue, SO50 9JB	15 November	
Hedge End: Hedge End 2000 Centre, St. Johns Road, SO30 4AF	Saturday 16 November	10:00am to 3:00pm
Horton Heath: Horton Heath Community Centre, Meadowsweet Way, SO50 7PD	Monday 18 November	12:30pm to 3:30pm

Community Infrastructure Levy - **CONSULTATION**

As explained in the last newsletter the community infrastructure levy (CIL) is a mechanism for raising money from development to fund essential infrastructure, and partly takes the place of section 106 developer contributions. We have now prepared a preliminary draft charging schedule for the levy which is to be published for consultation alongside the Revised Draft Local Plan. You can see full details about the Council's approach to CIL and the preliminary draft charging schedule at: www.eastleigh.gov.uk/cil.

Contact: Andrew Butler, Project Manager, andrew.butler@eastleigh.gov.uk

Statement of Community Involvement (SCI)

The SCI explains how the community is to be involved in planning matters, including preparation of the local plan and decision-making on planning applications. A revised SCI was published for public consultation on 20 May 2013. The responses received were reported to the Council's Cabinet on 5 September 2013, when a number of amendments to the SCI were agreed and it was formally adopted. You can see the adopted SCI at:

http://www.eastleigh.gov.uk/pdf/ppd_SCI_AdoptedSept2013%20.pdf

Contact: Julia Norman, Planning Policy & Implementation Manager

Local Plan Evidence

To support and inform our work on the Local Plan we collect evidence, including undertaking and commissioning studies, assessments and appraisals. For the Revised Draft Local Plan further updating and studies have been undertaken and commissioned. These include an updated Partnership for Urban South Hampshire (PUSH) Strategic Housing Market Assessment (currently being finalised) and an update of our Employment Land Review. Background papers including Background Paper H1-Housing have been reviewed and updated accordingly. As it is completed, all the evidence is placed on our web-site at:

www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx.

You are welcome to comment on the evidence if you wish.

Contact: Tim Guymer, Planning Policy Team Leader

Other news

Eastleigh town centre

A programme of public realm improvements is currently being delivered in Eastleigh town centre with the installation of new street furniture including seats, cycle racks, litter bins and bollards. Environmental improvements to Wells Place will be carried

out during the autumn, and will be followed by the installation of way-finding totems and fingerposts during spring 2014.

Footfall in the town centre measured in September this year shows a 6% increase over the same period last year. The percentage of empty properties is at 9.1% which is less than the national average (11.1%).

Planning permission was granted last month for the redevelopment of the Russell House site on Romsey Road for a 31 unit sheltered housing scheme. The refurbishment of Eastleigh House as the Council's new office remains on course for occupation in spring 2014.

Contact: Dave Francis, Urban Renaissance Co-ordinator

The Section

You may have noticed that our name has changed. There has been some restructuring of the section following the section manager Tony Wright's decision to work part-time. The name of the section is now Planning Policy & Implementation, there have been changes to some team members' roles, and Julia Norman has been appointed section manager. The section still includes two teams, the Policy Team and the re-titled Implementation and Design Team. For details please see the Who's Who list on our web site at www.eastleigh.gov.uk/planning--building-control/planning-policy--design/contact-us.aspx. If you wish to contact any of the team members please email: localplan@eastleigh.gov.uk.

If you require any further information about the work of the Planning Policy & Implementation Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Implementation News, or if you are not on the mailing list and wish to receive future editions, please contact:

Planning Policy & Implementation, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN. Tel: 023 8068 8242, email: localplan@eastleigh.gov.uk

To save paper and postage, we would like to send out this newsletter by email if possible.

IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL, PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS

**REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011 – 2029
OCTOBER 2013 – CONSULTATION LETTERS**

**CONSULTATION LETTER – SPECIFIC AND GENERAL
CONSULTATION BODIES**



Regeneration and Planning Policy

Our Ref:
Your Ref:
Contact: Julia Norman
Direct Dial: 023 8068 8242
Direct Fax: 023 8068 8418
E-mail: julia.norman@eastleigh.gov.uk

Date: 21 October 2013

Dear

REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029

As you may be aware the Council has been working for some time on new planning policies for the borough, and has consulted on a draft and pre-submission version of a new Local Plan. For a variety of reasons the Council has had to return to the draft consultation stage of the Local Plan. The revised draft of the local plan was approved for public consultation at the meeting of full Council on 10 October 2013. It is published on 21 October 2013, and the closing date for comments is **2 December 2013**.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations. Paper copies of the Local Plan can be purchased for £50.00 plus £5 p&p. Public exhibitions are being held across the borough during October and November.

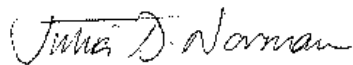
After the consultation, the Council will analyse the comments received and consider changes to the Local Plan. We expect to publish a revised (pre-submission) version of the plan for a six-week formal public consultation in February – March 2014. The plan and any objections to it that cannot be resolved will then be submitted to the

Secretary of State for examination in early summer 2014. We hope to be able to adopt the plan by early spring 2015.

If you made representations on previous versions of the local plan these can be viewed at localplan.eastleigh.gov.uk. The Council has sought to take these representations into account in preparing this revised draft. If you consider that the Council has not fully addressed the points that you previously raised, you may wish to use this consultation to explain your concerns. **Please note: representations made on previous versions of the local plan will not be carried forward.**

If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 8242, e-mail localplan@eastleigh.gov.uk .

Yours sincerely,



Julia Norman
Planning Policy & Implementation Manager
for the Head of Regeneration and Planning Policy

CONSULTATION LETTER TO ALL TOWN/PARISH COUNCILS IN EASTLEIGH BOROUGH



Regeneration and Planning Policy

All Parish Councils

Our Ref: JN/S3LDF5/NewReg18
Your Ref:
Contact: Julia Norman
Direct Dial: 023 8068 8242
Direct Fax: 023 8068 8418
E-mail: julia.norman@eastleigh.gov.uk

Date: 18 October 2013

Dear Sir/Madam

REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011-2029

As you will know the Council has been working for some time on new planning policies for the borough, and has consulted on a draft and pre-submission version of a new Local Plan. For a variety of reasons the Council has had to return to the draft consultation stage of the Local Plan. A revised draft of the local plan was approved for public consultation at the meeting of full Council on 10 October 2013. It is published on 21 October 2013, and the closing date for comments is **2 December 2013**.

The Revised Draft Local Plan sets out the Council's new preferred strategy for development along with detailed site allocations, designations and development management policies. I attach two copies of the Local Plan for your attention, along with the related transport appraisal, draft sustainability appraisal and draft Habitats Regulations assessment, and would be grateful if you could make a copy of these documents available for public inspection at your offices.

The Revised Draft Local Plan and related documents can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Borough Council's offices and public libraries. Paper copies of the Local Plan can be purchased for £50 plus £5 p&p. A consultation form for comments is also available online and at these locations. I attach some copies for your use and/or that of your parishioners. Exhibitions are being held across the borough during October and November, and I attach a leaflet and posters giving details of times and locations. I should be most grateful if you can display these prominently in your parish.

After the consultation, the Council will analyse the comments received and consider changes to the Local Plan. We expect to publish a revised (pre-submission) version of the plan for a six-week formal public consultation in February – March 2014. The plan and any objections to it that cannot be resolved will then be submitted to the Secretary of State for examination in early summer 2014. We hope to be able to adopt the plan by early spring 2015.

If you made representations on previous versions of the local plan these can be viewed at localplan.eastleigh.gov.uk. The Council has sought to take these representations into account in preparing this revised draft. If you consider that the Council has not fully addressed the points that you previously raised, you may wish to use this consultation to explain your concerns. **Please note: representations made on previous versions of the local plan will not be carried forward.**

If you have any queries about the plan, please contact the Planning Policy Team, tel. 02380 688242, e-mail localplan@eastleigh.gov.uk .

Yours sincerely,



Julia Norman
Planning Policy & Implementation Manager

for the Head of Regeneration and Planning Policy

REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN OCTOBER 2013 - PUBLICITY LEAFLET DELIVERED TO ALL BOROUGH HOUSEHOLDS

Please send your comments to:

Planning Policy & Implementation, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN, email localplan@eastleigh.gov.uk, Tel. 023 8068 8242. If you have any questions or need help understanding the plan, please contact us.

Come and talk to us

There will be exhibitions at:

Exhibition venue	Date	Times
Fair Oak: Fair Oak Village Hall (Grace Meant Room) Shorts Road, SO50 7EJ	Wednesday 30 October	2:00pm to 8:00pm
Bursledon: Bursledon Village Hall, Long Lane, SO51 8BZ	Thursday 31 October	2:00pm to 7:30pm
Allbrook: 14th Eastleigh Scout Hut, Allbrook Hill Eastleigh SO50 4LY	Friday 1 November	2:00pm to 8:00pm
Boorley Green: Boorley Park Hotel, Winchester Road, SO52 2HA	Saturday 2 November	12:00 mid-day to 6:00pm
Chandlers Ford: St Boniface Church Hall, Hursley Road, SO53 2FT	Monday 4 November	2:00pm to 8:00pm
Eastleigh: The Point, Leigh Road, SO50 9DE	Tuesday 5 November	2:00pm to 8:00pm
Norley Abbey: Abbey Hall, Victoria Road, SO31 3FA	Wednesday 6 November	2:00pm to 8:00pm
Botley: Youth Hall, High Street Recreation Ground, SO50 2ES	Thursday 7 November	2:00pm to 8:00pm
West End: The Parish Centre, Chapel Road, SO50 3FE	Friday 8 November	2:00pm to 8:00pm
Horton Heath: Horton Heath Community Centre, Meadowmoat Way, Horton Heath, SO50 7PD	Saturday 9 November	5:30pm to 7:30pm
Bishopstoke: Bishopstoke Association Community Centre (Geoff Parks Room), Church Road, SO50 8BN	Monday 11 November	2:00pm to 8:00pm
Hamble Le Rice: Hamble Village Memorial Hall, 4 High Street, SO31 4JE	Thursday 14 November	2:00pm to 8:00pm
Aviary Estate, Eastleigh: St Francis Hall, Nightingale Avenue, SO50 9JB	Friday 15 November	2:00pm to 8:00pm
Hedge End: Hedge End 2000 Centre, St. Johns Road, SO50 4AF	Saturday 16 November	10:00am to 3:00pm
Horton Heath: Horton Heath Community Centre, Meadowmoat Way, SO50 7PD	Monday 18 November	12:30pm to 3:30pm

This is the diagram of the main proposals in the new Local Plan.



Revised Draft Eastleigh Borough Local Plan 2011 - 2029

Eastleigh Borough Council publishes a revised draft of a new local plan for the borough on 21 October 2013. When adopted, the new Local Plan will replace the current Eastleigh Borough Local Plan Review 2001-2011. In planning for new development the Council is looking ahead to 2029.

Why do we need a new plan?




- Our existing local plan is increasingly out of date
- More land must be identified for development to meet future needs.

Some of the issues to be addressed in the borough include:

- **More homes** must be built to meet the needs of local people. We also need to make sure that enough new homes are **affordable**. There are already over 7,000 households on our housing register.
- We need to encourage **economic growth** to provide work for our residents. We also need to make sure that local people have the **skills** they need to compete in a changing jobs market.
- **Eastleigh town centre and Eastleigh River Side** (the old railway works and adjoining industrial areas) and other district and local centres need improvement.
- Our **countryside** needs to be protected, in particular the gaps between our towns and villages, the **landscape** and nature conservation interests
- We need to encourage **healthy lifestyles** and improve our sport and recreation facilities
- We need better **quality** new development
- We must also look after our **heritage** and tackle **climate change**

What are we trying to achieve?

The Revised Draft Local Plan includes a vision and objectives based on the Council's three priorities of:

-  A clean and green environment
-  A prosperous place
-  A healthy community

How much new development are we planning for?

There is no longer any national or regional strategy that dictates how much housing we should provide – it is now up to us to work out what the borough needs. We have looked at:

- growth and change in population and households
- the local economy and the wider needs of south Hampshire and how these affect the borough
- how much development has taken place over the time that we have been preparing the Local Plan.

Housing – we estimate that we shall need around 9,660 new homes (537 per year) over the 18 years between 2011 and 2029. We also have to allow for some contingency in case sites do not come forward, or do not provide as many homes

as we anticipate, so we have added 5% to bring this figure up to 10,140 new homes over the plan period. Of these:

- **4,450** can be built in the existing urban areas (about 2,400 have been built, already have permission or are committed)
- **5,690** are needed on **greenfield** sites

Employment – we think a lot of the future need can probably be met at Eastleigh River Side (the railway works and related land east of Eastleigh), with some additional new sites elsewhere including Horton Heath. We also need to make sure that our town centre and other shopping centres in the borough are viable and thriving.

Infrastructure – To serve new development, we shall need new and improved roads and public transport, green space, schools, and health and leisure facilities.

What is the Council's proposed strategy for new development?

The Council is proposing:

Housing and community facilities

- **4,450 homes** in the existing urban areas across the borough, many at Eastleigh, but with sites also in Chandler's Ford, Naffley and West End

- **4,680 homes** in a number of larger scale green field developments:

- 1,100 south of Chestnut Avenue, Eastleigh
- 330 north of Fair Oak
- 750 west of Horton Heath
- 800 west of Woodhouse Lane, Hedge End
- 1,400 north east of Booterly Green, Botley, plus 300 north of Botley

- **1,010 homes** on a range of smaller green field sites across the borough at Allbrook, Bishopstoke, Bursledon, Fair Oak, Hedge End, Naffley and West End

- Community facilities including primary schools and local shops in the major developments

Employment

- New employment development focussed at Eastleigh River Side and west of Horton Heath
- Small sites at Botley, Bursledon, Chandler's Ford, Hedge End and West End

- Offices and shops focussed in town, district and local centres

Infrastructure

- Botley bypass
- Sunday's Hill bypass, Hedge End

- St John's Road/ Dodwell Road link
- Burnetts Lane – Bubb Lane link
- Chickenhall Lane Link (long-term proposal)
- Other road and junction improvements
- Cycle routes and footpaths

Green space

- **Countryside** gaps between settlements
- Open space, sports fields and green routes
- Allotments and cemetery space

The Council is also proposing policies to manage development generally.

Your views

You can see the Local Plan at: www.eastleigh.gov.uk/localplan

It is also **available to view** at the Civic Offices, at your local parish or town council office, and in local libraries.

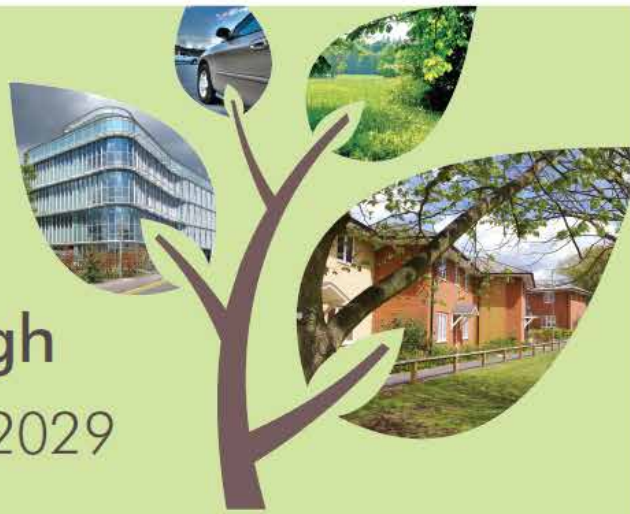
We would like to hear **what you think** about the Revised Draft Local Plan. There is a **consultation form** that you can fill on-line, email or post to us.

You should use a separate form for each paragraph or policy of the plan that you wish to comment on. Alternatively you can write or e-mail.

Please let us have your comments by **2 December 2013**

REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011 – 2029
OCTOBER 2013 – PUBLICITY POSTER

Revised Draft Eastleigh Borough Local Plan 2011-2029



Public Consultation

The Council has published a revised draft local plan for development in the borough between 2011 and 2029

It includes residential, employment and other proposals that could affect your community

Consultation on the revised draft starts on **21 October 2013**

Your comments are needed by **2 December 2013**

See the new draft plan at:

- www.eastleigh.gov.uk/localplan
- Civic Offices, parish and town council offices and public libraries.

Exhibitions of the Local Plan will be held at:

Exhibition venue	Date	Times
Fair Oak: Fair Oak Village Hall (Grace Mears Room), Shorts Road, SO50 7EJ	Wednesday 30 October	2:00pm to 8:00pm
Bursledon: Bursledon Village Hall, Long Lane, SO31 8BZ	Thursday 31 October	2:00pm to 7:30pm
Allbrook: 14 th Eastleigh Scout Hut, Allbrook Hill, SO50 4LY	Friday 1 November	2:00pm to 8:00pm
Boorley Green: Botley Park Hotel, Winchester Road, SO32 2HA	Saturday 2 November	12:00 noon to 6:00pm
Chandler's Ford: St Boniface Church Hall, Hursley Road, SO53 2FT	Monday 4 November	2:00pm to 8:00pm
Eastleigh: The Point, Leigh Road, SO50 9DE	Tuesday 5 November	2:00pm to 8:00pm
Netley Abbey: Abbey Hall, Victoria Road, SO31 3FA	Wednesday 6 November	2:00pm to 8:00pm
Botley: Youth Hall, High Street Recreation Ground, SO30 2ES	Thursday 7 November	2:00pm to 8:00pm
West End: The Parish Centre, Chapel Road, SO30 3FE	Friday 8 November	2:00pm to 8:00pm
Horton Heath: Horton Heath Community Centre, Meadowsweet Way, SO50 7PD	Saturday 9 November	5:30pm to 7:30pm
Bishopstoke: Bishopstoke Association Community Centre (Geoff Parks Room), Church Road, SO50 6BN	Monday 11 November	2:00pm to 8:00pm
Hamble Le Rice: Hamble Village Memorial Hall, 4 High Street, SO31 4JE	Thursday 14 November	2:00pm to 8:00pm
Aviary Estate, Eastleigh: St Francis Hall, Nightingale Avenue, SO50 9JB	Friday 15 November	2:00pm to 8:00pm
Hedge End: Hedge End 2000 Centre, St. Johns Road, SO30 4AF	Saturday 16 November	10:00am to 3:00pm
Horton Heath: Horton Heath Community Centre, Meadowsweet Way, SO50 7PD	Monday 18 November	12:30pm to 3:30pm



REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011 – 2029 OCTOBER 2013 – PRESS RELEASE TEXT

Have your say on the Revised Draft Local Plan

Local residents are being encouraged to have their say on the revised draft of the Local Plan for the borough as part of a six week consultation.

The plan sets out fresh proposals for meeting the borough's need for new housing and other development up to 2029. It will also include the policies that will be applied to new development proposals in the borough over the next few years. With the substantial need for new housing and the Government's desire to secure development to boost the national economy, the Local Plan contains significant new proposals.

A leaflet about the Revised Draft Local Plan is in the process of being delivered to every household in the borough. A series of exhibitions are being held across the borough – see venues, dates and times below.

You can see the Local Plan on the Council's website at www.eastleigh.gov.uk/localplan at the Civic Offices, town and parish council offices and in local libraries. Comments must be made by 2 December 2013.

You can comment on line - visit our website www.eastleigh.gov.uk/localplan or by email to localplan@eastleigh.gov.uk or send your comments to Planning Policy & Implementation, Eastleigh Borough Council, Civic Offices, Leigh Road Eastleigh SO50 9YN

Exhibition venues

Fair Oak: Fair Oak Village Hall (Grace Mears Room) Shorts Road, SO50 7EJ
Wednesday 30 October 2:00pm to 8:00pm

Bursledon: Bursledon Village Hall, Long Lane, SO31 8BZ Thursday 31 October
2:00pm to 7:30pm

Allbrook: 14th Eastleigh Scout Hut, Allbrook Hill Eastleigh SO50 4LY Friday 1
November 2:00pm to 8:00pm

Boorley Green: Botley Park Hotel, Winchester Road, SO32 2HA Saturday 2
November 12:00 mid-day to 6:00pm

Chandler's Ford: St Boniface Church Hall, Hursley Road, SO53 2FT Monday 4
November 2:00pm to 8:00pm

Eastleigh: The Point, Leigh Road, SO50 9DE Tuesday 5 November 2:00pm to
8:00pm

Netley Abbey: Abbey Hall, Victoria Road, SO31 3FA Wednesday 6 November
2:00pm to 8:00pm

Botley: Youth Hall, High Street Recreation Ground, SO30 2ES Thursday 7
November 2:00pm to 8:00pm

West End: The Parish Centre, Chapel Road, SO30 3FE Friday 8 November 2:00pm
to 8:00pm

Horton Heath: Horton Heath Community Centre, Meadowsweet Way, Horton Heath,
SO50 7PD Saturday 9 November 5:30pm to 7:30pm

Bishopstoke: Bishopstoke Community Centre (Geoff Parks Room), Church Road,
SO50 6BN Monday 11 November 2:00pm to 8:00pm

Hamble-le-Rice: Hamble Village Memorial Hall, 4 High Street, SO31 4JE Thursday
14 November 2:00pm to 8:00pm

Aviary Estate, Eastleigh: St Francis Hall, Nightingale Avenue, SO50 9JB Friday 15
November 2:00pm to 8:00pm

Hedge End: Hedge End 2000 Centre, St. Johns Road, SO30 4AF Saturday 16
November 10:00am to 3:00pm

Horton Heath: Horton Heath Community Centre, Meadowsweet Way, SO50 7PD
Monday 18 November 12:30pm to 3:30pm



PUBLIC NOTICE

REVISED DRAFT EASTLEIGH BOROUGH LOCAL PLAN 2011 - 2029

PROPOSED ALLOCATION OF SITE FOR DEVELOPMENT

Notice is hereby given that the following development is proposed in the Revised Draft Eastleigh Borough Local Plan 2011 - 2029:

Insert location of site and policy wording (summarise)

e.g. Land north of Allbrook Hill and west of Pitmore Road, Allbrook is allocated for approximately 20 dwellings, 20 off-street car parking spaces and public open space with vehicular access from Pitmore Road. Further details can be found in policy AL3 of the plan.

For further details of the proposed development, you may inspect copies of the Revised Draft Eastleigh Borough Local Plan 2011 - 2029 (including the policies maps showing the location of the development) and other supporting documents at:

- § www.eastleigh.gov.uk/localplan
- § Civic Offices, parish & town council offices and libraries

Exhibitions of the plan proposals will also be held at a number of venues across the borough (see www.eastleigh.gov.uk/localplan) including:

Insert exhibition details nearest to site

Anyone who wishes to make representations about this proposal or any other aspect of the plan should write to the Planning Policy & Implementation Manager, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN or comment online **by 2 December 2013**.

Signed :

Insert signature

Julia Norman
Planning Policy & Implementation Manager

Date:

Please note: This is not an application for planning permission. If the site is allocated in the final 'adopted' Local Plan, planning permission would still be required before development could commence

**SUSTAINABILITY APPRAISAL SCOPING REPORT UPDATE
CONSULTATION, MAY - JUNE 2013 – CONSULTATION LETTER TO
STATUTORY AGENCIES**



Regeneration and Planning Policy

Our Ref: S3/SA
Your Ref:
Contact: Katharine Stuart
Direct Dial: 023 8068 3893
Direct Fax:
E-mail: Katharine.stuart@eastleigh.gov.uk

29th May 2013

Dear Sir/Madam

**CONSULTATION ON PROPOSED REVISIONS TO EASTLEIGH BOROUGH
COUNCIL'S SUSTAINABILITY APPRAISAL/STRATEGIC ENVIRONMENTAL
ASSESSMENT SCOPING REPORT FOR THE LOCAL PLAN**

Your views are invited on revisions to Eastleigh Borough Council's Sustainability Appraisal Scoping Report. The closing date for comments is **Wednesday 3rd July 2013**.

As you will be aware, the purpose of Sustainability Appraisal (SA) which includes Strategic Environmental Assessment (SEA) is to promote sustainable development by ensuring that economic, social and environmental issues are taken into account in the production of the Borough's Local Plan. The Scoping Report sets out the baseline data and the framework of objectives and criteria used to undertake the SA / SEA.

The draft revised SA/SEA is attached with this email. It is an update by the Borough Council of the 2011 version, necessary because of changes to the planning system by the coalition government, and to update the document. Changes have been made to update the baseline data, and the SA/SEA framework has been revised.

In accordance with Government guidance this draft revised scoping report has been sent to the authorities with statutory environmental responsibilities (Natural England, English Heritage and the Environment Agency). It will also be placed on the Council's website in due course.

Cont'd ...

- 2 -

Should you wish to discuss the draft document, require more information or wish to receive a paper copy of the Sustainability Appraisal Scoping Report in the post, please contact Katharine Stuart on the number above.

Yours

Katharine Stuart
Planning Policy Officer
for the Head of Regeneration and Planning Policy

SUSTAINABILITY APPRAISAL SCOPING REPORT UPDATE CONSULTATION MAY 2013 – CONSULTEE RESPONSES

ENVIRONMENT AGENCY:

Local plan
Eastleigh Borough Council
Civic Offices Leigh Road
Eastleigh
Hampshire
SO50 9YN

Our ref: HA/2006/000134/SE-
02/SP1-L01
Your ref: S3/SA
Date: 03 July 2013

Dear Sir/Madam

PROPOSED REVISIONS TO SUSTAINABILITY APPRAISAL/STRATEGIC ENVIRONMENTAL ASSESSMET SCOPING REPORT FOR THE LOCAL PLAN

Thank you for consulting us on your proposed revisions to the Sustainability Appraisal/Strategic Environmental Assessment Scoping Report for your Local Plan.

We are pleased with the content of this document, however we do have some comments to make which we hope you will find useful.

Section 6.3.1

We welcome your intention to support new environmental technology within the Borough.

Section 7.2.9

We support the acknowledgment that the River Itchen is an irreplaceable resource, both for water supply and disposal within Eastleigh.

Section 7.3.8

We support the identified risks resulting from climate change and welcome the inclusion of the risk to the River Itchen resulting from groundwater recharge.

Section 7.7

We support the prevention of soil pollution and the remediation of contamination.

Section 7.8.3

The North Solent Shoreline Management Plan was published in 2010 and therefore we suggest this section is updated to reflect the latest available information.

Section 7.8.10

We support this statement and welcome the recognition of the importance of groundwater in Hampshire for both public water supply and base flows to the River Itchen.

Section 7.8.12

We welcome the acknowledgement that whilst there are no SPZs within Eastleigh there are a number of small private abstractions which require protection.

Section 7.8.13

We have now updated our resource assessments and have published our updated Catchment Abstraction Management Strategies Abstraction Licensing Strategies. The updated strategies present a more integrated picture of water resources availability

We would suggest this section is updated to reflect the latest available information, the attached fact sheet will provide some further information. Should further information be required please contact me on the number below.

Section 7.8.19

Whilst this section highlights the issues of waste water and growth within South Hampshire we would suggest that more specific references to these issues within Eastleigh are identified. Due to the ongoing issues at Chickenhall we would also suggest that discussions with Southern Water are undertaken to establish the current position.

Section 7.9

We fully support the key environmental issues within the Borough. The issue of Water Quality has a strong link to wastewater treatment.

Section 8

Within objective Q6c we suggest that the wording should be altered from water pollution to water quality. Within objective Q7b we would suggest an additional indicator to include the number of properties where flood risk has been reduced due to new development. We support the inclusion of objective Q10b.

Appendix C

We would suggest that the below updates of documents are reflected within the review of Policies, Plans and Programmes:

We have recently published the revised Building a Better Environment: Developers Guide which replaces the previous 2006 version. As previously highlighted the North Solent Shoreline Management Plan has also been published and replaces the Western Solent & Southampton Water Shoreline Management Plan. The updated CAMS strategies should also be reflected within this section.

There are also new drafts of Water Resource Management Plans available for both Portsmouth Water and Southern Water.

Should you wish to discuss the above information we would be happy to meet with you.

Please do not hesitate to contact me on the number below.

Yours faithfully

Miss Suzanne Greenwood
Planning Advisor, Environment Agency

Direct dial 01794 834588

Direct fax

Direct e-mail suzanne.greenwood@environment-agency.gov.uk

NATURAL ENGLAND RESPONSE:

Date: 28th June 2013

Our ref: 87775

Your ref: S3/SA



Katharine.stuart@eastleigh.gov.uk

Eastleigh Borough Council

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

BY EMAIL ONLY

T 0300 060 3900

Dear Sir/Madam,

Re: CONSULTATION ON PROPOSED REVISIONS TO EASTLEIGH BOROUGH COUNCIL'S SUSTAINABILITY APPRAISAL/STRATEGIC ENVIRONMENTAL ASSESSMENT SCOPING REPORT FOR THE LOCAL PLAN

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Many thanks for the above consultation. Natural England has reviewed the scoping document. Our comments are as follows:

1. We note that table 8.1 uses the phrase "will the development..." throughout. Unless the Sustainability Appraisal is being used solely to appraise allocation options, we advise this is changed throughout to say "will the option...".
2. There is a nuance missing around how the Sustainability Appraisal will consider the impact of options on the public right of way network. While Q7a asks "Will the development have an impact (negative or positive) on green infrastructure?", it may be helpful to be more explicit in how this will be assessed. For example, "Q7a Will the development have an impact (negative or positive) on green infrastructure (including extent and quality of open space and linear routes for recreation)?"
3. The questions around biodiversity in table 8.1 do not consider opportunity cost. For example, will the development prejudice future biodiversity restoration? We advise this would be a useful decision adding question, perhaps appended to question 10a.
4. We advise that Q10b is not limited to habitats but also includes species. Thus it could be amended to read "Q10b Will the option provide new creation/restoration/enhancement opportunities for habitats or species?"
5. Indicators in table 8.1 should be chosen to indicate the effects of the plan. If they merely indicate wider changes to the world, largely unrelated to the plan's effects, the indicator will not add anything of value. Many natural environment indicators in table 8.1 do not indicate the effects of the plan, and we advise that the indicators should thus be reviewed.
6. In other regards we advise that the proposed SA framework incorporates Natural England's area of interest appropriately.

For any correspondence or queries relating to this consultation only, please contact Charles Routh on 07990 773630. For any new consultations or issues, please contact consultations@naturalengland.org.uk.

Page 1 of 2

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

Yours sincerely

Charles Routh

Lead Adviser, Winchester Land Use Operations Team, Natural England.

ENGLISH HERITAGE RESPONSE



ENGLISH HERITAGE

SOUTH EAST

Ms Katharine Stuart,
Planning Policy Officer
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh, SO50 9YN.

Our ref: HD/P5230/02/PC1
Your ref:
Telephone 01483 252040
Fax

28th June 2013

Dear Ms Stuart,

Draft Revised Sustainability Appraisal Scoping Report

Thank you for your e-mail of 28th May 2013 regarding your Council's Draft Revised Sustainability Appraisal Scoping Report.

English Heritage has produced guidance on Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment (available using the following link: <http://www.helm.org.uk/guidance-library/strategic-environ-assessment-sustainability-appraisal-historic-environment/>). I am also pleased to make the following detailed comments.

We welcome the very comprehensive baseline information on the historic environment of the Borough set out in sub-section 7.4. However, we would suggest that paragraph 7.4.6 references the Council's Conservation Area Appraisals as providing an understanding of the significance, character and important features of the Conservation Areas.

We are pleased to note that section 7.9 on Key Environmental Issues for the Borough recognises the potential threats to archaeological remains and historic landscapes. However, although there are no Grade II* listed buildings, conservation areas or historic parks and gardens on the 2012 Heritage at Risk Register, there may be Grade II listed buildings within the Borough at risk. In addition, it is important to recognise that all designated assets may be at risk from neglect and/or development pressure.

In Table 8.1 we welcome Sustainability Objectives 12 and 13. However, Objective 13 should refer to buildings, monuments, features, sites, places, areas or landscapes to

clarify that it relates to all heritage assets. Q12a and Q13a are a little vague as strategic questions - the English Heritage guidance suggests various sub-objectives or decision-making criteria that are more focused.

- 2 -

Although these suggested criteria also say “preserve”, we prefer “conserve and enhance” as terminology more consistent with the National Planning Policy Framework and as recognising that sensitive change can maintain or even enhance the significance of a heritage asset.

The English Heritage guidance also includes guidance on, and suggests possible, indicators. The number of designated heritage assets is not, itself, a reliable indicator of the impact or outcome of the Plan’s policies and proposals, but if the Council wishes to retain it, then it should be the number of all heritage assets, not just historic gardens/landscapes. The indicators should include all heritage assets at risk, not just buildings, and the proportion at risk as well as the number.

We welcome the reference to Section 12 of the NPPF on Conserving and Enhancing the Historic Environment under “Historic Environment” in Appendix C. However, the NPPF requires local planning authorities to set out a positive strategy for the conservation and enjoyment of the historic environment (paragraph 126) and local plans to contain a clear strategy for enhancing the historic environment (paragraph 157). The Local Plan should also include strategic policies to deliver the conservation and enhancement of the historic environment (paragraph 156).

I hope these comments are helpful. Please contact me if you have any queries.

Thank you again for consulting English Heritage.

Yours sincerely,

A handwritten signature in black ink that reads "Martin Small". The signature is written in a cursive, slightly slanted style.

Martin Small
Historic Environment Planning Adviser
(Bucks, Oxon, Berks, Hants, IoW, South Downs and Chichester)

E-mail: martin.small@english-heritage.org.uk

TERENCE O'ROURKE RESPONSE

Terence O'Rourke
Planning | Design | Environment

London
3 Whitcomb Street London WC2H 7HA
Bournemouth
Everdene House Deansleigh Road Bournemouth BH7 7DU
Telephone 020 3664 6755

Katherine Stuart
Planning Policy
Eastleigh Borough Council
Civic Offices
Leigh Road
Eastleigh
SO50 9YN

Sent by post and email

2 July 2013

Reference: 143405

Dear Ms Stuart

Draft Eastleigh Borough Sustainability Appraisal Scoping Report 2013

On behalf of our clients, JS Bloor (Newbury) Limited, MJ Gleeson PLC, Miller Strategic Land, Welbeck Strategic Land LLP and Taylor Wimpey Southern Counties, we write in response to the consultation on the draft Eastleigh Borough Sustainability Appraisal Scoping Report 2013.

The scoping report notes the updated policy position and acknowledges the publication of the National Planning Policy Framework (NPPF). However, it does not recognise the change in emphasis created by the NPPF and the presumption in favour of sustainable development (as set out in paragraph 14 of the NPPF).

The NPPF does not call for an equal balance to be struck between social, economic and environment benefits and impacts but requires a balance to be made, with a clear emphasis in favour of the need to meeting housing and employment needs through sustainable development. Significantly, the NPPF explicitly states that needs should be met "*unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits*" (paragraph 14 (our emphasis)). Therefore, the scoping report should make it clear that the three aspects of sustainable development (social and economic benefits vs residual environmental harm) should be considered and then a planning judgement made in accordance with paragraph 14 of the NPPF to ensure that the plan contributes to sustainable development as defined by the NPPF. This approach should be made clear in section two and three of the scoping report to allow the sustainability appraisal and assessment of the level of growth and its location to be consistent with the approach of the NPPF to "*positively seek opportunities to meet the development needs*" of the area (paragraph 14).

The scoping report makes an assumption that levels of housing growth contribute to increasing the population of the Borough. It would be our view that house building is a response to growing population and increasing number of households being formed. It is important, in this sense, that the background data is checked and the right emphasis is given to ensure the social and economic benefits can be robustly assessed against the residual environmental harm.

25
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1985 - 2010
.....

Terence O'Rourke Ltd Reg. No. 1222454 Registered office: Everdene House Deansleigh Road Bournemouth, Dorset, BH7 7DU
Registered in England and Wales VAT No. 950285721

Equally, we note that the data presented in section 5, 6 and 7 is in some cases dated. For instance the policy summary section in 5.2 reviews policy and plans position in relation to housing but it seems to entirely miss the emphasis of the NPPF in regard to meeting the objectively assessed housing need and the weight that should be given to that. Reference needs to be made to the NPPF, for instance, paragraph 17, bullet point 3, confirms the Government's intention in regard to housing development:

"Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth"

In another case, reference is made to PPS7 in regard to agricultural land; the reference should now be to the NPPF.

In regard to the proposed SA framework, the first question in the community section (question 1a) refers to meeting housing requirement identified in the local plan. The NPPF is clear that the planning system should be seeking to meet objectively assessed housing needs, and therefore this form of wording would be more appropriate here. The PUSH SA work (contributed to by Eastleigh Borough Council) demonstrated a higher number of new homes could be accommodated and therefore to test against the numbers in the local plan and not the objectively assessed housing need is entirely inappropriate. Equally, the SA process is a mechanism to test alternatives; the wording of this question does not allow a fair test of alternatives. The only fair test would be to test the impact against the objectively assessed housing need.

In considering alternatives, in regard to the housing requirement, the SA / scoping report must clearly set out how social and economic harm will be measured and assessed if the objectively assessed need is not met.

In conclusion, as a key component of the plan making process, we feel that the scoping report and sustainability appraisal needs to be updated to take into account the new emphasis provided by the NPPF on the need to meet objectively assessed needs, the weight that should be attributed to positively encourage sustainable development, and a clear recognition that the balance is in favour of sustainable development unless it can be demonstrated that there are significant negative impacts that outweigh the social and economic benefits. As such the scoping report needs to be revised to ensure that the sustainability appraisal provides a robust assessment of the most appropriate level of growth, in the most appropriate location.

Further involvement

Thank you for consulting us on the above document. We would be grateful if you could keep us informed of any further consultations as you progress with the local plan and we welcome the opportunity to be involved in the process.

Yours sincerely,



Lindsay Goodyear
Associate Director

Revised Draft Eastleigh Borough Local Plan 2011 – 2029

Representations and responses

Reps. Nos	Policy/ para	Representations summary	Response
Revised Draft Local Plan (whole plan)			
<p>Object: 103, 176, 474, 655, 682, 3789, 3884, 4062, 4089, 4332, 4588, 4955, 4959, 5123, 5572, 5373, 5374, 5648, 6051, 6357, 6330, 6458, 6467, 6490, 6537, 6540, 6550, 6577, 6586,</p>	<p>Revised Draft Local Plan</p>	<p>The Revised Draft Local Plan:</p> <p><u>NPPF</u></p> <ul style="list-style-type: none"> · Conflicts with NPPF – not positively prepared, is not justified and is not effective. · Fails to identify the most appropriate strategy from reasonable alternatives. · Fails to meet duty to cooperate. · Fails to take into account development in adjoining areas. <p><u>Strategy</u></p> <ul style="list-style-type: none"> · Does not meet the Council’s own strategic priorities. · Does not give adequate consideration to the Allington Lane option. · Potentially damages Bursledon’s key resource, the River Hamble. · Should not have committed to development at Fair Oak and Horton Heath without consultation. · Will destroy the quality of life for people in the borough and surrounding areas. <p><u>Housing</u></p> <ul style="list-style-type: none"> · Fails to provide a 5-year housing land supply. · Over-estimates land supply. · Fails to provide for self-build and related government guidance. · Fails to provide affordable housing and accommodation designed for older people. · Should make more use of brown field land. · Proposals for Bishopstoke are contrary to Council’s corporate priorities. <p><u>Transport</u></p> <ul style="list-style-type: none"> · Makes inadequate provision for transport 	<p><u>NPPF – not accepted.</u></p> <p>The Council considers that the Revised Draft Local Plan:</p> <ul style="list-style-type: none"> · Is positively prepared to meet objectively assessed local needs. · Is based on a strategy that provides significant community benefits. · Has been prepared on the basis of close cooperation with neighbouring authorities in particular those within the Partnership for Urban South Hampshire, and therefore takes into account developments in adjoining areas which are all based on a commonly agreed strategy. <p>No change.</p> <p><u>Strategy – not accepted.</u></p> <ul style="list-style-type: none"> · Meets the Council's corporate priorities. · Is based on a full assessment of the available and practicable options. Major development at Allington Lane is not capable of being delivered because of access constraints. · Includes sufficient protection for biodiversity interests including those of the River Hamble – through PUSH the Council is party to the Solent Disturbance and Mitigation Strategy. · Will enhance the quality of life for many communities. <p>No change.</p>

	<p>infrastructure.</p> <ul style="list-style-type: none"> Will increase the need to travel by car as rail infrastructure is inadequate. Will vastly increase congestion and traffic-related pollution. Will lead to grid-lock and unacceptable noise. <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> Makes insufficient provision for recreation, education, healthcare, water supply and sewerage infrastructure. Ignores the needs of older people. Seeks to focus leisure and cultural facilities at Eastleigh which is inaccessible for many people. Not proven that developers contributions will fund infrastructure. <p><u>Environment</u></p> <ul style="list-style-type: none"> Fails to take into account risk of flooding e.g. at Monks Brook and Poles Lane. <p><u>Landscape and biodiversity</u></p> <ul style="list-style-type: none"> Involves loss of countryside and gaps between settlements and harm to semi-rural character. Loss of prime agricultural land. Endangers biodiversity interests e.g. River Hamble. <p><u>Coast</u></p> <ul style="list-style-type: none"> Fails to recognise the special qualities of the River Hamble. Should refer to a variety of marine legislation (MMO). <p><u>Heritage</u></p> <ul style="list-style-type: none"> Will damage the Old Bursledon Conservation Area. <p><u>Appraisals and assessments</u></p> <ul style="list-style-type: none"> Draft appraisals and assessments are inadequate and misleading. <p><u>Process</u></p> <ul style="list-style-type: none"> Plan making process is not democratic and fails to comply with Equalities Act 2010. 	<p><u>Housing – not accepted.</u></p> <ul style="list-style-type: none"> Provides sufficient provision for residential development to provide a 5-year land supply and meet local needs. Includes policies to deliver affordable housing and sufficient provision to meet the needs of older people and others with special needs. <p>No change.</p> <p><u>Transport – accept in part.</u></p> <ul style="list-style-type: none"> Full transport assessment is currently in preparation and will indicate likely impacts on junctions and potential mitigation measures Choice of option has been informed by transport appraisal of options. Local Plan includes new transport infrastructure and mitigation proposals to assist in off-setting some impacts of new development in the borough, recognising also the impacts of traffic from adjoining areas. Development anywhere in the borough will impact local and strategic transport networks. Local Plan endeavours to ensure transport benefits with new development. Government does not see transport congestion as a barrier to meeting development needs. Local concerns are recognised and mitigation measures are already proposed in the Local Plan. More will be added subject to the outcome of the transport assessment.
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	<ul style="list-style-type: none"> • Relies on a non-elected quango. • Outcome is pre-determined. • Plan and consultation methods are too complicated and allow insufficient time for response. Consultation not publicised widely enough. • Unacceptable to grant planning permission e.g. for BO1 before objections considered at examination. 	<p><u>Infrastructure – accept in part.</u></p> <ul style="list-style-type: none"> • Local Plan has been prepared in consultation with health, education and utilities infrastructure providers. • Plan does not make adequate provision for education. The Council was advised late in the plan preparation process about the need for additional schools provision in the east of the borough. <p><u>Proposed change:</u> Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</p> <p><u>Environment – not accepted.</u></p> <ul style="list-style-type: none"> • Has due regard to flood risk as advised by the Environment Agency (note the EA’s support for the Local Plan’s provision in respect of flooding). <p>No change.</p> <p><u>Landscape and biodiversity – not accepted.</u></p> <ul style="list-style-type: none"> • Will inevitably involve some impact on countryside, landscape and agricultural land as it entails the allocation of green field sites. • Does not pose a significant risk to biodiversity interests. <p>No change.</p> <p><u>Coast – accept in part.</u></p> <ul style="list-style-type: none"> • Recognises the importance of the River Hamble (see strategic policy S10). • Can refer to further marine legislation as
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			<p>requested.</p> <p><u>Proposed change:</u> Include further references to marine legislation at paragraph 4.71 as required by MMO.</p> <p><u>Heritage</u></p> <ul style="list-style-type: none"> · See response to representations on policy BU7. <p><u>Process – not accepted.</u></p> <ul style="list-style-type: none"> · Local Plan has been prepared in accordance with the Town & Country Planning (Local Planning) (England) Regulations 2012 and other Government legislation and guidance. · Council has complied with the requirements of the Equalities Act and has prepared an Equalities Impact Assessment. · Leaflets were delivered to every household in the borough notifying residents of the consultation and notices were published in the borough news and the press. <p>No change.</p> <p>With regard to the resolution to grant planning permission for development at Boorley Green, the Council is obliged to determine submitted planning applications. In view of the absence of a 5-year housing land supply, the requirements of the National Planning Policy Framework and the fact that the site was proposed to be allocated for development in the emerging Local Plan the Council considered that there was justification for the</p>
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			resolution to grant planning permission.
Support: 6289, 6515, 6591, 6360	Revised Draft Local Plan	<p>The Revised Draft Local Plan:</p> <ul style="list-style-type: none"> · Is well thought through and provides sensible solutions. · Addresses flood risk satisfactorily. However - must note Chickenhall WWTW is operating close to consented limits for discharge. (Environment Agency). · The local area is in need of more housing 	Noted.
Chapter 1, Introduction			
Object: 6273, 4738	1.1	True and proper consultation on the Revised Draft Local Plan has not taken place.	<p>Not accepted.</p> <p>Publicity was undertaken in accordance with government guidelines and procedures agreed locally and included a newsletter to all those on the Council's local plan consultation list, a leaflet to all residential postal addresses in Eastleigh Borough, posters, site notices, a series of 15 exhibitions visiting every parish in the borough, publication of the documents on the Council's web-site and deposit of all the documents in all public libraries. A report of the consultations undertaken during the preparation of the local plan will be published with the pre-submission consultation.</p> <p>No change.</p>
Object: 5965	1.4	Exclusion of an option to develop land at Allington Lane suggests pre-determination by Eastleigh Borough Council and raises questions about compliance with Section 25 of the Localism Act 2011	<p>Not accepted.</p> <p>Section 25 of the Localism Act 2011 clarifies that prior indications of a view on a matter that is relevant to a decision do not automatically amount to predetermination of that decision. The Revised Draft Local Plan is a means of consulting on the issues and options for the Eastleigh Borough Local Plan 2011-2029 and any omissions can be raised through the consultation process. These representations</p>

			<p>will be considered by the Council in order to determine changes to the Revised Draft Local Plan, for the next stage of consultation and prior to submitting the plan to the Secretary of State. This process does not predetermine the content of the Eastleigh Borough Local Plan 2011-2029 but accords with The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>No change.</p>
Object: 5161	1.5	The corporate priorities are not well-defined and obscure the negative intent of local plan policies and proposals.	<p>Not accepted.</p> <p>The corporate priorities derive from the Council's Corporate Strategy and were formulated with regard to a substantial evidence base of information and statistics on Eastleigh Borough. Further information is available at: http://www.eastleigh.gov.uk/the-council/strategies-and-policies/corporate-strategy.aspx. The local plan policies and proposals seek to achieve the objectives and realise the vision of the plan, which taken account of the corporate priorities, as well as the issues set out in Chapter 2 of the Revised Draft Local Plan and the principles of sustainability set out in the National Planning Policy Framework.</p> <p>No change.</p>
Object: 5161	1.8	Background papers are not available to the public for scrutiny.	<p>Not accepted.</p> <p>Footnote 7 (page 2, Revised Draft Local Plan) gives details of the webpage which provides links to all of the background papers of the evidence base. However, for sake of clarity this information could appear in the body text of the pre-submission draft plan.</p> <p>No change in response to representation.</p>

Chapter 2, Eastleigh Borough			Proposed change: Chapter 1 updated.
Support: 5563	2.16	Support for the recognition of designated heritage assets, the maritime, rail and air heritage and the historic landscapes of Eastleigh borough as part of a positive strategy for the conservation and enjoyment of the historic environment.	Noted.
Object: 5965, 6465	2.17	Clarification of waste water requirements is needed. There are no absolute constraints, but new infrastructure would be required to meet new demand and stricter environmental standards. Detailed wording proposed by Southern Water.	Accept. The wording of paragraph 2.17 should be amended as proposed by Southern Water, to more accurately reflect the requirements for waste water treatment infrastructure across the borough. Proposed change: amend paragraph 2.17 to note the lack of absolute constraints to development but the need to renew and upgrade local sewerage infrastructure.
Object: 6465	2.18	Inaccuracy in the paragraph: wastewater treatment works are operated in accordance with environmental permits rather than discharge consents.	Accept. Reference to discharge consents should be changed to environmental permits which are put in place by the Environment Agency. Proposed change: Phrase 'discharge consents' should be deleted and replaced by 'environmental permits'.
Object: 6585	2.29	Issue not recognised by the plan as the expansion of Chalcroft distribution Park and Hammerley Farm would only create lower skilled jobs.	Not accepted. Part 3 of the Council's revised Employment Land Review specifically considers the opportunities for creating jobs within the PUSH-identified sectors for sub-regional economic growth, with respect to the proposed employment land allocations. The proposed allocations across the borough are capable of satisfying the land use requirements for a range of economic and employment needs. Therefore, this issue has been recognised and

			addressed in the Revised Draft Local Plan. No change.
Support: 2015	2.53	NHS England supports the expansion of existing GP practices in preference to new facilities. Policy flexibility is also strongly encouraged.	Noted.
Object: 6428, 6484, 6522	2.50	The plan requires the development of too many dwellings. Population projections are flawed and PUSH has a bias towards economic growth. Half the population growth would be from net migration, whereas if the plan is to be for local needs it should be limited to take care of local people.	Not accepted. The methodology used to derive the housing requirements is considered to be based on reasonable assumptions and follows sound and robust practice. No change in response to representation.
Object: 6540, 6537	2.59	Anomalies with the settlement hierarchy: Old Netley and Netley Abbey should be viewed as a single settlement in level 3 of the hierarchy; Boorley Green should be placed in level 3 of the hierarchy because of the proposed new development; shops and facilities in Bishopstoke are insufficient to meet the needs of the local community and the proposed developments	Not accepted. Old Netley adjoins Bursledon and is physically distinct to Netley Abbey. Whilst both settlements form part of the parish of Hound, they function independently of one another (e.g. for primary education and local shopping purposes). Whilst some additional facilities and services will form part of new development at Boorley Green, this settlement will still rely on the proximity of services and facilities in Hedge End and Botley to meet its needs. Although there are limited facilities and services given the population of Bishopstoke, this settlement is close to the large employment areas, and the leisure, shopping and public transport facilities of Eastleigh town centre. No change.
Object: 6275	Issue G5	Objects to lack of sufficient and clearly defined areas for new allotments to address this issue.	Noted. The Revised Draft Local Plan includes policies that support the development of allotments as one means of increasing local food production. Specific requirements were identified through the Council's PPG17 study into open space requirements (see Policy

			DM32 for details of the Quantity Standard adopted). If new allotments have been proposed, the policies map does not identify exactly where they would be provided as part of a new development. This is a site-specific consideration and should be informed by detailed site assessments regarding this and other proposed uses. It is therefore a matter that is more appropriate to be dealt with at the stage of a planning application. No change
Support: 6389	Issue G5	Supports the Plan's recognition of the importance of food production and of the effective management of high quality agricultural land.	Noted.
Support: 5563, 101	Issue G7	Support for the recognition and appreciation of the borough's historic environment as a key issue.	Noted.
Object: 6465	Issue G10	Minor amendments to the wording of Issue G10 to note that waste water treatment capacity can be provided.	Accept. The wording of issue G10 should be amended as proposed by Southern Water to more accurately reflect the requirements for waste water infrastructure. Proposed change: within Issue G10, note that waste water treatment capacity is adequate or could be provided to serve the proposed development.
Support: 101	Issue P8	Support reference to workforce skills.	Noted.
Support: 101	Issue P9	Support regeneration of district and local centres (Hedge End and Botley) and no out-of-town retail.	Noted.
Object: 793, 4653	Figure 3	Errata on map of constraints and opportunities. Map should not show large diameter water main and the high voltage overhead power line should be identified as a 400kV power line.	Accept. Proposed Change: amend Figure 3 by deleting the illustration of and reference to the 40" water main, and correcting the reference to the overhead powerline to read: '400kV Overhead power line'.

Chapter 3, Vision and objectives			
Object: 6484	3.1	The whole of Chapter 3 is aspirational, idealistic, and over-optimistic; the borough's identity will not be protected if all the development proposed happens; migrants will be attracted in by new housing; the gaps between settlements and their identities are being lost and this will continue; if we wish to build on our relationship with Southampton, as looks the case in the plan, we should build a link road to it; the natural environment is going to be left unprotected by the plan; the development proposed is contrary to achieving the community and environmental well-being of the borough and wider sub-region; the Ageas Bowl will continue to cause unacceptable congestion; the vision will only bring poverty to the majority of the population of Eastleigh.	Not accepted. It is the purpose of a vision to be aspirational. The vision is also about planning for change – it is not possible to accommodate development needs without change. The development proposed is coordinated with proposals for the wider south Hampshire sub-region by means of co-operation with neighbouring authorities through the Partnership for Urban South Hampshire. No change
Object: 5016	Vision 1	Objects to isolationist approach of strategy in maintaining separation between settlements and Southampton. Please have regard to vision and priorities of the South Hampshire Strategy.	Not accepted. The definition of gaps between settlements is important for maintaining the individual identity and character of settlements. These gaps can also provide opportunities for recreation and habitats for local wildlife. The PUSH South Hampshire Strategy recognises the importance of gaps within the sub-region and identifies a number that should be designated between Southampton and settlements in Eastleigh borough.
Support: 5563	Vision 2	English Heritage supports the reference to the marine, aviation, rail and built heritage and historic environment continuing to contribute to the well-being of the borough and wider sub-region.	Noted.
Object: 4543	Vision 3	Plan is not consistent with its own guidelines (part 3 of the vision) in respect of the Boorley Green allocation.	Not accepted. Whilst the development of sites at Boorley Green, Botley and east of Hedge End will narrow the gaps between these settlements,

			undeveloped areas will still remain as gaps. Large areas of countryside will be maintained to the south and west of Boorley Green, and in many other parts of the borough. The proposed allocation at Boorley Green is consistent with the policies of the Revised Draft Local Plan to maintain or enhance the local environment including the countryside (e.g. policy S9). The borough's countryside areas are therefore capable of retaining the attributes listed under part 3 of the vision. No change in response to representation.
Object: 3789, 6357,	Vision 11	The plan cannot contribute to a healthy community because of increased traffic pollution, fewer green areas and increased levels of traffic on the road.	Not accepted. The plan's vision envisages that all residents will have the opportunity to enjoy healthy and active lifestyles, although how people live their lives (including their preferred means of transport) will remain a matter of personal choice. No change.
Support: 5563	Objective i	English Heritage supports Objective 1, particularly the reference to maintaining and enhancing the borough's built environment.	Noted.
Support: 4721	Objective iii	Support objective to manage and maintain the landscape interest of the countryside whilst providing recreational benefits.	Noted.
Object: 3258	Objective vi	Omission: protect residents' health from traffic noise and air pollution, and reduce present levels of pollution.	Not accepted. By supporting initiatives to reduce noise and air pollution, the local plan will help to reduce their harmful effects. Levels of air and noise pollution that are attributable to traffic congestion are not a direct outcome of development but of cumulative travel choices, working patterns and other matters that the local plan will not directly influence. It is

			therefore more appropriate to recognise the support that the local plan can provide rather than make the achievement of air quality and noise objectives a specific goal of future development. No change.
Support: 4721	Objective xx	Supports objective of maintaining and enhancing the provision and accessibility of recreation facilities such as sailing.	Noted.
Support: 2015	Objective xxiii	Support approach to working with heath authorities.	Noted.
Object: 4721	Objective xxiv	Amend objective: marine and sailing uses may be more appropriately located outside town, district or local centres.	Accept. It is recognised that community facilities may not be appropriate for town, district or local centres where these have specific locational requirements due to the nature of the intended community use. The objective should be amended in a similar manner to that proposed by the consultee. Proposed change: Add new clause to objective xxiv to recognise that facilities may have site-specific requirements relating to their intended use that cannot be met within the town, district or local centres (such as the need for access to waterways to accommodate marine or sailing related activities).
Chapter 4, Strategy for new development			
Object: 101	4.8	Allington Lane option was not given adequate consideration.	Not accepted. Allington Lane option was considered in previous versions of the Local plan. It relied for access on a new road across the Itchen valley linked to the proposed Chickenhall Lane Link Road (CLLR). Feasibility and design work on the CLLR has shown that it is not

			economically viable or capable of delivery within the Local Plan period. The Allington Lane option is therefore not now a feasible alternative option. No change.
	Option A		
Object: 3461	4.10	Object to strategic options involving the loss of gap between Bursledon and Southampton or traffic congestion at junctions 7 and 8 of the M27.	Not accepted. Option A has not been selected as the Council's preferred option. No change.
Object: 6484	4.26	Option A is the best option as it has the best relationship with employment. The strategy seems to locate additional housing in locations furthest away from job opportunities - this is the opposite of what the vision says.	Not accepted. Although Option A would enable the development of new employment facilities in an area of the borough with relatively little employment land, it would remove the strategic gap between Bursledon and Southampton, thus adversely affecting the separate identity and character of these settlements. Furthermore, new development west of Bursledon would not be close to employment areas in Southampton (see Southampton Core Strategy Document Key Diagram, January 2010). Taking all social, environmental and economic matters into account, Option E is considered to be the preferred option. No change.
	Option B		
Object: 6566	4.14	Development west of Horton heath will worsen traffic congestion on Winchester Road.	Not accepted. Option B has not been selected in full, although a part of this site is included within Option E. No change.
	Option D		
Object: 6484	4.16	· Object to any development proposals that increase	Not accepted.

		traffic congestion particularly on B3037 Bishopstoke Road and B3354.	New development anywhere in the borough will cause some increase in traffic. Current work on transport assessment is investigating mitigation measures. No change.
Object: 6562	4.20	<ul style="list-style-type: none"> Site south of Maddoxford Lane should not be considered in isolation from Boorley Green development to north, but as part of it. 	Not accepted. Site south of Maddoxford Lane is not included as an allocation in the Revised Draft Local Plan. It was not considered in isolation from Boorley Green. No change.
	Option E		
Object: 804, 1440, 5016, 6484	4.25	<p><u>Vision and objectives</u></p> <ul style="list-style-type: none"> The preferred strategy is not based on the Local Plan Vision and objectives. <p><u>Transport</u></p> <ul style="list-style-type: none"> Reasons for choice of options should include comparison of transport impacts. <p><u>Hamble peninsula</u></p> <ul style="list-style-type: none"> Object to exclusion of Hamble peninsula from major growth. Restriction on growth in the Hamble Peninsula is contrary to the NPPF and principles of meeting housing needs. Transport assessment should include highway network in the Hamble peninsula. Transport improvement already proposed at Windhover and M27 J8 will improve local road conditions. Still possible to develop west of Hamble Lane and retain a gap with Southampton. 	<p>Not accepted.</p> <p>The Council considers that the preferred strategy:</p> <ul style="list-style-type: none"> Will help to achieve the Local Plan vision and objectives. Is based on a comparison of transport impacts as set out in transport appraisal of options. <p>Development in the Hamble peninsula would be contrary to the vision and objectives and have substantial adverse transport impacts. No change.</p>
Object: 101, 804, 2577, 3461, 3787,	4.26	Object to choice of option E: <u>General</u>	<u>General</u> - not accepted. <ul style="list-style-type: none"> Choice of option is based on appraisal and

<p>4009, 4623, 5016, 5711, 6374, 6504, 6517</p>	<ul style="list-style-type: none"> · Choice is undemocratic and unviable. <p><u>Strategy</u></p> <ul style="list-style-type: none"> · Boorley Green is not a sustainable location for development (see objections to policy BO1); SA report over-states its advantages. · Fair Oak and Horton Heath are not accessible locations. · Eastleigh should be focus of development and Allington Lane is a more sustainable location than Boorley Green · North of Hedge End is a more sustainable location than Boorley Green and the best plan – option E should be back-up for longer term future. · Council should build in Hamble. <p><u>Housing</u></p> <ul style="list-style-type: none"> · No need for this many houses <p><u>Employment</u></p> <ul style="list-style-type: none"> · Remote from employment opportunities. <p><u>Transport</u></p> <ul style="list-style-type: none"> · Will cause significant congestion on local roads and endanger road safety. · Refers to local transport improvements but these are not backed up by transport assessment · Contrary to NPPF which requires plan to meet objectively assessed development and infrastructure requirements · Reasons for choice are misleading - Option E will not bring Botley bypass. There is a major cash shortage for major transport schemes. · Will not meet objectives of reducing traffic congestion. · Relies for access on roads that cannot be improved e.g. Winchester Road, Botley. · No evidence of coordination with neighbouring authorities. 	<p>assessment of alternatives and considerable previous work and consultation on the Local Plan.</p> <p>No change</p> <p><u>Strategy – not accepted.</u></p> <ul style="list-style-type: none"> · Boorley Green is not remote from services and facilities and development will provide community facilities and some employment along with sustainable transport. · Fair Oak and Horton Heath are accessible by road and bus. · North of Hedge end is valued by the Council as a gap between Hedge End and Horton Heath/ Boorley Green. · Hamble peninsula – see above and response to representations on whole plan. <p>No change</p> <ul style="list-style-type: none"> · <u>Housing & employment</u> See responses to representations on policies S2 and S4. <p><u>Transport – not accepted.</u></p> <ul style="list-style-type: none"> · Development anywhere in the borough will impact on local roads. Current work on transport assessment is investigating mitigation measures. · Botley bypass remains a proposal of the Local Plan and is the subject of ongoing negotiation with HCC. · Transport appraisal and assessment is conducted using a sub-regional transport model that takes into account development throughout south Hampshire.
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	<ul style="list-style-type: none"> · Too car-based. · No new railway station. · Public transport is inadequate. · No strategy for improving car flows. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> · Pressure on health services and schools. · GP services not considered. · Inadequate consideration of infrastructure needs. · No evidence about needs. · Limited recreational opportunities outside Eastleigh. <p><u>Countryside, landscape and biodiversity</u></p> <ul style="list-style-type: none"> · Loss of agricultural land · Loss of green space/ countryside. <p><u>Environment</u></p> <ul style="list-style-type: none"> · Over-development of Fair Oak and Horton Heath · Loss of existing character and identity. · Contrary to the plan's own climate change objectives. 	<ul style="list-style-type: none"> · New railway station not required or feasible. <p>No change</p> <p><u>Community infrastructure – accept in part.</u></p> <ul style="list-style-type: none"> · Plan developed in consultation with health and education authorities. · Agree that the plan does not make adequate provision for education. The Council was advised late in the plan preparation process about the need for additional schools provision in the east of the borough. <p>Proposed change: Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children's Services.</p> <p><u>Countryside, landscape and biodiversity – not accepted.</u></p> <ul style="list-style-type: none"> · Plan will inevitably involve some impact on countryside, landscape and agricultural land as it entails the allocation of green field sites. · Plan does not pose a significant risk to biodiversity interests. <p>No change</p> <p><u>Environment – not accepted.</u></p> <ul style="list-style-type: none"> · It is not possible to accommodate future development needs without change to the environment and character of an area. · Plan includes measures to address climate change causes and impacts. <p>No change</p>
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Object: 3461, 6251, 6463	Policy S1	<ul style="list-style-type: none"> Development allocations at Bursledon are in conflict with this policy 	<p>Not accepted. Proposed developments at Bursledon are small in scale and adjoin the existing urban area and public transport facilities. Their location is therefore regarded as sustainable. No change</p>
		<ul style="list-style-type: none"> Should recognise pollution impacts of mineral extraction and related traffic. 	<p>Not accepted. Policy S1 addresses the principles of sustainability, not the outcome of HCC's minerals planning process. No change</p>
		<ul style="list-style-type: none"> No policies specifically for the landscape or for protected landscapes – note proximity of South Downs National Park. 	<p>Accept in part. <ul style="list-style-type: none"> Policy S9 protects landscape character. Proposed change: Add criterion to strategic policy S9 regarding avoidance of adverse landscape impacts on adjoining national parks and their settings.</p>
Object: 6484	4.56	Object to park & ride reservation at Bursledon.	<p>Not accepted. There is no park & ride reservation at Bursledon. No change</p>
Support: 6549	4.56	Support wording in respect of park & ride.	Noted.
Object: 176	Policy S2	Private older people's residential accommodation and properties for downsizing are required, but developers are allowed to build executive-type housing that does not meet housing need	<p>Accepted. Policy DM25 (Residential Development in Urban Areas) makes provision for accommodation for older people. In addition a number of proposed allocated sites specifically require accommodation for older people. No change.</p>
Object: 6552	Policy S2	Cumulative impact of development in the PUSH area may be to delay responses to fire emergencies – Fire & Rescue Service would be pleased to discuss solutions to mitigate these impacts.	Noted. It will be important to engage with the Fire & Rescue Service to ensure that standards of service are not compromised by new development.
Object: 6475	Policy S2	There is no evidence that the current housing list is up-to-	Not accepted.

		date or that people on that list are not on the lists of neighbouring authorities.	Concerns about the accuracy and robustness of the housing register are addressed in Background Paper H1, Housing. This demonstrates that the housing register provides a strong, up-to-date and reliable indicator of the level of need for affordable housing within the borough. No change in response to representation.
Object: 4624	Policy S2	Economic Development - Absence of floorspace target – is not in accordance with Push Employment Floor Space Policy Framework and doesn't give clarity and certainty of how we intend to meet requirement.	Not accepted. The policy includes a minimum floorspace target in point [ii]. Employment land allocations are proposed to meet this target. No change in response to representation.
Object: 5016	Policy S2	SLAA - inadequate because there was not cross-border working with other authorities, the decision to prepare it in two phases extended the time period unacceptably and there were insufficient staff resources to carry out the work effectively	Not accepted. The SLAA has been prepared and updated in accordance with the NPPF, NPPG and best practice. No change.
Object: 82, 5717	Policy S2	NPPF does not limit the presumption in favour of sustainable development to defined urban areas.	Noted. The plan does not seek to limit the application of the NPPF. Policy S2 refers to a presumption in favour of new development within the urban areas, which together with the general presumption against new development in the countryside (subject to specific policies of the plan) defines an approach to sustainable development that positively seeks opportunities to meet the objectively assessed needs for development (NPPF paragraph 14). The allocations and policies of the plan are considered to be sufficient to meet these needs whilst respecting the character and environmental quality of the borough. No change.
Object: 82, 103,	Policy S2	Housing numbers:	Housing numbers - accept in part

<p>176, 2183, 474, 507, 655, 2604, 3179, 3461, 3717, 3789, 4888, 4913, 4933, 4934, 5016, 5048, 5137, 5161, 5192, 5647, 6490, 5717, 5801, 6051, 6200, 6347, 6361, 6364, 6416, 6420, 6467, 6475, 6492, 6496, 6507, 6529, 6530, 6537, 6540, 6562, 6572, 6576, 6586, 6595</p>	<ul style="list-style-type: none"> - <u>Methodology and Evidence Base</u> • Not based on sound, robust, justified or up-to-date evidence. • Questions whether enough evidence has been collected on need and whether the impact on local communities has been assessed. • Not positively prepared, justified or consistent with national policy or in line with Governments commitment to brownfield development. • Concerned that consultant undertaking the 2013 SHMA do not have ability to provide independent and fair advice. Updated SHMA is not yet published which calls into question the validity of housing need conclusions. • Housing background paper does not test scenarios to justify choice but merely explains them. Options should be tested against land supply - <u>Scenarios considered in Oct 2013 Housing Background Paper</u> • Housing background paper does not test scenarios to justify choice but merely explains them. Options should be tested against land supply • SE Plan no longer has governmental recognition as a planning criterion so inclusion of a calculation based on the SE Plan causes unjustified upward bias on the housing numbers • Inclusion of the PUSH 1 and PUSH 2 formulas distorts the figures for the Borough itself. - <u>Challenges to basis of calculating housing requirement</u> • Assessment of need should accord with emerging government guidance, NPPF and 2013 SHMA. It should not be derived from PUSH South Hampshire 	<p>As required in the NPPF, a SHMA has been prepared by consultants to establish the full objectively assessed housing needs of the housing market area (Southampton HMA) and the wider sub-region (South Hampshire). The final version of the SHMA was published on 20 January 2014. Its findings, and the implications for the South Hampshire Strategy and Eastleigh Borough, are discussed in Paper 3 of this agenda. The Housing Background Paper will be updated to take these findings into account. In summary, it is recommended that policy S2 is amended to provide for a minimum of 10,140 new dwellings, rather than 9,660 + 5% contingency provision.</p> <p><u>Proposed change: Amend strategic policy S2 as follows: “A minimum of 9,660 new dwellings plus 5% contingency provision (approximately 10,140 new dwellings); ...”</u></p> <p><u>Affordable housing – not accepted</u></p> <p>The October 2013 version of the Housing Background Paper did not consider a scenario based on meeting affordable housing needs. The published SHMA considered affordable housing needs across South Hampshire, including the two housing market areas. It found that there are no overriding reasons to increase overall housing numbers across South Hampshire (or the housing market areas) above that otherwise recommended to ensure that affordable housing needs are met in full. Whether there is any justification for increasing housing numbers to meet</p>
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	<p>Strategy as this is non-statutory and not based on an objective assessment of the borough's housing needs. PUSH work is based on economic strategy which does not use local evidence specific to Eastleigh.</p> <ul style="list-style-type: none"> • PUSH is just a semi-autonomous cabal of councillors who are pro-development and shouldn't be used as basis. • The additional 5% is to enable flexibility and cannot be used to justify reliance on the PUSH South Hampshire Strategy figure. • A 5% contingency is inadequate – 20% would meet NPPF requirements <ul style="list-style-type: none"> - <u>Duty to co-operate</u> • Housing provision relies on PUSH work but does not explain how duty to cooperate has influenced distribution of housing between authorities, or what will happen in the event of failure to deliver by an individual authority. Need should be met for borough and neighbours. <ul style="list-style-type: none"> - <u>Under provision of housing</u> • Requirement unjustifiably low - too little housing is being proposed. • Insufficient to meet objectively assessed needs. Will not boost the supply of housing; achieve 'positive growth, or make environmental, economic or social progresses (NPPF). Objectors suggest variously: <ul style="list-style-type: none"> • Figure is less than emerging SHMA – should be 646 – 670 dpa in the borough as suggested by interim findings • Given that the plan will not be adopted until 2015 at the earliest it is not covering a 15 year period as required by the NPPF. Provision should be made for 	<p>affordable housing needs within Eastleigh Borough itself will most appropriately be resolved through an update to the South Hampshire Strategy.</p> <p>No change</p> <p><u>Infrastructure Capacity and Environmental Impact</u> – not accepted</p> <p>The capacity of the borough to accommodate the scale of development proposed in the emerging Local Plan has been assessed through the Sustainability Appraisal (SA) Report, Habitats Regulations Assessment and Transport Assessment. This demonstrates that the scale of development proposed can be accommodated, subject to suitable mitigation measures being agreed. The IDP will be updated in the light of the above assessments.</p> <p>No change</p> <p><u>Localism and Community Involvement</u> - not accepted</p> <p>The Localism Act places the responsibility for establishing the housing requirement of local areas with local authorities. The Localism Act does not, however, enable local communities to reject the need for new housing or to ignore wider considerations about housing need. Local Areas have been invited to respond to consultation in the preparation of the Local Plan to shape their areas.</p> <p>No change</p> <p><u>Link with employment</u> – not accepted</p>
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		<p>at least one further year to 2030, which result in a minimum requirement of 10,564 dwellings</p> <ul style="list-style-type: none"> • Objectively assessed need for the borough is 700 dwellings per annum • should be increased to between 10,847 and 12,160 dwellings over the local plan period, to reflect the South East Plan or the scenarios involving future jobs growth • starting point for meeting objectively assessed needs should be the 12,000 • 14,388 additional dwellings over the plan period (799 dwellings per annum) • The economic development based scenarios in SHMA are the most realistic • Plan should identify additional allocations and reserve sites to provide flexibility and contingency in the event of failure to deliver. • Council has under-delivered by 708 dwellings since 2001. This deficit has not been addressed in the new Local Plan. <p style="margin-left: 40px;">- <u>Over provision of housing</u></p> <ul style="list-style-type: none"> • Too much housing is being proposed. • population projections are flawed and are self-fulfilling • Will increase population density to an unacceptable level • Takes no account of the continuing recession • No additional housing is needed. We should renovate what we already have • New towns in other parts of the country should be considered. • proposed development will not answer local needs- • Eastleigh population rise forecast from 125,200 to 139,000 by 2029 based on the 2011 census – (2.4 per 	<p>The emerging Plan makes provision for the economic growth within the borough, including new jobs. In addition there is expected to be a significant increase in jobs across the wider sub-region during the Plan period.</p> <p>No change</p> <p><u>Other issues – not accepted</u></p> <p>The SLAA (updated summer 2013) considers the availability, deliverability and developability of every site proposed for development in the Local Plan.</p> <p>No change</p>
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		<p>average household) would mean only 5,750 new homes.</p> <ul style="list-style-type: none"> • About half of the growth in population in Eastleigh is accounted for by net migration, not by natural change of the existing population (ONS) - growth should be limited. • more weight should be given to 0% net migration figures • A Chelmer Model-based assessment of the borough's housing needs is suggested. • The target for additional dwellings is based on accommodating immigrants • the more housing built, the greater the future estimates of housing need. PUSH has bias towards economic growth. • Eastleigh is taking too heavy a burden for housing development in the PUSH area compared to neighbouring authorities - <u>Affordable Housing</u> • Affordable housing model is unrealistic. No evidence to justify why identified affordable housing needs can't be met – target inadequately low and fails to address housing affordability. - <u>Infrastructure capacity and environmental impact</u> • level of housing proposed would put excessive strain on the borough's infrastructure, including its transport and community facilities (including health care provision) and loss of green space for communities. Impact conservation interests, air pollution and increase impacts of climate change. • Improvements to infrastructure should commence before the development. 	
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		<ul style="list-style-type: none"> • It would take 593,190 trees around 100 years to carbon balance the proposed level of house building. This conflicts with the Council's strategic priority for a clean and green borough, the vision and objective to limit and reduce emissions and policy S1. • Policy is ineffective and not supported by sound infrastructure planning as the draft IDP relates only to the substandard proposals of the Revised Draft Local Plan and the infrastructure proposed is therefore not reflective of objectively assessed growth needs. • Continuous growth and urbanisation is not sustainable as it impacts on quality of life and character of existing settlements. <ul style="list-style-type: none"> - <u>Localism/community involvement</u> • The plan is being driven by national policy not by the needs of local communities. The Localism Act was supposed to empower local communities to influence the type and amount of development in their areas - the plan does not reflect this. <ul style="list-style-type: none"> - <u>Link with employment</u> • No point providing housing unless jobs are also provided. • Building more houses will not help the local economy - more houses will just mean more unemployment <ul style="list-style-type: none"> - <u>Other issues</u> • Absence of an integrated and time-linked assessment process invalidates the Local Plan. There is no certainty that the sites identified for residential and employment can be delivered (availability, deliverability and developability not assessed). 	
Support: 2015, 2257	Policy S2	Support for: - requirement to provide sufficient housing to	Noted.

		<p>accommodate projected population growth</p> <ul style="list-style-type: none"> - requirement based on locally derived evidence and contributing to the need within the Housing Market Area. 	
<p>Object: 82, 101, 149, 176, 179, 321, 322, 364, 370, 474, 479, 508, 655, 2357, 2404, 2405, 2472, 2570, 2572, 2577, 2604, 2619, 2879, 3244, 3258, 3365, 3377, 3386, 3447, 3515, 3546, 3569, 3585, 3586, 3655, 3706, 3725, 3765, 3808, 3810, 3848, 3917, 3919, 3974, 3992, 4008, 4023, 4034, 4037, 4038, 4070, 4088, 4098, 4102, 4164, 4186, 4191, 4226, 4275, 4290, 4322, 4332, 4352, 4402, 4449, 4461, 4464, 4515, 4557, 4588, 4591, 4622, 4623, 4640, 4643, 4648, 4650, 4650, 4668, 4673, 4676, 4678, 4718, 4726, 4736, 4744, 4744, 4754, 4777, 4780, 4783, 4786, 4839, 4858, 4863, 4865, 4865, 4906,</p>	<p>Policy S3</p>	<p>Strategy:</p> <ul style="list-style-type: none"> - <u>Too many houses</u> <ul style="list-style-type: none"> • Strategic case for additional housing numbers is unrealistic. • Affordable housing model is unrealistic and numbers are unsound. • Over-reliance on housing register which is not an accurate reflection of needs. • Too many new houses. • Eastleigh is taking too high a proportion of the PUSH housing figures. • Houses are for immigrants, not local communities. • Perpetual growth cannot continue indefinitely. • Proposed locations for development are contrary to the Council's own corporate priorities. • Development should be spread more evenly across the borough • Object to scale of development on green field land – slavish attachment to greenfield development. • Development should be focused on brown field land. No brown field allocations so not possible to see where the opportunities are. • Needs can be met by re-using empty properties. • Northern part of borough is full and suffering traffic congestion. • Should not rely on PUSH requirements – they are a non-elected quango. • Object to development in southern parishes. • Need a new town in the middle of Hampshire, not Solent City. • Villages will lose their identity – inevitable march to 	<p>Strategy</p> <ul style="list-style-type: none"> - <u>Housing numbers – not accepted.</u> The methodology used to derive the housing requirements is considered to be based on reasonable assumptions and follows sound and robust practice. No change. - <u>Strategy for location – not accepted.</u> Choice of location has been based on a robust assessment of sites identified and appraised through the Strategic Land Availability Assessment (SLAA), Habitats Regulations Assessment and transport appraisal and assessment. No change. <u>Countryside, landscape and biodiversity – not accepted.</u> <ul style="list-style-type: none"> • Plan will inevitably involve some impact on countryside, landscape and agricultural land as it entails the allocation of green field sites. • Plan does not pose a significant risk to biodiversity interests. • Environmental and amenity value of sites proposed to be allocated has been carried out through sustainability appraisal both of the sites (through the SLAA) and the broad options. All will be subject to further ecological surveys and assessment through the development process as

<p>4911, 4948, 4955, 4959, 5003, 5048, 5099, 5122, 5126, 5131, 5135, 5136, 5137, 5146, 5159, 5161, 5166, 5171, 5172, 5178, 5187, 5188, 5405, 5415, 5501, 5502, 5502, 5628, 5647, 5657, 5717, 5742, 5743, 5792, 5795, 5801, 5808, 5810, 5821, 5837, 5849, 5878, 5933, 5949, 5965, 6017, 6035, 6040, 6051, 6200, 6251, 6277, 6278, 6280, 6281, 6282, 6297, 6306, 6307, 6308, 6309, 6310, 6312, 6313, 6314, 6317, 6324, 6328, 6329, 6332, 6334, 6339, 6340, 6344, 6347, 6348, 6349, 6352, 6353, 6355, 6356, 6357, 6361, 6363, 6365, 6365, 6366, 6367, 6368, 6369, 6374, 6375, 6378, 6388, 6393, 6394, 6398, 6399, 6400, 6404, 6414, 6416, 6424, 6425, 6427,</p>		<p>Solent City</p> <p>- <u>Not enough houses</u></p> <ul style="list-style-type: none"> • Proposals fail to make adequate provision for housing needs. 4.450 dwellings within the urban edge will not be deliverable - significant uncertainties about delivery of some SLAA sites and 40% discount is insufficient to account for this and double-counting. More strategic sites will be needed. • Plan fails to provide a 5-year housing land supply – sites should be brought forward in short term to meet deficit. • Object to focus on key settlements – lower order settlements should also be considered for growth. Plan needs clearer settlement hierarchy. • NPPF does not prioritise brown field sites above green field. • Too much reliance on delivery of homes within the urban areas – more small sites needed. • Draft sustainability appraisal, Habitats Regulations assessment and transport appraisal provide an inadequate evidence base for the plan. • Plan is unsound because it fails to deliver the most appropriate strategy when considered against alternatives. Council has not adequately and robustly assessed alternative ways of meeting housing needs itself or in cooperation with neighbouring authorities. • Strategy favours locations that deliver infrastructure rather than deploying CIL regime. <p><u>Allbrook (see also objections to AL1, AL2 and AL3)</u></p> <ul style="list-style-type: none"> • Object to scale of development at Allbrook <ul style="list-style-type: none"> - impacts on traffic congestion, noise and air pollution - no transport assessment <p><u>Bishopstoke (see also objections to Bi1 and Bi2)</u></p>	<p>required by policy DM9.</p> <p>No change.</p> <p><u>Transport – not accepted.</u></p> <ul style="list-style-type: none"> • Development anywhere in the borough will impact on local roads. Current work on transport assessment is investigating mitigation measures. • Botley bypass remains a proposal of the Local Plan and is the subject of ongoing negotiation with HCC. • Transport appraisal and assessment is conducted using a sub-regional transport model that takes into account development throughout south Hampshire. <p>No change.</p> <p><u>Environment – not accepted.</u></p> <ul style="list-style-type: none"> • It is not possible to accommodate future development needs without change to the environment and character of an area. • The Local Plan includes adequate measures to address <ul style="list-style-type: none"> - flood risk and mitigation; and - pollution <p>No change.</p> <p><u>Community infrastructure – accept in part.</u></p> <ul style="list-style-type: none"> • Plan developed in consultation with health and education authorities. • Agree that the plan does not make adequate provision for education. The Council was advised late in the plan preparation process about the need for additional schools provision in the east of
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<p>6428, 6451, 6454, 6459, 6461, 6463, 6466, 6467, 6471, 6472, 6475, 6479, 6483, 6486, 6490, 6495, 6496, 6502, 6506, 6514, 6520, 6529, 6531, 6534, 6536, 6541, 6549, 6558, 6564, 6566, 6569, 6580, 6583, 6584, 6594, 6597, 6602</p>	<ul style="list-style-type: none"> · Object to scale of development in Bishopstoke – roads inadequate and congested, insufficient community infrastructure <ul style="list-style-type: none"> - roads inadequate - impacts on traffic congestion, noise and air pollution - no transport assessment - housing not needed - lack of school places - loss of rural character - loss of green fields, gap and open space - overdevelopment of the area <p><u>Botley / Boorley Green/ Hedge End (see also objections to BO1, BO2 and HE1)</u></p> <ul style="list-style-type: none"> · Scale of development in Botley area is disproportionate. · Boorley Green is not a sustainable location for development: <ul style="list-style-type: none"> - Remote from facilities, services and employment; - Traffic congestion on local roads and neighbouring settlements; - Botley bypass simply moves the problems elsewhere and is unlikely to be delivered – it is not supported by HCC; - Removal of dependency on bypass is contrary to promises made; - Public transport is inadequate; does not enable travel planning or ‘smarter choices’; - Light, air and noise pollution; - Sewerage and water supply infrastructure are inadequate; - Loss of countryside, farmland and local gaps; - Impact on biodiversity; - Loss of golf course - no robust assessment of golf course needs; 	<p>the borough.</p> <p><u>Proposed change:</u> Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</p> <p><u>Process – not accepted.</u></p> <ul style="list-style-type: none"> · Local Plan has been prepared in accordance with the Town & Country Planning (Local Planning) (England) Regulations 2012 and other Government legislation and guidance. · Consultation process accorded with the Council’s adopted Statement of Community Involvement. <p>No change.</p>
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		<ul style="list-style-type: none"> - Impact on heritage and local character; - Council has a conflict of interest regarding Ageas Bowl golf course & hotel; - There are better alternative sites; - Choice was a political decision. <ul style="list-style-type: none"> • Detrimental impact on communities in Kings Copse Avenue. <p><u>Bursledon (see also objections to BU1, BU2 and BU3)</u></p> <ul style="list-style-type: none"> • Scale of development is inappropriate – will destroy village and result in the loss of gaps. • Inadequate local road infrastructure. <p><u>Eastleigh (see also objections to policy E1)</u></p> <ul style="list-style-type: none"> • Object to scale of development south of Chestnut Avenue – constraints may limit capacity – expand development at Horton Heath instead – area between Horton Heath and Hedge End is unconstrained. • Loss of historic Capability Brown landscape (significant heritage asset) and open countryside. • Will diminish one of the most important gaps between Eastleigh and Southampton. • Contrary to NPPF <p><u>Fair Oak and Horton Heath (see also objections to FO1 and WE1)</u></p> <ul style="list-style-type: none"> • Object to scale of development. • Inadequate local roads that are already congested, e.g. Winchester Road at Fair Oak, Burnett’s Lane etc. • Community infrastructure such as GP surgeries and schools • Choice of this option was not based on transport assessment • Will lead to coalescence of settlements • Insufficient local employment opportunities • Better locations for development include Hedge End, Botley, north of Hedge End and south of Bishopstoke. 	
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		<p><u>Alternative sites (see also omission sites below)</u></p> <ul style="list-style-type: none"> • <u>Allington Lane</u> is a better location for development: <ul style="list-style-type: none"> - Closer to Eastleigh and employment areas - Helps to regenerate Eastleigh - Possibility of providing a new junction on the M27 - Could increase routes to retail outlets at Hedge End and Chalcroft Distribution Park - Would provide more houses. - More sustainable. - Lower quality farmland. - No destruction of gaps. • <u>Ford site</u> should be developed. • <u>Land at junction of Allington Lane and M27</u> should be developed with new access to motorway. • <u>Land north of Hedge End</u> is a better location for new development – decision-making process has failed to take into account its sustainability credentials. Would require less new transport infrastructure. • <u>Car boot sale site</u> west of Hamble Lane <p><u>Countryside, landscape and biodiversity</u></p> <ul style="list-style-type: none"> • Loss of agricultural land needed for food production • Impact on Upper Hamble and in-combination effects on Hamble valley. • Loss of gaps • Loss of countryside views • Impact on wildlife and trees • Impacts on River Itchen SAC from air pollution arising from queuing traffic • Unclear how environmental or amenity value of allocated sites have been assessed or how alternative options have been compared, particularly in respect of protected species. 	
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		<p><u>Transport</u></p> <ul style="list-style-type: none"> · Increase in traffic on inadequate roads will worsen already severe congestion on local roads and the motorways. · Concern about impacts on road links into Southampton and M27 junctions 5, 7 and 8 · Review needed of Eastern Access Corridor into Southampton · Public transport is inadequate · Need more transport infrastructure including parking at home · Botley bypass is unlikely to be delivered and is not supported by HCC · Development proposals not supported by transport assessment. · Transport appraisal does not take into account impacts from development in adjoining areas. · Chickenhall Lane link road should be built. · Traffic measure proposed will not be sufficient to offset impacts. · Sundays Hill bypass will not be used. <p><u>Environment</u></p> <ul style="list-style-type: none"> · Increase in noise, air and light pollution · Increase in flooding · Harm to residential amenity. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> · Insufficient provision for schools and healthcare facilities. · No provision for a new secondary school. · Council should spend money on infrastructure rather than Ageas Bowl and relocating Civic Offices. · Insufficient provision for emergency services. · Fails to meet communities' needs without compromising identity of borough. 	
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		<p><u>Process</u></p> <ul style="list-style-type: none"> Inadequate consultation period. <p>Inadequate consultation methods for older people many of whom do not own computers</p>	
<p>Support: 6380,6382, 6383, 6460</p>	<p>Policy S3</p>	<p>Supports the strategy as it does not propose development in the Hamble peninsula/ Sovereign Drive, Botley.</p>	<p>Noted</p>
<p>Support: 104</p>	<p>Table 4.1 (Table 2)</p>	<p>Hamble Parish Council welcome no green field development in Hamble parish.</p>	<p>Noted.</p>
<p>Object: 804, 701, 3789, 3787, 5161, 6457, 6467, 6490, 6549, 6589, 5192</p>	<p>Policy S4</p>	<p><u>Too much land is proposed for employment needs</u> Low unemployment and relatively large numbers of job vacancies implies no requirement for industrial development on greenfield sites; scale of employment development should be consistent with PUSH sub-regional strategy.</p> <p><u>Insufficient land is proposed for employment needs</u> Proposed allocations are inadequate to meet PUSH requirements, because no provision for logistics or science parks; insufficient land for whole range of business needs including B2 & B8; insufficient or insignificant allocations for local firms or to provide for higher paid jobs. Calculations for lost employment sites should include former hospital sites (The Mount and Moorgreen) and residential development at Eastleigh Riverside. More thought required to ensure that there is sufficient employment for increasing population.</p> <p><u>Chalcroft Distribution Park</u> Site is not as accessible as Knowle Hill, Allbrook; unknown HGV impacts on transport network; The additional floorspace is less than the quantum that may be expected from sites WE1 and WE7.</p> <p><u>Eastleigh River Side</u></p>	<p>Not accepted.</p> <p><u>Too much land is proposed for employment needs</u> The Council's Employment Land Review identifies a requirement for new floorspace arising from projected population and therefore labour supply increases, together with an on-going need to modernise and replace existing floorspace. It will also be important to avoid adverse economic impacts that could arise from anticipated losses of employment land, due to redevelopment for alternative uses such as new housing. The Council's requirement for 133,000sqm is derived from an analysis of projected future requirements and an analysis of anticipated losses. The future requirements are consistent with the PUSH sub-regional requirements of the South Hampshire Strategy (October 2012).</p> <p><u>Insufficient land is proposed for employment needs</u> The proposed allocations of the Revised Draft Local Plan include a range of sites that are suitable for meeting a variety of needs. The regeneration and renewal of existing</p>

		<p>Still too much reliance on Eastleigh River Side and no consideration of alternatives; former Northern Business Park should be replaced by allocating land at E1 for employment. Regeneration of the River Side area needs to be ensured. Recognise strategic value of rail infrastructure and its current role.</p> <p><u>Strategy and co-operation with adjoining authorities</u> Amend policy to indicate commitment to objectives agreed with Southampton, Test Valley, New Forest and Winchester; policy should relate to Southampton and its port. Sites in Southampton should be considered before edge of centre and out of centre locations. No recognition of strategic threats e.g. new facilities in the Thames estuary. Plan focuses on matters that are not legitimate e.g. self-containment, preference for higher paid jobs. Allocate land at Fair Oak Garden Centre to support sustainable growth of a rural business.</p>	<p>employment areas/the urban area is also encouraged through supportive planning policies (S4, DM11 & DM12) in order to help meet the requirements of modern businesses. Former hospital sites are not considered in employment land calculations as the latter only consider the B use classes which do not include health care facilities. Other background studies deal with the development requirements for non-B class uses. It is considered that sufficient employment land has been proposed to meet the requirements of an increasing population (see the updated Employment Land Review).</p> <p><u>Chalcroft Distribution Park</u> The further development of this facility and land that is proposed to be allocated in accordance with policies WE1 and WE7 would be supported by highway improvements including a new link road to improve its accessibility. This site could also accommodate more employment development than the site that was previously proposed at Allbrook. New landscaping and site-specific constraints limit the quantum of employment development that may be expected on sites WE1 and WE7; the proposals take account of preliminary site assessment work. Vehicular impacts on the road network are being considered as part of the transport assessment for the local plan.</p> <p><u>Eastleigh River Side</u> The allocation of land at Eastleigh River Side</p>
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			<p>has been reviewed as part of the Employment Land Review and the boundaries of this site have been amended. It remains a suitable location for further employment development subject to addressing issues with access. Table 3 of the Revised Draft Plan confirms that the plan is not unduly reliant on development at this location, which comprises around 23% of anticipated new floorspace. Land at the Northern Business Park is no longer being relied upon for new development over the plan period, but is identified as a further development opportunity. The strategic value and use of rail infrastructure is recognised in Policy E9 (part iv and criterion b).</p> <p><u>Strategy and co-operation with adjoining authorities</u></p> <p>The local plan and policy S4 in particular have been informed by the PUSH South Hampshire Strategy, which has been agreed with adjoining authorities as a common approach to strategic land-use planning concerns such as employment land supply. The plan focuses on matters that have been raised through the PUSH strategy which can affect and be affected by the use of land, as well as the requirements of the NPPF. An increase in higher paid employment in the borough could reduce out-commuting and contribute to a more sustainable use of land across the sub-region. Policies DM16 and DM17 provide support for the sustainable growth of rural businesses – see comments for OM with</p>
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			regard to Fair Oak Garden Centre. No changes.
Support: 701, 104, 4557, 101	Policy S4	Support for recognition that losses in employment floorspace must be taken into account; for focusing employment development in areas of housing growth; for lowering reliance on Eastleigh River Side; for recognising that land north-east of the airport may be developed for airport-related uses; for seeking to maintain the borough's strengths in marine industries; for identifying additional land at Chalcroft Distribution Park and the principle of localised employment provision (e.g. in Botley).	Noted.
Object: 6478	Policy S5	A tarmac footpath is needed in the woods/walking area towards Nightingale Avenue. The muddy conditions of this footpath create dangers for parents and children.	Accepted. Proposals to improve access from all points of entry and exit will be determined through work currently being undertaken on Fleming Park No change in response to representation.
Support: 6591	Policy S5	The Environment Agency supports the inclusion and content of this policy.	Noted.
Object: 6552	Policy S5	Consideration should be given to fire risk in the design and layout of green open spaces.	Not accepted. Whilst it is important to ensure that the design and layout of open spaces take fire risk into account, this is more appropriately addressed within the working up of individual schemes. Policies DM1, 32 & 33 are considered to provide sufficient detail in this regard. No change.
Support: 5563	Policy S5	English Heritage welcomes and supports clause v.	Noted.
Object: 804	Policy S5	Make clear that land south of M27 junction 5 is only available for playing fields if required in conjunction with development of site allocation E1. Policy should clarify proportion of identified sites (E13, HE1) to be laid out as playing fields.	Not accepted. See response to Policy E13 regarding land south of M27 junction 5. It is not appropriate to specify the proportion of identified sites that would be laid out as playing fields in a strategic planning policy. This can be clarified through a masterplan and development brief in

			<p>the case of site HE1, based on a detailed site assessment in the context of local open space requirements. It is however considered that policy E13 should be clarified to include further details of the proposed development (e.g. site area).</p> <p>No changes in response to representation.</p>
Support: 101	Policy S5	Green infrastructure needs protection especially gaps.	Noted.
Object: 101,6549	Policy S6	<p><u>School provision</u></p> <ul style="list-style-type: none"> • Paragraph 2.52 - Inadequate provision is made for secondary school places with major new development sites. • There is an emerging issue of a need for additional school places in Southampton • Urgent review needed of school catchment boundaries to minimise need for parents to drive children to schools. <p><u>Health Provision</u></p> <ul style="list-style-type: none"> • Concern that there are insufficient healthcare facilities proposed to support new development. Existing healthcare facilities are already under pressure (e.g. West End surgery) • Consideration should be given to the health of citizens in the borough. The pressure on health care facilities will be enormous. • There are concerns regarding the provision of local medical facilities - a GP's clinic is thought to be needed on the Velmore Estate. <p><u>Policy wording</u></p> <p>Amend S6(ii) to refer to “new and enhanced medical facilities as advised through engagement with all relevant healthcare service commissioners and providers in the area.”</p>	<p>Accept in part. At a meeting of the Council's Cabinet on 12 December (insert link), the Council agreed to make provision in the Local Plan for a new secondary school at Horton Heath.</p> <p>The Council is aware of the emerging need for school places in the City of Southampton. It is expected that these needs will be met through increasing the capacities of existing schools within the City. The situation will be kept under regular review with HCC and SCC.</p> <p>It is acknowledged that there will be a need to review school catchment areas in the light of the Plan's proposals. However, it is the responsibility of the education authority (HCC) not the Local Plan, to undertake this review.</p> <p>The suggested revised policy wording reflects the advice of NHS England and ensures that the advice of all relevant healthcare commissioners and providers are taken into account, not just the local commissioning body.</p> <p>In assessing requirements for developer obligations in particular schemes, the Council will consider issues of viability in order that</p>

		<p><u>Viability</u> Plan should not impose requirements for developers obligations that render development unviable.</p>	<p>such requirements do not unjustifiably inhibit development.</p> <p><u>Proposed changes:</u></p> <ul style="list-style-type: none"> • Amend WE1 to include provision of a new secondary school • Amend S6 ii to read: “new and enhanced medical facilities as advised through engagement with all relevant healthcare service commissioners and providers in the area.”
<p>Support: 101,6315</p>	<p>Policy S6</p>	<p><u>School provision</u> Support for the provision of a new secondary school in the West End/Horton Heath. Without the provision of a new secondary school in the area, would oppose all developments in West End, Hedge End and Horton Heath.</p> <p><u>Health Provision</u> Supports the principle of locally provided medical services</p>	<p>Noted.</p>
<p>Object: 103, 322, 804, 663, 2570, 3244, 3258, 3717, 3787, 3789, 3848, 4038, 4561, 4726, 4738, 4948, 4959, 5123, 6285, 6300, 6302, 6322, 6341, 6356, 6364, 6374, 6381, 6386, 6463, 6490, 6507, 6518, 6519, 6550, 6563, 6572, 6586</p>	<p>Policy S7</p>	<ul style="list-style-type: none"> • Object to the absence of a full transport assessment (HCC). • Object to all the proposed transport interventions in the absence of a transport assessment (HCC). • Policy is not a strategy – at best it is ‘tinkering’. • Concerns about impacts of proposals on M27 junctions 5, 7 and 8 and links to Southampton. • Concerns about traffic congestion on local and strategic road network. • Proposed transport infrastructure is inadequate to address existing congestion and traffic from new development. • No proposals to deal with peak-time traffic in Fair Oak and Horton Heath. Situation here will become intolerable and hazardous. 	<p>Accept in part.</p> <ul style="list-style-type: none"> • High level transport appraisal was considered sufficient to enable choice between options. • Full transport assessment is currently in preparation and will indicate likely impacts on junctions and potential mitigation measures. • Development anywhere in the borough will impact local and strategic transport networks. Plan endeavours to ensure transport benefits with new development. Government does not see transport congestion as a barrier to meeting development needs. • Local concerns are recognised and

	<ul style="list-style-type: none"> • Proposals are inadequate to resolve congestion on Bishopstoke Road – only solution is Chickenhall Lane link road. • No reference to phasing - new infrastructure should be provided before the housing is built. Should also await completion of new transport infrastructure in neighbouring areas e.g. Whiteley and Welbourne. <p><u>Policy proposals</u></p> <ul style="list-style-type: none"> • Object to the inclusion of Botley bypass – not justified on transport grounds. Should be retained as a long-term reservation. (HCC). • Plan should require that development at Botley should not proceed without the Botley bypass, as promised originally. • In the absence of transport assessment there are concerns about Burnetts Lane – Bubb Lane link and Dodwell Lane - St John’s Road link and quanta of development to be served (HCC). <p><u>Suggested further road improvements</u></p> <ul style="list-style-type: none"> • Policy could be more creative and propose more road improvements. • Policy should include a reference to E11 Twyford Road roundabout. • Policy should include more detail of access to Eastleigh River Side. • Need safety improvements on Winchester Road between Botley Park Hotel and Denhams Corner. • M27 junction 7 and 8 are already congested – new development will bring traffic to a standstill. • Sunday’s Hill bypass is not needed. • A new junction 6 on the M27 should be created (to enable development at Allington Lane). • Improvements needed to M3 J12. • Need a direct access to the Ageas Bowl from the 	<p>mitigation measures are already proposed in the Local Plan. More will be added subject to the outcome of the transport assessment.</p> <ul style="list-style-type: none"> • Provision of new transport infrastructure has to be phased along with the development that supports it. • Botley bypass is considered essential to relieve the centre of Botley of unacceptable levels of traffic and local congestion. If not funded in association with current development it is difficult to see how it might be funded in the future if retained as a long-term reservation. • Suggested transport improvements noted. • Local plan can include more detail of Network Rail’s current proposals as explained in Background Paper T1 Transport. • Policy E9 (Eastleigh River Side) could include more detail about access subject to HCC inputs. <p><u>Proposed changes</u></p> <ul style="list-style-type: none"> • Complete full Transport Assessment for publication with the pre-submission Local Plan. • Review strategic policy S7 and detailed transport proposals in the light of the full transport assessment • Include more detail regarding Network Rail’s proposed improvements to the rail system in para. 4.54 • Review policy E9 access proposals in consultation with HCC as highway authority.
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		<p>motorway.</p> <ul style="list-style-type: none"> Link needed from Kinsbourne Way/ Rise to Kane's Hill. Improvements needed to Hamble Lane. Install traffic lights at Riverside (Bishopstoke). Bishopstoke Lane should be widened – inadequate for traffic from Bishopstoke and Colden Common developments. Need a new road from Allbrook roundabout to River Inn on Bishopstoke Road. Improvements needed to Dodwell Lane for pedestrians and cyclists. <p><u>Rail</u></p> <ul style="list-style-type: none"> Policy should include more detail about proposed rail improvements (HCC). Rail network should be used fully to minimise car use. 	
Support: 101, 4557, 6549	Policy S7	<p>Support:</p> <ul style="list-style-type: none"> Initiatives to improve public transport, walking and cycling; Proposed Burnett's Lane – Bubb Lane link road Improvements to the rail system. 	Noted.
Support: 101, 804	Policy S8	Support footpath and cycleway proposals as indicated on the policies maps.	Noted.
Support: 2257	Policy S8	Support for proposals to provide links between Lakeside Country Park and the proposed Forest Park.	Noted.
Support: 4624	Policy S8	Valley Park Parish Council supports the proposals for a link between Lakeside Country Park and the proposed Forest Park and Chilworth (criteria i and ix).	Noted.
Object: 6507	Policy S8	A new metalled path along the Itchen navigation leading from Bishopstoke to Riverside Park (Southampton) should be proposed. Would be an excellent conduit towards Bitterne and Southampton for cyclists.	<p>Noted.</p> <p>Whilst a new metalled path along the Itchen Navigation could improve access to a wider range of users it is not achievable due to the nature conservation designations in this area and the damage or harm the construction of a</p>

			multiuser path would cause in this area. No change.
Object: 5717	Policy S8	Policy refers to provision of a strategic footpath/ cycleway between Boorley Green and Hedge End railway station. The route is not deliverable as to improve the current public right of way it will require land north of the railway line which will not be made available.	Not accepted. Hampshire County Council are of the view that a footpath can be delivered in this location to connect Boorley Green to Hedge End Station. No change.
Object: 2904	Policy S8	No provision to improve pedestrian and cycling safety on Winchester Road north between Botley Park Hotel and the Denhams Corner roundabout. This stretch of road is still both de-restricted and lacking a pavement/cycling track. It is about 3/4 mile in length and is the only part in such a bad state in the 12 miles between Botley Square and the M3 at Winchester.	Not accepted. Policy includes cycleway and provision along this route – see proposals map. No change
Object: 82, 3717, 4557, 4888, 5016, 5048, 5092, 5127, 5128, 5161, 5194, 5717, 6046, 6200, 6402, 6530, 6537, 6540, 6547, 6548, 6551, 6562, 6484	Policy S9	<p><u>Definition and need</u></p> <ul style="list-style-type: none"> - Term ‘countryside gap’ is not defined in the Local Plan document - Unnecessary given the general presumption against development in the countryside - Borough is suburban in nature and countryside is of little significance - Countryside policies are sufficient - In conflict with other policies in the Plan relating to sustainability and economy - Not applied consistently as some previous gaps are now proposed for development - No justification of this policy approach or for the locations of gap identified - Contrary to NPPF – mimics Green Belt policy. - Not supported by PUSH Framework for Gaps <p><u>Location of gaps</u></p> <p>Objection to inclusion of land at the following locations:</p> <ul style="list-style-type: none"> - Between Bursledon and Southampton - South of Maddoxford Lane, Boorley Green 	<p>Accept in part.</p> <p><u>Definition and need – accept in part</u></p> <p>The Councils reasons for identifying countryside gaps are outlined in paragraph 4.64.</p> <p>Countryside gap policy works in combination with other policies in the Plan, and is how the Council intend to protect the important identity and characteristics of settlements within the Borough. Whilst having regard to development needs, it identifies areas that as well as being open countryside perform an important role in providing a setting for, and maintaining the identity of the borough’s settlements.</p> <p>The NPPF core planning principles make reference to taking account of the different roles and characters of different areas. In addition the NPPF notes that local communities can identify for special protection</p>

		<ul style="list-style-type: none"> - Land north of Woolston Road between Netley and Southampton - Between Bursledon, Hedge End and Manor Farm Country Park - Holmesland Lane, Botley - Sovereign Drive and Precosa Road, Hedge End - West of Tollbar Way (between Hedge End and West End) - Between Netley and Hamble <p>On the grounds that either such gaps are not needed or gaps, albeit smaller, would remain.</p>	<p>areas that are of particular importance to them (para. 76). The Council has not gone so far as to identify Local Green Spaces because this is a long-term and inflexible designation similar to Green Belt. The Borough Council recognises the necessity not to prejudice its ability to meet longer-term development needs and the boundaries of the gaps are therefore reviewed with each review of planning policies for the borough. Given the relatively small amount of countryside in the borough, it is almost inevitable that meeting development needs may entail some intrusion into gaps, and the Revised Draft Local Plan proposes for development some areas previously identified as gaps.</p> <p>The PUSH Framework for Gaps sets out criteria for gap definition which the Borough Council has followed in defining the gaps proposed in the Local Plan. The PUSH document does not dictate the location of all gaps in every borough or district in south Hampshire.</p> <p><u>Proposed change:</u> wording to be clarified and will include reference to the PUSH Framework for Gaps.</p> <p><u>Location of gaps - not accepted.</u></p> <p>Whilst having regard to development needs the Council has defined the countryside gaps as shown on the proposals map that are necessary to support the maintenance of the identity, characteristics and separation of</p>
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			settlements within the Borough. No further change.
Object: 101, 103, 655	Policy S9	Countryside gaps should be protected: - between Horton Heath and West End - Hedge End, Botley and Boorley Green - Bursledon	Noted. It is acknowledged that the preferred option will reduce the gap in certain locations; however some gap and the separation of settlements would remain. No change.
Support: 6343	Policy S9	Support for countryside gap designation between Botley and Hedge End. Suggest that this gap should be maintained and taken into account when determining planning applications in this area.	Noted.
Support: 5563	Policy S9	English Heritage welcomes and supports clause iii for its reference to facilities for the interpretation of heritage assets, as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF.	Noted.
Support: 2257, 4624	Policy S9	Test Valley Borough Council and Valley Park Parish Council support the identification of the Eastleigh – Southampton countryside gap and ongoing work to maintain it. This approach replicates an existing saved policy within Test Valley Borough Council’s Borough Local Plan and an approach that is being carried forward within its new Core Strategy.	Noted.
Object: 176, 655, 6213	Policy S10	Policy S10 should reference the desirability of extending the proposed national coastal path to include both sides of the River Hamble up to the Bursledon Bridge.	Accept. Proposed change: Expand paragraph 4.74 to include reference to coastal path
Object: 3159	Policy S10	Part (i) of this should clarify that the landscape applies to the view of the land from the water, as defined by the European Landscape Convention.	Accept. Proposed change: Expand paragraph 4.74/ 4.78 to include reference to views.
Object: 6530	Policy S10	Should not restrict development outside the urban areas as defined by strategic policy S9. Most areas covered by S9 are inland and not part of the coast. Reference to policy S9 is therefore irrelevant. Policy is contrary to NPPF which only refers to the heritage coast. Definition of inland extent of the coast is too broad. Coastal	Accept in part. The NPPF requirement to protect the character of the undeveloped coast (NPPF para. 114) can be met through criterion (i). Proposed change: Delete criterion (ii)

		influence will not extend more than 2 miles inland.	
Support: 4721	Policy S10	<p>Pleased to see:</p> <ul style="list-style-type: none"> · recognition of the long history of boatbuilding on the Hamble – marine activities contribute to the local and national economy as well as local amenities; · recognition of the potential conflict between environmental interests and commercial and recreational activities on the River Hamble. 	Noted.
Support: 5563	Policy S10	English Heritage welcomes and supports clause i for the reference to protecting and enhancing the heritage interest of the coast, as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF.	Noted.
Object: 6251	Policy S11	Natural England welcomes the policy but has concerns over the lack of clarity regarding the role of, and funding for the Solent disturbance and mitigation project. NE advises that the means to fund this project are set out in the plan.	<p>Accept in part Proposed changes: Amend paragraph 4.79, strategic policy S11, policy DM9 and paragraphs 5.52 and 5.61 in respect of their references to the Solent Disturbance and Mitigation Strategy. Funding is addressed in supporting text of DM9 para 5.53 which says “The Council will seek to avoid any damage to the integrity of these areas [European sites] the species they support. This may entail negotiation of mitigation measures or contributions to such measures from new development”.</p> <p>No further change.</p>
Support: 2257	Policy S11	Test Valley Borough Council supports the intention to work with PUSH to contribute to the PUSH Green Infrastructure Strategy in including the Forest Park proposal.	Noted.
Support: 6591	Policy S11	The Environment Agency supports the inclusion and content of this policy, especially the commitment to contribute to major elements of the PUSH Green	Noted.

		Infrastructure Strategy.	
Object: 5563	4.84	English Heritage welcomes and supports paragraphs 4.84 and 4.85. However, the "Related local and national strategies/policies" could include paragraphs 156 and 157 of the NPPF under the NPPF heading.	Accept. Proposed Change: Add a reference to paragraphs 156 and 157 alongside the "NPPF" heading in the table preceding Para 4.84 of the plan. "NPPF Paragraphs 17, 126-141" becomes "NPPF Paragraphs 17, 126-141, 156-157"
Object: 176, 655, 5563, 6213, 6402	Policy S12	<p>The NPPF requires the strategy to include heritage assets most at risk through neglect, decay or other threats. Policy S12 should therefore include a commitment by the Council to work with owners and relevant agencies to seek to find viable uses for heritage assets that may be at risk.</p> <p>Should define marine assets with policies to safeguard them - (hards, slipways, wrecks boat yards sites, ferry crossings).</p> <p>The wording of part (iii) of policy S12 is unduly restrictive and is not within the spirit or presumption in favour of sustainable development of the National Planning Policy Framework. This part of the policy should be deleted or the wording amended similar to that in policy DM10.</p>	<p>Not accepted.</p> <p>The Council considers that Policy S12 is in accordance with the guidance contained in the NPPF. The Council's commitment to "identifying the (Borough's heritage) assets by means of means of an on-going programme of survey and review" meets the requirement contained in para 126 of the NPPF.</p> <p>Where marine heritage assets are identified as part of the ongoing programme of survey and review set out in Policy S12, they will be protected and enhanced as set out in the policy. It is not the intention to include a list of heritage assets in Policy S12.</p> <p>The Council does not consider that S12 iii is unduly restrictive. Para 129 of the NPPF encourages local planning authorities to assess the particular significance of any heritage asset that may be affected by a proposal - including by development affecting the setting of a heritage asset. They should then take that assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.</p> <p>No change.</p>

Support: 5563	Policy S12	English Heritage welcomes and supports in principle.	Noted.
Chapter 5, Development Management Policies			
Object: 6588	Policy DM1	Amend policy DM1(iv) to refer to <u>protected</u> trees and other landscaping. Amend DM1(vi) to exclude extensions to existing buildings.	Not accepted. <ul style="list-style-type: none"> Policy does not only refer to trees covered by Tree Preservation Orders but to any trees of local landscape significance. No reason to exclude extensions from DM1(vi). No change.
Support: 5563	Policy DM1	Support reference to heritage assets.	Noted.
Object: 6576	5.9	Police budgets are being cut. Local Plan should include a policy to tackle the increase in crime.	Not accepted. Policing is not the responsibility of the local planning authority. Police authority has been consulted on the Local Plan. No change.
Object: 804	5.10	Climate change evidence base should be updated in respect of references to the PUSH Strategic Flood Risk Assessment.	Accepted in part Whilst the sequential and exception test is measured against the PUSH SFRA regard needs to be had to the most recent flood risk mapping. Proposed Change: Policy DM4 revised to make reference to most recent flood risk information.
Object: 804	Policy DM2	A more flexible approach should be taken to assist the financial viability of community projects. County budgets are not usually adequate to cover costs of BREEAM and/or Passivhaus assessors. CIL contributions should be used to deliver community infrastructure where viability is an issue. Policy is also likely to be impracticable for extensions to existing buildings where BREEAM excellent is unattainable or unviable. Unclear what stages of BREEAM Communities scheme (certification at interim	Not accepted. <ul style="list-style-type: none"> BREEAM assessments have been required by EBC for new non-residential development since March 2009. The requirement for employing an assessor is therefore not new. BREEAM New Construction 'excellent' has been required by EBC since January 2012. The requirement for this standard is

		<p>and final stages) apply at masterplan and post-occupancy stages, and at different stages in the planning application process. Not clear how the policy applies at outline stage - DM2(g) should be amended to clarify. Post-occupancy evaluation is not included in BREEAM process and this requirement is not justified. Also not clear how it would be delivered. Object to 1% build cost contribution to EBC Carbon Fund for every BREEAM percentage point below required excellent level – would prejudice delivery of HCC and community facilities. [Alternative wording suggested.]</p>	<p>therefore not new.</p> <ul style="list-style-type: none"> · Threshold of 500 sqm floor space takes account of financial viability by only applying to larger developments · Passive house (with a lower BREEAM standard) is designed to offer an alternative to applicants to the BREEAM standard currently applied. · Policy for major extensions will apply again to development above 500 sqm and the assessment method (BREEAM non-domestic refurbishment expected in early 2014) takes account of the extra constraints which apply to extensions as opposed to stand alone new build. · At outline stage BREEAM Communities requirement is only for the interim certificate which is no more onerous than what is required by EBC policy anyway. · Full certification only necessary at detailed stage. · Post occupancy evaluation (POE) is not yet part of BREEAM Communities but it is something that has great merit in its own right. · It is expected that the BRE will publish its own POE assessment method later this year which EBC are likely to make reference to in an updated SPD. · The details of delivery will be clarified in this revised SPD. · 1% build cost contribution to EBC Carbon Fund for every BREEAM percentage point below required excellent level is designed to offer an alternative to applicants where it
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			<p>can be shown that due to real physical or practical constraints the full BREEAM score is not feasible.</p> <ul style="list-style-type: none"> As with all applications there is always the option for the applicant to make a viability argument for EBC to consider as part of a larger financial and social consideration but the key requirement of BREEAM excellent has been achieved successfully and economically in many educational and other public sector developments <p>No change.</p>
<p>Object: 4721, 5108, 5124, 5169, 5701, 5952, 6588</p>	<p>Policy DM2</p>	<ul style="list-style-type: none"> Requirements of policy DM2 will affect the viability of development, contrary to the requirements of the NPPF. Plan should not seek sustainability standards in excess of NPPF standards (NPPF para. 99). Policy should refer to minimum national prescribed standards. [Amended wording suggested.] To ensure that the proposed standards do not place an undue burden on development it is suggested that the following footnote is added; “The policy approach to sustainable construction is currently under review by the Government and all or some elements of this policy may be superseded by the changes. In this eventuality development proposals would be assessed in accordance with the latest Government policy.” Policy should include a viability or feasibility clause. Evidence base has considered health, education and offices but not leisure including hotels whose viability could be threatened. DM2 ii is too restrictive and should be amended to exclude extensions to existing buildings. 	<p>Not accepted.</p> <ul style="list-style-type: none"> If and when central Government directs local planning authorities to reduce the sustainable performance standards of non-residential buildings then of course EBC would need to review its policies. This has not happened nor is it being discussed to our knowledge. If it could be demonstrated that viability would be threatened by any policy requirement this would be examined in the normal way by EBC but this does not necessitate a specific clause as suggested for this policy in our opinion. Don't agree for the reasons above <p>No change.</p>
<p>Object: 5169, 5701</p>	<p>Policy</p>	<p>Should be clarified as follows: “... i. All residential</p>	<p>Accept in part.</p>

	DM2	<p>development should achieve Level 4 of the Code for Sustainable Homes (or equivalent minimum nationally prescribed standards applicable at the time a Reserved Matters or Full Planning Application is submitted)....”</p> <p>2.11 In accordance with the representations at paragraph 2.8, it is suggested that the following paragraph is added to the end of Policy DM2 (as it currently is for Policy DM28):</p> <p>“In seeking to apply these standards, the Council will take into account:</p> <p>a. the financial viability of the proposal; and</p> <p>b. the contribution that the proposal would make towards mixed, balanced and sustainable communities”</p>	<p>Proposed change: amend policy DM2(i) as suggested.</p> <p>The Council will always consider financial viability as part of any planning application and the standards that are applied to it. The scale of financial consideration caused by meeting the environmentally sustainable standards in policy DM2 cannot be compared to those represented by affordable housing requirements set out in policy DM28. Furthermore although capital costs of providing more efficient buildings and providing green energy technologies associated with them may be higher than building to the national minimum standards there is a payback period achieved through FITs and RHI payments and significantly reduced fuel costs. Therefore EBC does not consider the suggested extra paragraph is necessary in this instance.</p> <p>No further change.</p>
Object: 6402	Policy DM2	<p>Specific reference and requirements for residential conversion should be removed from criterion (iii). The sustainability credentials of conversions will vary and can be highly constrained by the existing building fabric.</p>	<p>Not accepted.</p> <p>The policy here does take account of particular constraints of conversions as the assessment method (BREEAM domestic refurbishment) already is designed to do so and from 2013-2016 only ‘very good’ standard needed.</p> <p>No change.</p>
Object: 6591	Policy DM2	<p>The Environment Agency supports the inclusion and content of this policy. However, water efficiency should be mentioned specifically as it is essential for minimising water consumption and can help to increase capacity at constrained water treatment works.</p>	<p>Not accepted.</p> <p>Water efficiency is one of a number of matters included within Code for Sustainable Homes and BREEAM certification – no need to identify this specifically.</p> <p>No change.</p>

Support: 5563	Policy DM3	English Heritage welcomes and supports clause (a) for its requirement that the development has no adverse impact on heritage assets, as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF.	Noted.
Support: 6591	Policy DM4	The Environment Agency support the inclusion of this policy and its content	Noted.
Object: 804	Policy DM4	Hampshire County Council suggest that the PUSH SFRA is now out of date and reference should be made to how the data has been updated since its publication.	Accept Proposed change: policy amended to include reference to other more recent sources of flood risk data including surface water flood risk mapping and updates to the flood zones when published
Support: 6591	Policy DM5	The Environment Agency support the inclusion of this policy and its content.	Noted.
Object: 804	Policy DM5	Hampshire County Council as Lead Local Flood Authority requests that policy references to new national standards are referenced. Also request clarification of how the borough council intends to consider Sustainable Drainage Applications alongside the SAB.	Accept. Proposed changes: Reference to emerging national standards included in policy. Removal of reference to SAB to supporting text due to uncertainty about its implementation which is reliant on secondary legislation.
Object: 104, 176, 497, 6213, 655	Policy DM6	Policy should contain wording to control and mitigate dredging. Detailed wording is proposed.	Not accepted The borough council as planning authority does not have control over dredging. Proposed change: supporting text of policy DM6 to include reference to the responsible bodies for determining dredging applications.
Support: 6591	Policy DM6	The Environment Agency supports the inclusion of this policy and its content.	Noted.
Object: 101	Policy DM7	Plan includes no proposals to improve air quality e.g. at Botley High Street.	Not accepted. Air Quality Management Plans address proposals to improve air quality – these are

			reflected in the Local Plan where relevant to planning. Plan includes the main proposal that will improve air quality in Botley, e.g. Botley bypass. No change.
Object: 101, 176, 655, 6213	Policy DM7	Clause (ii) of the policy should include the word 'estuarine'.	Accept. Proposed change: In clause (ii) of policy DM7 delete "or" after "underground" and add "or other watercourses" after "waters".
Object: 3258	Policy DM7	No reference to a noise action plan and noise references are out-of-date.	Accept in part. Proposed change: Amend para 5.43 to reflect the Council's support for the Noise Policy Statement for England, and additional text setting out how the Council will expect applicants to deal with noise issues.
Object: 6484	5.48	The statement that water supply capacity is sufficient to accommodate the majority of new housing is inconsistent with the water company installing water meters because we are in a water-stressed region. In this way the development proposals are unsustainable.	Not accepted. There is no contradiction between the statement that the majority of developments will have sufficient supply capacity and the ongoing installation of water meters. The installation of water meters is a prudent way of managing the supply of water which is a limited resource. Southern Water have advised that there is a sufficient water supply to accommodate the scale of development proposed in the borough. No change.
Object: 6552	Policy DM8	Water supply for any development should be adequate to serve the needs of fire-fighters.	Not accepted. Whilst recognising the need to ensure sufficient water supply for firefighting, this is a detailed matter that should be addressed in the working up of individual schemes. The existing policy wording enables this.

			No change.
Object: 4653	Policy DM8	National Grid refer the Council to guidance they have produced on how to create high quality development near overhead electricity lines avoiding the unnecessary sterilisation of land in the vicinity of high voltage lines. Will also only support proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development.	Noted The Council will have regard to all relevant guidance in considering development proposals - including that provided by National Grid. No change.
Object: 101	Policy DM8	The paragraph acknowledges that sewerage infrastructure needs renewal and upgrading in many areas but fails to make clear that the improvements needed to cope with an extra 3550 houses on strategic sites in the east of the Borough will be entirely dependent on investment decisions yet to be made by Southern Water.	Not accepted. Policy DM8 indicates that new development will only be permitted if the essential utilities infrastructure required to serve it are available. In this way development will not take place unless essential infrastructure is available. The Council's responsibility to allocate sufficient housing land cannot be prejudiced by the investment decisions of utilities providers who must meet their own statutory responsibilities. No change.
Support: 715	DM8	Supports policy facilitating the provision of telecoms development.	Noted.
Object: 176, 655, 6213	Policy DM9	Policy DM9 should be amended to specify that development in the blue areas is restricted (no further moorings permitted). A new policy is required to protect and preserve the beauty of the river and the special qualities of the valley and estuarine environments.	Not accepted. Policy DM34 states that new moorings (and other recreational sailing infrastructure on the River Hamble) will only be allowed provided they do not adversely affect nature conservation value of the River Hamble. The River Hamble environment is protected by a combination of policies throughout the Local Plan, including S9, S10, S11, DM9, DM18 and DM34. No change.
Object: 6251	Policy DM9	Policy DM9 should be amended to ensure consistency with legislation on internationally protected habitats and	Accept. Proposed change: Amend DM9 c. to

		the draft HRA screening report. Specifically, part c) should require mitigation measures for the Solent disturbance and mitigation project, unless it has been demonstrated that development is unlikely to have significant adverse impacts. Other detailed clarifications proposed with regard to the NPPF.	require mitigation measures unless it can be demonstrated that the development is not likely to have significant adverse impacts on the Solent European marine sites.
Object: 6251	5.61	Natural England advises that stronger wording is used in paragraph 5.61, to ensure that the aspiration to enhance/create new areas of nature conservation value becomes a reality. A specific alternative to the existing wording is proposed.	Accept. Proposed change: Ad Text added to para 6.61 to strengthen the Council's commitment to enhance/create new areas of nature conservation by referring to potential mechanisms to achieve this.
Object: 5563	5.62-5.71	English Heritage welcomes and supports in principle paragraphs 5.62 – 5.71. However, paragraph 5.68 should ideally refer to the Historic Environment Record as source of information on non-designated archaeological sites and features, and to the “unscheduled site of national importance” shown on Figure 3 of the Draft Plan (p26). Overall, neither the Topic Paper nor paragraphs 5.62 – 5.71, really demonstrate, in our view, an adequate up-to-date evidence base for the Local Plan and how that evidence base has informed the policies and proposals of the Plan.	Not accepted. Paragraphs 5.62-5.71 seek to set out the main components of the Borough's heritage assets, the main parts of the legislative background and how the Council will consider development proposals. The Council considers that these paragraphs achieve this aim and do not need to be expanded in the way suggested. The Council considers it has an adequate evidence base for the consideration of heritage assets. No change.
Object: 5563	Policy DM10	English Heritage welcomes and supports, in principle, Policy DM10. However, we feel that the policy would be clearer and more robust if it aligned more closely with paragraphs 131 – 137 of the NPPF. The reference in the policy to development involving the demolition or destruction of any part of other heritage assets not being permitted unless its removal or replacement would enhance the character and appearance of the asset could be seen as imposing a stricter test than the NPPF, which presumes against development that would cause harm to the significance of the asset but does not specifically	Accept in part. The borough has a limited number of designated heritage assets which the Council considers are important to conserve for future generations. To ensure their longevity, it is thought to be important to require the enhancement of these assets whenever they would be directly affected by development. However it is accepted that the weight that is accorded to the conservation of heritage assets should depend on their importance

		<p>require its enhancement. If this reference is to remain then it should read “.....removal or replacement would enhance or better reveal the significance of the asset”. The opening line of the policy should be “Development will be permitted of, within, or within the setting of.....”. A reference should be made to the requirement to submit a heritage statement with proposals for development affecting heritage assets explaining the significance of the assets affected, including any contribution made by their setting, at a level of detail proportionate to the assets’ significance in accordance with paragraph 128 of the NPPF.</p>	<p>(NPPF paragraph 132) and that this should be explicitly recognised within policy DM10. Suggested amendments to the policy wording are also accepted. The requirement to submit a heritage statement should also be recognised.</p> <p><u>Proposed changes:</u></p> <ul style="list-style-type: none"> · Amend the first line of the policy in accordance with the suggested wording; · Amend criterion i) to recognise that the more important a heritage asset, the greater the weight that should be accorded to its conservation; and to accord with the suggested wording for revealing an asset’s significance. · Add a new criterion to require the submission of a heritage statement in support of a planning application where policy DM10 applies.
Support: 5563	Policy DM10	<p>English Heritage welcomes and supports the recognition of the potential for archaeological remains on many of the potential development sites and the requirement for any planning application to include an assessment of that potential and the impact of the proposed development upon any previously unidentified archaeological sites as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF.</p>	Noted.
Object: 6457	Policy DM11	<p>Objects to policy (has not divulged reasons).</p>	Noted.
Object: 6457	Policy DM12	<p>Objects to policy (has not divulged reasons).</p>	Noted.
Object: 6389	Policy DM14	<p>Supports principle but modern infrastructure needs of farms mean that large visually intrusive buildings may be</p>	<p>Not accepted. Whilst modern farming practices may require</p>

		required.	the development of large new buildings, this does not necessarily mean that there will be a requirement for visually intrusive buildings. In principle, there is no reason why building design and colour should be at the expense of building function, or vice versa. There may be exceptional cases where it is not possible to achieve all policy requirements; however it is not necessary for a policy to be met in all cases and material considerations can occasionally indicate otherwise. No change to the policy is therefore required in relation to the suggested conflict. No change.
Object: 5016	Policy DM15	Not much land in the borough is of high agricultural value; no need to protect it from development as if it is required, it will already be in use for food production. Further exploitation is unrealistic in today's world food markets.	Not accepted. High quality agricultural land is a valuable resource which should be protected from unnecessary loss. The global food market continues to change and there is a movement towards sourcing locally grown food. No change.
Support: 6389	Policy DM15	Policy strikes the right balance between allowing development and protecting the best and most versatile agricultural land wherever possible.	Noted.
Support: 4721, 6389	Policy DM16	Support as policy enables redevelopment in the most appropriate locations and ensures that new buildings are fit for purpose.	Noted.
Object: 6402	Policy DM17	Residential change of use should be permitted by policy DM17, in terms that are consistent with paragraph 55 of the National Planning Policy Framework.	Accept in part. Very little of the borough is rural in the sense of the NPPF, with many areas of the borough's countryside having the characteristics of an urban-fringe environment (e.g. being highly accessible from large villages, towns and the city of Southampton). As such, careful management of countryside

			<p>areas is required in order to protect its valuable characteristics from urbanisation. Policy DM17 allows residential changes of use and is largely consistent with the NPPF when this document is interpreted in recognition of the borough's geography. It is however accepted that in respect of enabling residential development of exceptional design quality in the countryside, the draft policy (and DM16) is inconsistent with the NPPF.</p> <p><u>Proposed changes:</u></p> <ul style="list-style-type: none"> · Add a new criterion to Policy DM17 to specify that change of use to residential will be permitted if the converted building would be of exceptional or innovative design quality. · Amend criterion ii of Policy DM16 to enable the development of residential properties that are of truly outstanding or innovative building design.
Object: 5563	Policy DM17	Criterion iii should be amended to read "...detrimental to its architectural or historic character"	<p>Not accepted. Such detailed wording is not considered to be necessary. No change.</p>
Support: 6389	Policy DM17	The National Farmers' Union supports this policy	Noted.
Object: 104, 6213, 176	Policy DM18	Reference should be made to the future requirements and management of capital dredges of the river bed. Policy wording needs to be strengthened to enforce restrictions on non-marine uses.	<p>Not accepted. This policy deals with development at the boatyard and marina sites on the River Hamble and not with river management activities. The wording of Policy DM18 together with the supporting text of paragraph 5.90 makes clear that development which is not for boat-related activities will only be permitted where it is needed to secure the</p>

			future of a boatyard/marina, and is unlikely ever to be greater than 20% of the total floorspace as it was in May 2006. This is considered to be sufficiently restrictive without prejudicing the future viability of boatyards and marinas. No change.
Support: 5563, 4721	Policy DM18	Support for reference to the heritage interests of the River Hamble (criterion ii); for recognising the importance of boatyards and potential conflicts with other uses; for recognising other development needs.	Noted.
Support: 104	Policy DM20	Support for policy as it relates to Hamble.	Noted.
Object: 6589	Policy DM22	Inconsistent with national policy which requires support for the sustainable growth and expansion of all types of rural business; specialist retail uses that cannot be accommodated in/adjacent to town centres are permissible in countryside areas. Suggested policy: <i>“Policy DM 22a Specialist Retail Uses outside the Urban Edge. New sustainable development associated with town centre uses which cannot be accommodated within or adjacent to town centres due to their specialist nature (e.g. garden centres), will be permitted in the countryside where it can be demonstrated that the proposed development will not have an adverse impact upon the character or amenities of the countryside and it is demonstrated that the proposal would not have an adverse impact upon the viability and vitality of local centres”.</i>	Not accepted. Policies DM16 and DM17 provide for the growth and expansion of many types of rural business, subject to other policies in the plan. However, very little of the borough is rural in the sense of the NPPF, with many areas of the borough’s limited countryside having the characteristics of an urban-fringe environment (e.g. being highly accessible from large villages, towns and the city of Southampton). As such, careful management of the countryside is required in order to protect its valued characteristics from urbanisation and this is how the NPPF should be interpreted regarding the borough’s “rural” areas (see paragraph 109, NPPF). This is expressed and interpreted in detail through policy S9 of the Revised Draft Local Plan. The need for additional retail development up to 2026 is considered through the Southampton & Eastleigh Retail Study (July

			<p>2011). This study suggests there is relatively limited scope for additional convenience and comparison goods floorspace in the borough. It is the Council's view that this additional capacity should be met within the urban areas for reasons of sustainability. The Council's updated Strategic Land Availability Assessment confirms that this is achievable. On this basis, the Council believes that it is justified in maintaining the presumption against retail development in the countryside that is enforced by policy DM22.</p> <p>Notwithstanding the above and with regard to the suggested policy wording, it is unclear how the phrase: 'specialist retail uses' could and should be interpreted to ensure a distinction between the retailing of different goods. In view of this lack of clarity, the suggested policy is thought to conflict with paragraph 24 of the NPPF which requires a sequential test for main town centre uses including retail.</p> <p>No change.</p>
Object: 101	Policy DM23	Planning permission should not be given for new development if there is no public funding to improve access.	<p>Not accepted.</p> <p>Access improvements are usually funded by developers contributions.</p> <p>No change.</p>
Object: 322, 3461, 6200, 6575	Policy DM25	<ul style="list-style-type: none"> • Requests that policy prescribes the type and size of housing to be built. • There should be an emphasis on facilitating older people to stay in their homes rather than encouraging the development of specialist accommodation for the elderly. • Object to minimum density targets. Density should be determined on a site by site basis taking account of 	<p>Not accepted.</p> <p>It is not considered appropriate for the Plan to prescribe the type of housing to be built. The existing policy wording requires that residential developments provide a mix of housing to meet local needs which should be justified in individual development schemes.</p>

		<p>site characteristics and character if the local area.</p> <ul style="list-style-type: none"> Concerned about impact of potential future conversions of terrace properties into flats / HMO's / B&B's. 	<p>The policy includes a requirement that a mix of house types and sizes are provided including a proportion that is adaptable to people's changing needs i.e. allows people to remain in their homes as they age.</p> <p>Whilst appropriately referring to a minimum density to be achieved, the policy does not preclude lower or higher densities as appropriate, taking into account site-specific considerations.</p> <p>Where development requires planning permission the planning authority would consider proposals in the light of Policy DM1 which states that development should take proper account of its context including the character, appearance, and land uses of the locality. or neighbourhood and be compatible with adjoining uses.</p> <p>No change.</p>
Support: 804	Policy DM25	Support reference to extra care housing and recognition of needs for such housing.	Noted.
Object: 6389	Policy DM27	Considers the limit of 120 square metres for an agricultural dwelling to be too small. Suggests each application should be considered on its merits as not all agricultural dwelling requirements are the same.	<p>Not accepted.</p> <p>The 120 sqm "limit" is appropriate for the reasons set out in the Policy. Notwithstanding this, whilst 120 sqm is the starting point for considering proposals, it does not preclude the consideration of applications on their merits.</p> <p>No change.</p>
Object: 3258, 5161, 6540, 6537,6402, 6452	Policy DM28	<ul style="list-style-type: none"> Object to the principle of securing affordable housing as a proportion of market housing. It is no more affordable than market housing. Affordability depends on wages – increasing house-building brings more people into the area and takes jobs away from local people. 	<p>Not accepted.</p> <p>The basis of the policy is that the affordable housing secured meets the housing needs of those people unable to access the housing market without public sector intervention. This implies some form of financial subsidy which</p>

		<ul style="list-style-type: none"> • Requiring mixed tenure on all sites is inappropriate – putting affordable housing on inaccessible green field sites will mean that occupants suffer significant disadvantage. • Thresholds for providing affordable housing should be increased to avoid threatening viability. • Requests additional wording to recognise viability issues on smaller sites. • Should allow for greater flexibility to allow off-site contributions for schemes of 10-14 dwellings. • Objects on grounds that target equivalent to 10% affordable housing on sites of less than 10 dwellings is not high enough. 	<p>reduces the cost of housing below market levels, making the housing affordable.</p> <p>The areas allocated for significant new housing development will be served by public transport. While it may be the case that occupiers of affordable housing are more reliant on public transport, this is not sufficient justification for not requiring affordable housing in these locations - the benefits of affordable housing will outweigh any dis-benefits.</p> <p>The thresholds and proportions have been set at a level which seeks to maximise the opportunities to deliver affordable housing, whilst not compromising the sustainability or viability of the scheme. These thresholds and targets are based on a robust analysis of the viability of residential development proposals. In all cases the Council will take into account the financial viability of individual proposals, taking into account factors such as abnormal/additional costs. The Council considers that on-site provision is appropriate for sites of 10-14 dwellings.</p> <p>The target of 10% on-site provision for developments of 5-9 dwellings is appropriate based on a robust analysis of financial viability by the Council. A higher requirement would carry a greater risk of threatening the viability of a proposal.</p> <p>No change.</p>
Support: 101, 804	Policy	Support provision of affordable housing, including for	Noted.

	DM28	older people, within developments such as residential institutions.	
Support: 101, 6298	Policy DM29	Support internal space standards.	Noted.
Object: 6402	Policy DM29	The figures in the policy are too specific and rigid and do not allow development to take into account the characteristics of the site which could affect internal area. It is also unclear how these standards would apply to conversions. The general criteria of DM1 are sufficient to address the issue of developing high quality homes.	Not accepted. The Council considers the policy is required and that DM1 is not sufficient to meet the policy objective. Meeting minimum space standards does not preclude proposals responding to individual site circumstances. The policy is intended to control all new dwellings including conversions. The phrase "All new dwellings" in the policy is considered to be sufficiently clear, and includes conversions No change
Object: 6465	Policy DM30	Should be amended to recognise that the amenity of gypsies, travellers and travelling showpeople should not be compromised by odours associated with wastewater treatment facilities. A new criterion is proposed.	Not accepted. It is considered that this issue is covered by policies DM1 and/or DM7 (which prevents development where it will be susceptible to particular forms of pollution). No change.
Support: 5563	Policy DM30	English Heritage supports clause (i) for the protection it affords to heritage interests as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF.	Noted.
Support: 804	Policy DM31	Support recognition of School Standards and Framework Act 1998 and provision for flexibility in HCC's role in the provision of education facilities.	Noted.

Object: 2002	Policy DM31	Identification of land to the rear of Eden Road, West End as existing recreation and open space is inaccurate.	Noted. The PPG17 study sets out the methodology for inclusion of amenity space. This includes both publically accessible and inaccessible space and areas which provide value for their visual amenity. Proposed change: Amendments/ additions to Policy DM31 supporting text to explain further the methodology taken to identify amenity space
Object: 4287	Policy DM31	Piece of open land at the north-east corner of Chartwell Close, Boyatt Wood should be added to the public open space annotation on the proposals map.	Accept. Proposed change: proposals map amended to include site as open space and recreation
Object: 6218	Policy DM32	Requirement for least 0.2 ha of open space on sites of 50 dwellings or more could lead to less efficient use of land. Provision of on-site open space should be assessed on case-by-case basis.	Not accepted. Providing open space on such sites is considered to be important to deliver sustainable development. No change.
Object: 6299	Policy DM33	Not enough new leisure facilities being provided for. Fleming Park will not be able to cope with extra population, even after proposed redevelopment.	Not accepted. The PPG17 study and the emerging Sport and Recreation Strategy and Playing Pitch Strategy inform the standard set out in policy DM32 which calculates supply and demand for both the current and future population. No change.
Support: 101	Policy DM33	Supports provision of allotments and community farms	Noted.
Object: 104, 497	Policy DM34	The mooring areas as defined on the proposals maps should to be extended to the high water mark, not as present the low water mark, as development on the inter tidal mudland could jeopardise the aim of this policy.	Noted. The mooring restriction area already extends to Mean High Water. The accompanying text refers to planning jurisdiction extending to Mean Low Water, not the mooring restriction area. No change

Object: 104, 497	Policy DM34	Suggest an addition to policy to cover development proposals not attached to the shore. Eastleigh Borough boundary extends to the middle of the river. Therefore DM34 should include no pile moorings or pontoons attached to moorings be permitted in the restricted mooring areas (the original intention of plans developed in the 1980s). Also suggests words to cover development proposals for structures in the river in the future such as piled platforms, wind turbines etc.	Accepted. Proposed change: Supporting text amended to extend planning jurisdiction to the borough boundary. Supporting text references the development proposals which will require planning permission. Criterion added which clarifies that new moorings will not be accepted in restricted mooring areas.
Object: 104	Policy DM34	"Concerned about the loss of old policy ES.39 relating to the river corridor as there are particular considerations in the River Hamble corridor which need to be made more explicit. Navigational safety for the whole river is not covered by DM34, as it only refers to frontages of river in the urban edge and not the whole river.	Not accepted. Paragraph 5.150 of the Revised Draft Local Plan notes that in considering development proposals affecting the river, the Borough Council will have regard to the River Hamble Harbour Authority's Strategic Vision, Plan and Business Plan and will consult the harbour authority accordingly. This ensures that concerns regarding navigational safety that have been raised and made explicit elsewhere can be considered through the planning application process. As such, it is thought unnecessary to carry forward the provisions of policy 39.ES (Eastleigh Borough Local Plan 2001-2011) into the new local plan No change.
Support: 497	Policy DM34	Supports a policy that preserves the character of the river for the benefit of all, not just boat users.	Noted.
Object: 101, 2015	Policy DM35	Wildern School is full to capacity. The plan makes inadequate provision for secondary or sixth form places or for tertiary education. Relocation of health facilities and subsequent disposal of surplus facilities should not be subject to restrictive policies.	Accept in part. Policies for all major sites include proposed primary schools. It is recognised that the Revised Draft Local Plan does not include sufficient provision for secondary school education. Proposed change: Amend para 5.153 to refer to the need to include provision for

			<p>new primary schools as necessary in relation to the major development sites and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</p> <p>See also proposed changes to policies S6 and WE1 and related text.</p> <ul style="list-style-type: none"> · Provision of education is covered by Policy S6 - Community Facilities which indicates that the Council will seek the provision of new schools and enhancements to existing schools as advised by the education authority and is now proposed to be amended to refer to a requirement to provide a new secondary school. Policy WE1 is now proposed to be amended to make specific provision for a new secondary school at Horton Heath. The Council will continue to consult as appropriate to ensure the needs to community and facilities, including education, are met. · The policy does not preclude the relocation or disposal of health facilities - it seeks to ensure that surplus existing community facilities are considered for alternative community uses before they are lost to other uses. This is entirely appropriate given the shortage of such facilities in some areas. <p>No further change.</p>
Support: 2015	Policy DM35	<p>NHS England supports:</p> <ul style="list-style-type: none"> • principle of developer contributions to the provision of healthcare facilities. • flexibility in the approach to providing and adapting to 	Noted.

		future healthcare provision in the area.	
Object: 6591	Policy DM36	Amend this policy to require that planning applications for new cemeteries are accompanied by a risk assessment and site specific data demonstrating that the base of graves would not be below the water table.	Accepted. The policy already refers to seeking the views of the Environment Agency and the additional wording suggested clarifies the information that they require. Proposed change: delete 'subject to the views of the Environment Agency' add additional criterion iii) requiring risk assessment and site specific data to demonstrate that the base of graves will not be below the water table.
Object: 5965, 6200, 6537, 6540	Policy DM37	<ul style="list-style-type: none"> · Lack of funding for required access improvements for strategic sites. Will instead result in pressure on Woodhouse Lane. · Plan should not impose requirements for developers' obligations that render development unviable. No viability assessment has been undertaken of the Plan's cumulative obligations. · Policy DM37 should include reference to the CIL regulations, in particular the Community Infrastructure Levy 2010 Regulation 122. 	Not accepted. There is nothing in Policy DM37 that would lead to a lack of funding for access improvements for the strategic development sites. Policy DM37 is intended to ensure that appropriate funding for infrastructure is secured in relation to all development proposals. It is not the Council's intention to impose requirements on development that make proposals unviable. In addition, viability (including cumulative obligations) will be taken into account in assessing schemes. In the context of a changing legislative background it is not considered appropriate to include references to current regulations which may change and will quickly date the plan. No change.
Support: 2015	Policy DM37	Where extended or relocated primary care facilities are required to mitigate the impact of new development NHS England and other NHS bodies will need to secure S.106/ CIL funding.	Noted.

Chapter 6, Parish by Parish			
Section 6.1 Allbrook			
<p>Object: 350, 469, 4645, 4847, 4850, 4975, 5025, 5745, 5746, 6305, 6336,</p>	<p>Policy AL1</p>	<p>Object to residential development off Porchester Rise because:</p> <p><u>Transport</u></p> <ul style="list-style-type: none"> • Traffic problems at Woodside Avenue, Pitmore Road and Allbrook Hill and local junctions. • Traffic impacts – not adequately assessed – proposals should include road improvements. • Inadequate access. • Access should be from Oakfield. • Inadequate parking. • Failure to provide for pedestrians <p><u>Environment</u></p> <ul style="list-style-type: none"> • Harm to character of the area and loss of countryside. • Too many dwellings which are not needed. • Topography unsuitable. • Noise pollution from M27 • Light pollution. • Inadequate drainage – will exacerbate problems at Boyatt lane and Broomhill Way. • Likely subsidence issues. • Harm to residential amenities. <p><u>Landscape/ wildlife</u></p> <ul style="list-style-type: none"> • Impact on trees. • Harm to wildlife. 	<p>Not accepted.</p> <p><u>Transport</u></p> <ul style="list-style-type: none"> • Small scale development will not have a significant impact on local transport infrastructure or congestion. <p><u>Environment</u></p> <ul style="list-style-type: none"> • It is acknowledged that the development will change the character of the local landscape – some change has to be accepted with the allocation of green field sites. The policy proposes landscape mitigation. • Number of dwellings is approximate and will be confirmed through detailed design work. • Ground conditions will be investigated as part of detailed design proposals. • The policy requires landscape planting on the southern boundary of the site to mitigate impact on adjoining properties. <p><u>Landscape/ wildlife</u></p> <ul style="list-style-type: none"> • Trees are protected. • The site does not include areas designated for nature conservation value, but normal development management policies require ecological surveys and measures to deal with protected species. <p>No change.</p>
<p>Support: 3363</p>	<p>Policy AL1</p>	<p>Support subject to design and layout.</p>	<p>Noted.</p>
<p>Object: 623, 3363, 4975, 5169, 6336, 6403, 6459, 6465,</p>	<p>Policy AL2</p>	<p>Object to development east of Pitmore Road:</p> <p><u>General</u></p>	<p><u>General</u> - accept in part.</p> <ul style="list-style-type: none"> • Accept that policy needs minor

6591	<ul style="list-style-type: none"> · Policy needs clarification · Increase dwelling nos. from 30 to 50. · Requirements for affordable housing and sustainable building should be reduced in favour of more community benefits. <p><u>Transport</u></p> <ul style="list-style-type: none"> · Combined impacts of AL2 and AL3 should be assessed and more mitigation proposed. · Current transport appraisal does not reflect local experience. · Concerned about extra traffic on Pitmore Road and Allbrook Hill – dangerous and over-used. · Increased traffic and congestion on Boyatt lane and Otterbourne Hill · Should include re-surfacing of link road across Otterbourne Common. · Provide parking bays off Boyatt Lane. <p><u>Environment</u></p> <ul style="list-style-type: none"> · Policy should recognise need to connect to water supply and drainage. · Watercourse on site will require buffering and enhancement. · Danger that development will lead to flooding. <p><u>Landscape and nature conservation</u></p> <ul style="list-style-type: none"> · Open Space to north should be in public ownership – more clarity required. · Site should be a Local Nature Reserve. · Need soft landscaping with native species. 	<p>clarification.</p> <ul style="list-style-type: none"> · Accept potential to increase housing numbers. <p><u>Proposed change:</u> Amend policy AL2 to clarify that open space forms part of the total area and refer to the development of up to 50 dwellings.</p> <ul style="list-style-type: none"> · Reduction in affordable housing and sustainability requirements is not accepted as both are Council priorities. Not clear what community benefits are sought or proposed. <p>No further change.</p> <p><u>Transport</u> – not accepted.</p> <ul style="list-style-type: none"> · Small scale development will not have a significant impact on local transport infrastructure or congestion. <p>No change.</p> <p><u>Environment</u> – accept in part.</p> <p><u>Proposed change:</u> Amend policy AL2 to include criteria relating to on-site watercourse, water supply and drainage.</p> <ul style="list-style-type: none"> · No on-site flood risk has been advised. Other policies of the Local Plan include requirements to prevent off-site flooding arising from new development. <p>No further change.</p> <p><u>Landscape and nature conservation</u> – accept in part.</p> <p><u>Proposed change:</u> Clarify that open space to north will be for public use and in public ownership.</p> <ul style="list-style-type: none"> · Future Local Nature Reserve status should be a matter for review once the site is
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			<p>established.</p> <ul style="list-style-type: none"> Policy refers to landscape requirements and other policies of the Local Plan and Quality Places SPD require native species. <p>No further change.</p>
Support: 6521	Policy AL2	Support subject to transport assessment and maximising community gain.	Noted.
Object: 469, 3363, 4975, 6376, 6403, 6459, 6465, 6521	Policy AL3	<p>Object to development north of Allbrook Hill:</p> <p><u>Transport</u></p> <ul style="list-style-type: none"> Traffic impacts on local roads Loss of parking on Allbrook Hill will disadvantage disabled residents. Will increase parking on Pitmore Road. Proposed parking inadequate. Potential for residents of Allbrook Hill to use rear gardens for parking should be investigated. One way system needed through Allbrook with new road to north. Insufficient in-combination assessment of transport impacts. Potential conflicts with AL2 traffic. No bus service. <p><u>Environment</u></p> <ul style="list-style-type: none"> Sewerage infrastructure is inadequate. Impacts on adjoining residents. <p><u>Landscape and nature conservation</u></p> <ul style="list-style-type: none"> Adjoining SINC should be extended. Loss of countryside. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> Lack of local school. 	<p><u>Transport</u> – not accepted.</p> <ul style="list-style-type: none"> Small scale development will not have a significant impact on local transport infrastructure or congestion. Removal of some parking from Allbrook Hill should aid traffic movement. Policy does not prevent other homeowners in Allbrook Hill from seeking alternative parking arrangements. Development will be subject to normal parking requirements. Transport assessment uses model that takes into account traffic movements across south Hampshire including in-combination effects. <p>No change.</p> <p><u>Environment</u> – accept in part.</p> <p>Proposed change: Amend policy to include requirement for provision of sewerage infrastructure.</p> <ul style="list-style-type: none"> Impacts on adjoining residents addressed through policy DM1. <p>No further change.</p> <p><u>Landscape and nature conservation</u> – not accepted.</p> <ul style="list-style-type: none"> SINC designation determined by site

			<p>survey.</p> <ul style="list-style-type: none"> It is acknowledged that the development will change the character of the local landscape – some change has to be accepted with the allocation of green field sites. <p>No change.</p> <p><u>Community infrastructure</u> – not accepted. HCC Children’s Services has not advised of issues regarding capacity of local schools. No change.</p>
Section 6.2 Bishopstoke			
Support: 5563	6.2.13	Support recognition of the historic interest of The Mount.	Noted.
Object: 3638, 4650, 4841, 6251, 6344, 6390, 6490, 6514, 6550, 6576	Policy Bi1	<p>Object to development proposals at and adjoining The Mount:</p> <p><u>Transport</u></p> <ul style="list-style-type: none"> Inadequate local roads – will increase traffic congestion which is already significant. Transport assessment inadequate and proposed mitigation will not work. Bishopstoke Road and Church Lane are at capacity. <p><u>Environment</u></p> <ul style="list-style-type: none"> Object to principle. Unacceptable impact on setting and rural character of Bishopstoke and rights of way. Loss of green field. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> Insufficient capacity in local schools and healthcare facilities. Why allocate allotments – better to spread housing over whole site and give residents more space. More allotments are not needed. Allotments may be developed for housing in future. 	<p><u>Transport</u> – not accepted.</p> <ul style="list-style-type: none"> Any development scheme will be accompanied by a traffic assessment to assess the highway impact of development. No evidence submitted to suggest that there is an in principle objection to developing this site on highway grounds. <p>No change.</p> <p><u>Environment</u> – not accepted.</p> <ul style="list-style-type: none"> Allocation of a greenfield site for development will inevitably lead to a change in the landscape character of the area and some loss of amenity to the local community. The proposed development would be in accordance with the existing development brief which looks to protect and retain important trees within the site, increase planting where necessary and achieve access to the woodland and

		<p><u>Landscape and nature conservation</u></p> <ul style="list-style-type: none"> Policy should require no adverse impact on R.Itchen SSSI/SAC. 	<p>connect to the Itchen Navigation. No change.</p> <p><u>Community - accept in part.</u></p> <ul style="list-style-type: none"> Plan developed in consultation with health and education authorities. Agree that the plan does not make adequate provision for education. The Council was advised late in the plan preparation process about the need for additional schools provision in the east of the borough. <p>Proposed change: Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</p> <p><u>Landscape and nature conservation – accept.</u></p> <ul style="list-style-type: none"> Agree that policy can refer to no adverse impacts on River Itchen SSSI & SAC. <p>Proposed change; Amend criterion (iii) to require no adverse impact on River Itchen SSSI or SAC via drainage systems</p>
Support: 6510	Policy Bi1	Support the allocation of land owned by Cemex.	Noted.
Support: 5563	Policy Bi1	Support recognition of the historic interest of The Mount.	Noted.
Object: 3638, 4613, 4650, 4841, 4845, 4959, 6251, 6301, 6344, 6442, 6443, 6490, 6514, 6550, 6576	Policy Bi2	<p>Object to development at Stoke Common Road: <u>General</u></p> <ul style="list-style-type: none"> Concerns about principle of development and increase in size of allocation. Number of dwellings should be reduced to 22. Danger of extending development on to adjoining land. <p><u>Landscape and nature conservation</u></p>	<p><u>General – not accepted.</u></p> <ul style="list-style-type: none"> Increase in size of allocation modest in terms of housing numbers. Number of dwellings is modest in comparison to site size – proposal also brings community benefits in the form of open space, cemetery extension and allotments.

	<ul style="list-style-type: none"> · Loss of gap · Loss of attractive countryside. · Impact on attractive landscape and public right of way. · Impact on wildlife. · Reduction in number of dwellings maybe needed to offset biodiversity impacts. <p><u>Transport</u></p> <ul style="list-style-type: none"> · Local roads are inadequate – Bishopstoke Road and Church Lane can't cope. · Inadequate cycleways. · Road improvements needed before development. · Transport impacts inadequately assessed. · Proposed mitigation will not work. <p><u>Environment</u></p> <ul style="list-style-type: none"> · Will increase air pollution. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> · Inadequate school and healthcare infrastructure. · Inadequate local shops. · Further allotments not needed. · Query need for additional cemetery space. 	<ul style="list-style-type: none"> · No proposal to extend development to adjoining land – site is contained by woodland belt. <p>No change.</p> <p><u>Landscape and nature conservation</u> – not accepted.</p> <ul style="list-style-type: none"> · Site is not in a currently identified gap. · Allocation of a green field site for development will inevitably lead to a change in the landscape character of the area and some loss of amenity to the local community. · Policy requires no adverse impact on nature conservation interests. · Public right of way is protected by policy. <p>No change.</p> <p><u>Transport</u> – not accepted.</p> <ul style="list-style-type: none"> · Any development scheme will be accompanied by a traffic assessment to assess the highway impact of development. No evidence submitted to suggest that there is an in principle objection to developing this site on highway grounds. <p>No change.</p> <p><u>Environment</u> – not accepted.</p> <ul style="list-style-type: none"> · No evidence submitted to demonstrate significant increase in air pollution. <p>No change.</p> <p><u>Community infrastructure</u> – accept in part.</p> <ul style="list-style-type: none"> · Plan developed in consultation with health
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			<p>and education authorities.</p> <ul style="list-style-type: none"> Agree that the plan does not make adequate provision for education. The Council was advised late in the plan preparation process about the need for additional schools provision in the east of the borough. <p>Proposed change: Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</p> <ul style="list-style-type: none"> Development should help to support local shops. Council advised that there was a local need for additional cemetery space and allotments. <p>No further change.</p>
Section 6.3 Botley			
Object: 2570, 3244, 3848, 4038, 4726	6.3.2	The population of Botley is static according to the ONS – it is not in decline.	<p>Not accepted. Paragraph 6.3.2 makes reference to likely changes in the future trend of the population of Botley, not its present or most recent trend. No change.</p>
Object: 101, 149, 176, 247, 321, 364, 508, 655, 759, 2183, 2357, 2404, 2484, 2570, 2572, 2574, 2577, 2604, 2877, 2878, 2879, 3244, 3377, 3447, 3515, 3569, 3585, 3586, 3676, 3704, 3725,	Policy BO1	<p><u>Sustainability</u></p> <ul style="list-style-type: none"> Remote from existing communities, transport network and employment Other sites in the borough are in more sustainable locations. A majority of objectors favour the Allington Lane site which is seen as better related to Eastleigh, able to support regeneration of the town centre. Other objectors suggest land north of Hedge End railway station The Council’s own sustainability appraisal demonstrates that the site fails a number of the sustainability criteria 	<p>Not accepted. <u>Sustainability</u> This general location has previously been identified in the South East Plan as suitable to accommodate a strategic development area. The site is less than a kilometre away from Botley, and 2km from Hedge End. It is not ‘remote’ in the normally accepted sense of the word. However it is accepted that access to public transport will need improvement. There</p>

<p>3727, 3728, 3763, 3787, 3824, 3848, 3884, 3917, 3974, 3992, 4008, 4037, 4042, 4064, 4070, 4071, 4098, 4101, 4102, 4164, 4226, 4275, 4332, 4346, 4350, 4352, 4402, 4446, 4449, 4461, 4497, 4515, 4572, 4588, 4591, 4607, 4622, 4623, 4648, 4643, 4668, 4673, 4676, 4678, 4686, 4704, 4706, 4713, 4718, 4726, 4736, 4740, 4744, 4754, 4777, 4780, 4781, 4799, 4801, 4802, 4839, 4865, 4876, 4906, 4911, 4927, 4944, 4948, 4969, 4971, 5004, 5009, 5049, 5079, 5099, 5122, 5123, 5131, 5135, 5136, 5137, 5170, 5171, 5172, 5178, 5244, 5396, 5401, 5415, 5419, 5441, 5442, 5501, 5502, 5536, 5628, 5639, 5647, 5657, 5675, 5690, 5692, 5702, 5707, 5711,</p>	<ul style="list-style-type: none"> • Area has previously been dismissed as unsuitable for development. <p><u>Countryside, landscape and biodiversity</u></p> <ul style="list-style-type: none"> • Conflicts with other policies in the Local Plan • Concerns regarding flood risk on the site particularly from surface water drainage. There are fears that development could increase flood risk off site. Some objectors refer to flooding in Maddoxford Lane & Wangfield Lane. • Loss of high quality agricultural land • Significant landscape and heritage/character impacts • Loss of gap between settlements: Hedge End, Boorley Green and Botley <p><u>Community facilities/services</u></p> <ul style="list-style-type: none"> • Community facilities not wanted/needed by local residents, most valuing its semi-rural character • Over load of existing facilities • Loss of recreational facility • Local schools at capacity • Insufficient utilities e.g. sewerage <p><u>Recreation</u></p> <p>The proposed development of the existing golf course is incompatible with the plan's objective of encouraging healthy lifestyles and improving sports and recreation facilities. As a minimum, a 9 hole course could be retained.</p> <p><u>Employment</u></p> <ul style="list-style-type: none"> • Little local employment and remote from other employment areas • Loss of employment (hotel and golf course) <p><u>Transport</u></p> <ul style="list-style-type: none"> • Lack of local public transport • Severe impact on road safety, local roads and on neighbouring settlements, in combination with other developments and from the allocation alone. Increase in 	<p>is employment within 3.5km at Hedge End. Improvements to public transport should include footpath and cycle access to Hedge End station, which provides train links to the main areas for local employment in Eastleigh and Southampton. It is anticipated that improved bus services will also link to these and other destinations. It is accepted that development at this site does not contribute directly to the regeneration of Eastleigh town centre or Eastleigh River Side – other elements of the Council's strategy do this. In arriving at revised options, the Council has had regard to options that have already been test in preparing previous versions of the Local Plan and associated sustainability appraisals. Some of these options, such as a new single settlement at Allington Lane, were found unlikely to be deliverable or effective and have not been revisited.</p> <p><u>Countryside, landscape and biodiversity</u></p> <p>Development of any green field site in this relatively small borough will affect issues such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development. Sport and recreation facilities can be replaced. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, accessible community facilities and provision of attractive places to live. It is acknowledged that the development</p>
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<p>5795, 5801, 5810, 5821, 5827, 5837, 5878, 5904, 5909, 6017, 6033, 6288, 6295, 6309, 6313, 6314, 6328, 6354, 6395, 6396, 6398, 6399, 6449, 6450, 6461, 6480, 6482, 6501, 6520, 6529, 6534, 6536, 6537, 6540, 6545, 6555, 6565, 6569, 6580, 6583</p>		<p>traffic congestion on local roads around Boorley Green, Botley, Durley, Horton Heath and Fair Oak. Local roads are considered to be at capacity and unsuitable for number and type of vehicle e.g. Maddoxford Lane, Wangfield Lane, Crow's Nest Lane. Increase in air pollution in an area already designated as an Air Quality Management Area</p> <ul style="list-style-type: none"> • Transport improvements proposed are insufficient • Botley bypass: bypass will not sufficiently alleviate traffic and will simply move the problem; Hampshire County Council object to the principle <p><u>Other</u> Conflict of interest with Ageas Bowl</p>	<p>would have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping.</p> <p>It is acknowledged that the combined effects of the proposals to develop the sites at Boorley Green and east of Hedge End will be to narrow the gaps between Hedge End and Boorley Green and Botley. However, there will still be gaps.</p> <p>The site does not include or directly border any nature conservation sites of national or European significance. The potential impacts of development on the River Hamble have been examined through the Habitats Regulations Assessment, and it is concluded that any adverse impacts can be mitigated, e.g. through the use of sustainable drainage systems.</p> <p>Work has been undertaken on surface water and other forms of flooding, and these do not present insuperable constraints. The development will be required to provide sustainable drainage systems.</p> <p><u>Recreation</u> It is acknowledged that the development results in the loss of an attractive golf course. However there are other local golf courses and it is considered that if necessary this facility could be replaced within the borough.</p> <p><u>Community facilities/services</u> It is acknowledged that the development of the</p>
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			<p>golf course will change the character of Boorley Green. The Council considers that it will make this a more distinct and viable community, with its own identity and community infrastructure.</p> <p>It is acknowledged that the development results in the loss of an attractive golf course. However there are other local golf courses, and it is considered that if necessary this facility could be replaced within the borough.</p> <p>The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of school provision and discussion is underway regarding a new secondary school. Primary schools are proposed in the Revised Draft version of the Plan.</p> <p>The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, is not adequate to serve the new development. New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments.</p> <p><u>Employment</u></p> <p>It is understood that the hotel will not close, but will expand and be central to community infrastructure to be provided on the site, including potentially a combined heat and power facility. It is not a requirement of the policy that the hotel should close.</p> <p><u>Transport</u></p> <p>Improvements to non-car modes of transport should include footpath access to Hedge End</p>
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			<p>station across the fields to the north of the railway. From the hotel to the station is just over 1 km. The station provides train links to the main areas for local employment in Eastleigh, Southampton etc. It is anticipated that improved bus services will also link to these and other destinations. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre.</p> <p>Transport assessment undertaken using the sub-regional transport model indicates that traffic generated by the development can be accommodated on local roads. Improvements to junction 8 of the motorway are being considered by the Highways Agency. A detailed transport assessment will be required to support development proposals on this site. The bypass is needed anyway to relieve Botley village centre of through traffic. The bypass is to be funded from a variety of sources including potentially the community infrastructure levy.</p> <p><u>Other</u> The Council does not accept that there is a conflict of interest in its proposals for this site and development at the Ageas Bowl. No change.</p>
Object: 6251	Policy BO1	There are no requirements relating to linkages with the rural public right of way network. An amendment to criterion x. is proposed.	Accept. Proposed change: wording to be amended as required by Natural England.
Object: 5108	Policy BO1	With regards to criterion (v) it should be noted that the permitted scheme will deliver the initial phases of the Botley Bypass, namely improvements to the Maypole Roundabout and Woodhouse Lane.	Not accepted. The additional criterion suggested cannot be included because it cannot be demonstrated that BO1 is dependent on delivery of the

			Botley bypass. No change.
Object: 5108	6.3.17	In relation to paragraph 6.3.17 it is suggested that the reference to a Habitats Regulations Assessment is changed to refer to a “Screening” being required, given that the Council concluded that the permitted scheme did not require an HRA subject to appropriate mitigation measures being secured through the S106 Legal Agreement.	Accept. Proposed change: Amend paragraph 6.3.17 to refer to HRA "screening"
Object: 804, 6537, 6540	Policy BO2	<ul style="list-style-type: none"> • This site requires provision or contributions towards the Botley Bypass and there is no indication when this road will be delivered. Other infrastructure improvements are required which may not be viable. • Object to the requirement to build the part of the Botley bypass that passes through the site. There is no current justification for the bypass or any likelihood that the rest of it will be completed in the plan period. It is also unsuitable to use it to access the development – shared use of the bypass is unlikely to make this a successful place. HCC would agree to the retention of a route for the bypass as a long-term aspiration. Vehicular access to the development site should be from Winchester Street. Support improved existing pedestrian and cycle access to the village and Botley station. Employment proposals should be widened. Clarification needed in respect of allotments location and cemetery (size etc). Reference to BREEAM unnecessary (repeats DM2g). • [Amended wording suggested.] 	Not accepted. The route of the Botley bypass passes through this site and the development should be linked to it in order to limit increases in traffic using Winchester Street. It is therefore considered reasonable to require part of the bypass to be built in connection with the development of this site. The long term reservation of the route allows for its future delivery. See also responses to representations on policy BO3. No change
Object: 176, 655, 759, 3824, 3974, 4070, 4101, 4226, 4781, 4786, 4799, 4801, 4802, 4863, 5170, 5441, 5442,	Policy BO2	<u>Sustainability</u> <ul style="list-style-type: none"> • Other sites in the borough are in more sustainable locations. A majority of objectors favour the Allington Lane site <u>Transport</u> <ul style="list-style-type: none"> • Traffic increase and congestion on local roads 	Not accepted. <u>Sustainability</u> In arriving at revised options, the Council has had regard to options that have already been test in preparing previous versions of the Local Plan and associated sustainability appraisals.

5878, 6251, 6534		<p>including: Winchester Street, B3354.</p> <ul style="list-style-type: none"> • “Rat runs” on Maddoxford Lane and Oatlands Road. • Increase in noise and air pollution from traffic. • Impacts on strategic road network e.g. M27. • Road improvements suggested will be ineffective. • Botley bypass: bypass will not sufficiently alleviate traffic and will simply move the problem; Hampshire County Council object to the principle. • The value of the rural public right of way that passes through this site should be recognised and measures included in the plan to offset any degradation through urbanisation. Detailed changes to the policy are suggested to address these issues. <p><u>Environment, landscape and character</u></p> <ul style="list-style-type: none"> • Loss of countryside, green fields and farm land • Impact on wildlife and nature conservation value • Flooding • Loss of gaps between settlements • Harm the rural character of the area by overdevelopment <p><u>Infrastructure/facilities/services</u></p> <ul style="list-style-type: none"> • Insufficient water and sewerage infrastructure. This needs to be upgraded. 	<p>Some of these options, such as a new single settlement at Allington Lane, were found unlikely to be deliverable or effective and have not been revisited. See also responses to representations on strategic policy S3 omission sites (Allington Lane site).</p> <p><u>Transport</u></p> <p>Improvements to non-car modes of transport should include footpath access to Hedge End station across the fields to the north of the railway. From the hotel to the station is just over 1 km. The station provides train links to the main areas for local employment in Eastleigh, Southampton etc. It is anticipated that improved bus services will also link to these and other destinations. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre.</p> <p>Transport assessment undertaken using the sub-regional transport model indicates that traffic generated by the development can be accommodated on local roads. Improvements to junction 8 of the motorway are being considered by the Highways Agency. A detailed transport assessment will be required to support development proposals on this site. The bypass is needed anyway to relieve Botley village centre of through traffic. The bypass is to be funded from a variety of sources including potentially the community infrastructure levy.</p> <p>Footpath/ cycleway routes that are part of the strategic network are shown on the proposals map. Criterion xii of policy BO2 seeks to ensure the provision of good cycle and</p>
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			<p>pedestrian links. The character of those footpaths/cycleways will be explored at masterplanning stage.</p> <p><u>Environment, landscape and character</u></p> <p>It is acknowledged that the development would have a landscape impact. Development of any green field site in this relatively small borough will affect issues such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development. Efforts will be made to limit this impact through quality design and landscaping.</p> <p>The site does not include or directly border any nature conservation sites of national or European significance. The potential impacts of development on the River Hamble have been examined through the Habitats Regulations Assessment, and it is concluded that any adverse impacts can be mitigated, e.g. through the use of sustainable drainage systems.</p> <p>Work has been undertaken on surface water and other forms of flooding, and these do not present insuperable constraints. The development will be required to provide sustainable drainage systems.</p> <p>It is acknowledged that the combined effects of the proposals to develop the sites at Boorley Green and east of Hedge End will be to narrow the gaps between Hedge End and Boorley Green and Botley. However, there will still be gaps.</p> <p><u>Infrastructure/facilities/services</u></p>
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			The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, is not adequate to serve the new development. New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments. No change.
Object: 804	Policy BO2	Support the allocation of the site for development but policy should refer to masterplan or development brief – no need for both.	Noted. <u>Proposed change:</u> Amend the second paragraph of Policy BO2 to refer to a “development brief, including master plan”
Support: 374, 4538, 4539, 4541, 6327	Policy BO2	As owners of land within the site support the allocation of this site for development.	Noted.
Support: 101	Policy BO2	Principle of development north-east of Winchester Street is supported provided the route of the bypass is protected. Design and layout would need to have regard to the character of the conservation area. Support proposed new allotments and cemetery, and extension of local footpath and cycle routes.	Noted.
Support: 2484	Policy BO2	Support as it will support local trade, capable of being integrated within the existing community and is in close proximity to the village centre. It will also help to provide the Botley bypass, provide more allotment space and a new cemetery.	Noted.
Support: 5563	Policy BO2	English Heritage has no view on this strategic allocation itself but welcomes and supports the intent of requirement xiii of this policy, but considers that it may be difficult to achieve given that the farm buildings have a functional relationship with their associated farmland, a relationship that will be lost if the land is developed. This comment is without prejudice to any comments we may wish to make on any planning application for the development of this site.	Noted.
Object: 701, 804, 2570, 3244, 3763,	Policy BO3	<u>Environment</u> - Loss and deterioration of habitat	Not accepted. The proposed bypass will provide an

<p>3848, 4038, 4070, 4086, 4704, 4706, 4726, 4799, 5105, 5106, 5107, 5936, 5965, 6251, 3152</p>	<ul style="list-style-type: none"> - Severs priority biodiversity links - Noise and air pollution - Flooding risk <p><u>Traffic</u></p> <ul style="list-style-type: none"> - Increase traffic and congestion in other areas/moves congestion elsewhere including: Maypole roundabout, Fair Oak and Horton Heath - Harm to highway safety <p><u>Need</u></p> <ul style="list-style-type: none"> - Not supported by local community - Implementation should be in the early part of the Plan, before housing and employment development commences - Traffic need for bypass not proven - Economic, environmental and safety benefits should be quantified. <p><u>Deliverability</u></p> <ul style="list-style-type: none"> - Hampshire County Council state the bypass in only deliverable in the longer term - Failure to agree between Hampshire County Council, Winchester and Eastleigh Councils - S106 contributions will not be sufficient to pay for new road - Some respondents suggest the route removed and some suggest a long term safeguard only. - Should not be seeking contributions for a scheme as it is unlikely to ever come forward - No connection over the upper part of the Hamble detailed - Winchester City Council reiterate their willingness to continue to work with Eastleigh to determine whether a robust case for a bypass can be developed <ul style="list-style-type: none"> - <u>Community/Economy</u> - Impact on traders in Botley centre - Potentially open up the area to further development 	<p>alternative route for traffic currently passing through Botley village centre, including the HGVs. This is the most effective means of achieving the improvements in air quality required by the recent designation of the Botley Air Quality Management Area. Reducing through traffic will also benefit the environment of the local centre of Botley, increasing its attractiveness as a leisure and shopping destination, and enabling greater appreciation and enjoyment of its character and heritage, including Botley Mill. This should boost the vitality and viability of the village centre.</p> <p>The route is identified in the Hampshire County Council Transport Plan. Where proposed development is in the locality of the bypass and is likely to have an impact on the road network in this area, contributions are required. The Council will continue to work with Winchester City Council to produce a robust case for a bypass.</p> <p>Suggested alternative solutions are considered unlikely to be practicable.</p> <p>No change.</p>
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Support: 101, 2484, 3824, 6542, 5823	Policy BO3	<p>Support Botley bypass:</p> <ul style="list-style-type: none"> · Need for bypass has been evident for many years and there is sufficient likelihood of it being implemented in the plan period. Also notes that early transport appraisal work only suggests a small increase in traffic in Botley during peak time due to roads already being saturated at these times and thus congestion periods, and resultant pollution, would increase in duration and level respectively. · Support improvement of Woodhouse lane and Maypole roundabout but this should be justified in terms of existing needs, not those arising from new development. · Needed to alleviate the air pollution problems in Botley. It should be built as a priority before any further housing development in or near Botley. · Steeple Court and I King are proposing employment development in the adjoining Winchester City Council area. 	Noted.
Support: 101, 2484	Policy BO4	Support proposals for Botley Mill but note these are only achievable if the bypass is built,	Noted.
Support: 5563	Policy BO4	English Heritage has no view on this strategic allocation itself but welcomes and supports clause i of Policy BO4 regarding Botley Mill given its historical significance as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF. This comment is without prejudice to any comments we may wish to make on any planning application for the development of this site.	Noted.
Section 6.4, Bursledon			
Object: 3258	6.4.1	Local Plan fails to recognise the unique character of Bursledon. Planned development will detract from this character.	Not accepted. The Local Plan includes sufficient safeguards to protect the character of the urban areas including Bursledon whilst enabling necessary change. The Plan cannot and should not

			<p>prevent the urban areas from continuing to evolve as they have for many years. No change.</p>
<p>Object: 176, 474, 655, 662, 804, 3258, 4983, 4987, 5048, 5049, 5051, 6286, 6463, 6530, 6574</p>	<p>Policy BU1</p>	<p><u>General</u></p> <ul style="list-style-type: none"> · Contrary to NPPF requirement to allocate land of the least environmental or amenity value (NPPF para. 110). · SLAA states that not all the site is available for development, that development may not be achievable and that it also requires significant improvements to vehicular access. · Capacity of the site is unclear due to various constraints, so greater caution is needed in respect of reliance upon it to help meet Bursledon's needs. · There are queries regarding deliverability. <p><u>Landscape, gaps and biodiversity impacts</u></p> <ul style="list-style-type: none"> · Loss of green fields. · Significant landscape impacts. Site is visible in long views from the coast. · Area is currently defined as part of the local gap. Development would close gap between developed areas, harm character of area and conflicts with policies S9 & S13 of the Revised Draft Local Plan. Also contrary to policy 3.CO of the adopted local plan. · Development would affect European nature conservation interests (River Hamble) and needs Appropriate Assessment. · No weight appears to have been given to quality of rural landscape. · Existing woodland and ecological assets need to be retained. Development would harm biodiversity. · Development is a threat to views of the Windmill and the countryside. <p><u>Transport</u></p>	<p>Not accepted.</p> <p><u>General</u></p> <p>Land is not of significant environmental or amenity value. Further work with site owners and developers has indicated that the site is available and capable of being developed. It has also confirmed its capacity.</p> <p><u>Landscape, gaps and biodiversity</u></p> <p>Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p>Whilst the landscape character would alter as a result of development, the design and layout of development, combined with the retention of soft landscaping (including trees) and the existing built form on this side of the A27 would help to mitigate its impact.</p> <p>The proposal will lead to erosion of the gap between Bursledon and Hedge End, but it is considered that a sufficient area of land would be retained to provide a gap between these settlements.</p> <p>The desirability of retaining significant tree coverage within the site is reflected in the existing policy wording and in the relatively</p>

	<ul style="list-style-type: none"> • More public transport is needed. • There are accessibility issues - site is remote from schools in Long Lane and requires significant improvements to vehicular access (access to A27 is unsafe). • Development will lead to "rat running" through Lowford to Hamble Lane because of present congestion and lead to air pollution. • Development would worsen congestion (e.g. at Windhover Roundabout) and make crossing the road difficult for pedestrians. • Proposal will have severe adverse impacts on road safety and congestion on Portsmouth Road. • Insufficient roads infrastructure to deal with traffic. • Acknowledge impacts on Windover Roundabout and M27 junction 8 (to be tested through Transport Assessment). <p><u>Environment</u></p> <ul style="list-style-type: none"> • Noise impact and air pollution from M27 makes the location unsuitable. • Development would also affect local natural drainage systems and springs. Alternative locations such as the car boot field opposite Tesco's have not been properly considered • Concerned about increased flood risk. • Contrary to Council's own sustainability appraisal <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> • This policy will have an unacceptable impact on Bursledon School, leading to access and parking difficulties at the school. • Insufficient local shopping facilities. <p><u>Community</u></p> <ul style="list-style-type: none"> • Will not meet community needs for affordable housing • No accommodation for older people 	<p>small amount of development proposed on this site in relation to its area.</p> <p>Any development proposal would need to ensure that it would not harm the SINC (or provide suitable mitigation). There is no reason to doubt that this could be achieved.</p> <p>The topography of the area and significant tree coverage serve to minimise the inter-visibility between this site and the Bursledon Windmill Conservation Area. A well designed scheme on this site is not considered to have a significant detrimental impact on the character and appearance of this Conservation Area. There are no other conservation areas within the vicinity of the site.</p> <p><u>Transport</u></p> <p>The strategic transport assessment undertaken by the Council has not identified any insurmountable traffic issues in this area. A detailed transport assessment will need to be undertaken to support development proposals on this site.</p> <p>It is acknowledged that the A27 is a significant physical barrier between the site and the facilities and services within Bursledon e.g. at Lowford. However, this does not in itself provide sufficient justification not to develop this site and a new pedestrian and cycle crossing of the A27 will provide some mitigation.</p> <p><u>Environment</u></p> <p>A noise impact assessment will be required to accompany any development proposals for this site. At this time it is not considered that</p>
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<p>Object: 5078, 5127, 5128, 6547, 6548</p>	<p>Policy BU1</p>	<p>Site BU1 is currently allocated for approximately 75 dwellings. Highwood control land immediately to the north east of the current allocation (see enclosed red line plan). It would be better to come forward with a comprehensive development that encompasses the combined site area. This would result in the delivery of approximately 100 units, in total. Due to the proximity to the motorway to the north there is a requirement for a buffer to be incorporated into any proposed development; however this is a small</p>	<p>See response to strategic policy S3 Omission Sites (below)</p>

		<p>proportion of the site and the above proposed numbers make an allowance for this constraint. The additional site area could make a valuable contribution to housing supply, including affordable housing.</p> <p>There are no insurmountable constraints to development. Object because additional land to the north east of the site should be included in the allocation. If it is not included it will be a left-over, useless piece of land. Propose that the land should be used for public open space and/or for additional housing on the lower part of the site.</p>	
Object: 6251	Policy BU1	Natural England advises that development requirements for policy BU1 should include the need to buffer, and the possibility of enhancing the Windmill Fields Wood priority habitat.	Accept. <u>Proposed change:</u> include a new criterion in policy BU1 requiring a buffer to, and enhancement of the Windmill Fields Wood SINC.
Object: 4852	Policy BU1	Overdevelopment of area. If development is to proceed, requests that 'The Morellos' is included due to change of character of area.	Not accepted. 'The Morellos' is already included. No change.
Object: 176, 474, 655, 662, 804, 3258, 4019, 4987, 5048, 5049, 6274, 6286, 6291, 6304, 6341, 6463, 6530, 6574	Policy BU2	<p><u>General</u></p> <ul style="list-style-type: none"> • Contrary to NPPF requirement to allocate land of the least environmental or amenity value (NPPF para. 110). • There are queries regarding deliverability. • Capacity of the site is unclear due to various constraints, so greater caution is needed in respect of reliance upon it to help meet Bursledon's needs. • Land west of Hamble Lane should be allocated instead. <p><u>Landscape, gaps, biodiversity and heritage impacts</u></p> <ul style="list-style-type: none"> • Site provides visually prominent wooded backdrop to village and River Hamble and buffers village from motorway. • Development will lead to a loss of countryside and local gap. • Site is visible in long views from the coast and is 	<p>Not accepted.</p> <p><u>General</u></p> <p>Land is not of significant environmental or amenity value. Further work with site owners and developers has indicated that the site is available and capable of being developed. It has also confirmed its capacity.</p> <p><u>Landscape, gaps and biodiversity</u></p> <p>The allocation of a greenfield site for residential development will inevitably lead to a change in the character of the area, and some loss of amenities to the local community, including tranquillity.</p> <p>The site does not have any designated areas of nature conservation interest within it. Any development proposals for this site would</p>

	<p>unsuitable for a development of this size.</p> <ul style="list-style-type: none"> Development would harm the River Hamble and have significant adverse impacts on biodiversity including the European nature conservation interests (SPA and SAC). Proposal conflicts with policies S9 & S13 of the Revised Draft Local Plan. Also contrary to policies such as 18.CO, 4.CO and 26.NC of the adopted local plan. Site contains tree cover and is grade 1 agricultural land. Will have an adverse impact on the Old Bursledon Conservation area and archaeological interests <p><u>Transport</u></p> <ul style="list-style-type: none"> Acknowledge impacts on Windhover Roundabout and M27 junction 8 (to be tested through Transport Assessment). More public transport is needed. Site is remote from schools in Long Lane Development will substantially worsen traffic and raises access concerns. Severe adverse impacts on road safety and congestion along School Lane, affecting Lowford. 30mph zone should be extended to include proposed new access for BU2. Development will have negative impacts on road safety for cyclists. Development will lead to "rat running" through Lowford to Hamble Lane because of present congestion and lead to air pollution. Controlled crossings for pedestrians would only add to delays. Site BU2 needs an exit onto Blundell Lane to mitigate road safety and congestion concerns. <p><u>Environment</u></p>	<p>need to be informed by a survey of the site (including any nature conservation interest. The impact of development on the environmentally sensitive River Hamble would need to be fully assessed with appropriate mitigation measures as part of development proposals.</p> <p>Whilst the proposal would lead to the erosion of the gap between Bursledon and Hedge End, it is considered that a sufficient area of land would be retained to provide a gap between these settlements.</p> <p>Although the site provides a setting to the River Hamble and adjoins the Old Bursledon Conservation Area and Maidenstone historic garden, its allocation for development is not considered to be inherently harmful to the character and appearance of these areas. Careful attention will need to be given to the design, layout and scale of the proposed development in this regard. Development proposals will be subject to normal requirements for archaeological recording.</p> <p><u>Transport</u></p> <p>The strategic transport assessment undertaken by the Council has not identified any insurmountable traffic issues in this area. A detailed transport assessment will need to be undertaken to support development proposals on this site.</p> <p>It is acknowledged that the A27 is a significant</p>
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		<ul style="list-style-type: none"> Part of site is at risk from flooding. Residential amenities of adjoining properties should be protected. <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> There is insufficient highway infrastructure. This policy will have an unacceptable impact on Bursledon School, leading to access and parking difficulties at the school. There are problems regarding provision of drainage infrastructure. Insufficient local shopping facilities. <p>Community</p> <ul style="list-style-type: none"> Will not meet community needs for affordable housing 	<p>physical barrier between the site and the facilities and services within Bursledon. However, this does not in itself provide sufficient justification not to develop this site and a new pedestrian and cycle crossing of the A27 to provide some mitigation.</p> <p><u>Environment</u> Whilst a small part of the south-eastern part of the site is within flood zones 2 &3 the rest of the site is at a low level of risk from flooding. Any development proposals would need to be accompanied by a flood risk assessment. Normal development management policies will ensure protection of residential amenities.</p> <p><u>Infrastructure</u> Bursledon has a reasonable level of facilities and services which are understood to have sufficient capacity to accommodate the new development proposed in this area.</p> <p><u>Community</u> The development will be required to contribute the normal quantum of affordable housing, and could also help to meet the needs of older people. No change.</p>
Object: 6251	Policy BU2	Natural England advises that development requirements for policy BU2 should include the need to protect, and the possibility of enhancing the Brixedone Saltmarsh and mudflat priority habitat.	Accept. Proposed change: include a new criterion in Policy BU2 requiring the protection and enhancement of the Brixedone Saltmarsh and Mudflat SINC
Object: 804	Policy BU2	Support the allocation of the site for development but policy should refer to masterplan or development brief –	Accept. Proposed change: Amend the first

		no need for both.	paragraph of Policy BU2 to refer to a “development brief, including master plan”
Support: 4913	Policy BU2	Support this allocation – pre-application negotiations have been undertaken on major part of the site for a development of 90 dwellings – site can be delivered within the next 5 years and therefore contributes to 5-year housing land supply.	Noted.
Object: 474, 662, 3258, 4987, 5049, 5913, 6251, 6290, 6498, 6537, 6540,	Policy BU3	<p><u>General</u></p> <ul style="list-style-type: none"> This is an unacceptable location for large scale strategic development; it would be contrary to the Council's own previous sustainability appraisal. <p><u>Landscape, gaps and biodiversity impacts</u></p> <ul style="list-style-type: none"> Development will lead to a loss of countryside and gap and is conflicts with policies S9 & S13 of the Revised Draft Local Plan. Development will harm the character of the area, including Manor Farm Country Park and the River Hamble. Site is visible in long views of the area from the coast. Development would lead to a loss of habitats and would harm biodiversity including on the River Hamble. <p><u>Transport</u></p> <ul style="list-style-type: none"> Insufficient public transport - site is also unsuitable for those relying on walking. Concerned about increased congestion, leading to increased air and noise pollution. Remote from schools in Long Lane, also from facilities and services at Hedge End and Bursledon. Problems with accessibility - please provide pedestrian walking areas in Dodwell Lane. <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> This site requires significant infrastructure that may not be viable. 	<p>Not accepted.</p> <p><u>General</u></p> <p>The site is considered to have the potential to accommodate residential development.</p> <p><u>Landscape, gaps and biodiversity</u></p> <p>Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live.</p> <p><u>Transport</u></p> <p>Development includes the construction of a site access road and bypass to the junction of Heath House Lane and Bursledon Road which should help to ease traffic flows at this junction. It is agreed that this and other developments to the north could increase traffic using junction 8. However transport assessment has not indicated that this is a major issue. The Highways Agency are investigating the potential for improvements to</p>

		<ul style="list-style-type: none"> Insufficient infrastructure with regard to roads, schools and local shops. The long-term interests of the community - including the Itchen South District Scouts - should be taken into account with regard to the replacement of facilities that will be lost as a result of development. An area of land within Manor Farm Country Park should be allocated for camping and associated infrastructure. <p><u>Community</u></p> <ul style="list-style-type: none"> Will not meet community needs for affordable housing No accommodation for older people 	<p>M27 junction 8.</p> <p><u>Infrastructure</u> The site is approximately 1.7km from Hedge End centre, and less than 1 km from the nearest primary school at Kings Copse. This is regarded as acceptably close, and a similar distance from such facilities is found in other parts of the urban area of Hedge End. The capacity of local schools and provision for the new residents has been discussed with HCC Children’s Services and no significant problems are anticipated in respect of this site. The policy specifically requires provision to be made for the Itchen South District Scouts.</p> <p><u>Community</u> The development will be required to contribute the normal quantum of affordable housing, and could also help to meet the needs of older people.</p> <p>No change.</p>
Object: 804	Policy BU3	Policy should refer to masterplan or development brief – no need for both.	<p>Accept. Proposed change: Amend the second paragraph of Policy BU3 to refer to a “development brief, including master plan”</p>
Object: 5124	Policy BU3	In relation to criterion (i) it should be noted that the requirement for the Sunday’s Hill Bypass is not generated by the 250 proposed under BU3 (in highways terms). The need is generated as a result of developments in the vicinity of Botley, Hedge End and Boorley Green. The wording should be amended to refer to a requirement to safeguard the alignment of the route (with access to BU3 being from Dodwell Lane).	<p>Not accepted. The site would require a new access road in any event. The policy recognises that this will serve other developments and that contributions towards its construction will be required from these.</p> <p>No change.</p>
Object: 474, 6251	Policy	Natural England suggests that policy BU3 may be	Accept in part.

	BU3	inconsistent with national planning policy concerning the protection of ancient woodland. It is assumed that the proposed road alignment would result in the loss of ancient woodland. In addition, a detailed amendment is requested to criterion v. to ensure that replanting for lost woodland would not result in a net loss of biodiversity function.	Proposed change: Amend criterion (v) to require no net loss of biodiversity function. Some impact on ancient woodland arising from this current proposed road alignment is considered inescapable. The extent of the loss is not considered sufficient to outweigh the benefits of the development in providing for housing needs. No further change.
Object: 5124	6.4.26	Reference to a Habitats Regulations Assessment should be changed to refer to a "Screening" being required, given that the Council concluded that the permitted scheme did not require an HRA subject to appropriate mitigation measures being secured through the S106 Legal Agreement.	Not accepted. The permitted scheme may or may not be built. If it is not, alternative schemes may require HRA. No change.
Object: 176, 474, 655, 662, 3258, 5035, 5049, 5913, 6426	Policy BU4	<p><u>General</u></p> <ul style="list-style-type: none"> The development is contrary to the Council's own previous sustainability appraisal. <p><u>Impacts on road safety and congestion</u></p> <ul style="list-style-type: none"> Unacceptable impact on safety of pedestrians, cyclists and horse riders when crossing road. New road will add to congestion and gridlock at Junction 8, M27. Calming measures are required up and over Sunday's Hill. New road will lead to increased traffic and use of Dodwell Lane/Blundell Lane as a "rat run". Concerns of increased risk of accidents. Increased congestion will lead to increased air and noise pollution. The new road is unnecessary. There is no footway proposed on Dodwell Lane. <p><u>Landscape and biodiversity impacts</u></p> <ul style="list-style-type: none"> New road will destroy ancient trees and lead to 	<p>Not accepted.</p> <p><u>General</u></p> <p>The site is considered to have the potential to accommodate residential development and a new road link.</p> <p><u>Impacts on road safety and congestion</u></p> <p>The transport assessment has not shown any significant adverse impacts on traffic movement associated with this road proposal.</p> <p><u>Landscape and biodiversity</u></p> <p>Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, provision of attractive places to live and provision of an adequate transport</p>

		<p>destruction of wildlife habitats.</p> <ul style="list-style-type: none"> • Detrimental impacts on semi-rural landscape character, Manor Farm Country Park, RAMSAR site. • Objects to this greenfield development. 	<p>network. No change.</p>
Object: 6251	Policy BU4	<p>Natural England suggest that policy BU4 may be inconsistent with national planning policy concerning the protection of ancient woodland. It is assumed that the proposed road alignment would result in the loss of ancient woodland.</p>	<p>Noted. Some impact on ancient woodland arising from this current proposed road alignment is considered inescapable. The extent of the loss is not considered sufficient to outweigh the benefits of the development in providing for housing needs. No change.</p>
Object: 5108, 5124	6.4.30	<p>Reference to a Habitats Regulations Assessment should be changed to refer to a “Screening” being required, given that the Council concluded that the permitted scheme did not require an HRA subject to appropriate mitigation measures being secured through the S106 Legal Agreement.</p>	<p>Not accepted. The site would require a new access road in any event. The policy recognises that this will serve other developments and that contributions towards its construction will be required from these. No change.</p>
Object: 176, 474, 655, 662, 3159, 3258, 5049, 5658, 6213	Policy BU5	<p><u>General</u></p> <ul style="list-style-type: none"> • The proposed development it would be contrary to the Council's own previous sustainability appraisal; there is no shortage of riverside land for boatbuilding. <p><u>Landscape and biodiversity impacts</u></p> <ul style="list-style-type: none"> • Development would harm setting of River Hamble and adversely affect conservation and wildlife interests. • Development would have significant landscape impacts and would be visible in long views of the area from the coast. • Would encourage urbanisation of this vulnerable area and adversely affect the setting of Old Bursledon Conservation Area. • Loss of agricultural land <p><u>Boatbuilding and repair</u></p> <ul style="list-style-type: none"> • This policy is not an acceptable alternative for the 	<p>Not accepted. <u>General</u> Land suitable and available for boatbuilding is scarce and a valuable resource. <u>Landscape and biodiversity impacts</u> Development of any green field site in this borough will affect issues such as landscape and biodiversity. There are similar concerns with most of the green field locations considered for development. It is necessary to make provision for employment uses and in this location, development related to the river and boatbuilding is consistent with local character. The benefits of the proposal in terms of improving the appearance of the current site are also considered likely to</p>

		<p>relocation of commercial sites at Mercury Marina: not possible for sailing vessels to pass under the Bursledon Bridge (A27) in order to reach this site.</p> <ul style="list-style-type: none"> Construction of industrial buildings in this area would further detract from the amenity of the river. Units that were planned at Deacons Boat Yard have not been built; this suggests there is no need for additional river side accommodation. Proposal contravenes the Hamble River Authority's vision for the Upper Hamble. <p><u>Heritage</u></p> <ul style="list-style-type: none"> Development would be adjacent to a sensitive ancient drove road. 	<p>outweigh other impacts. The loss of agricultural land is relatively minor.</p> <p><u>Boatbuilding and repair</u> The proposal provides a viable addition to boatyard land and will help to make up for potential loss of boatbuilding and repair capacity at the Mercury Marina, albeit for smaller vessels. This is a longer term plan and has to make provision for future development beyond the current recession. No objection to this proposal has been received from the Hamble River Authority.</p> <p><u>Heritage</u> Any development proposals on this site would be required to accord with policy DM10 which protects heritage interests.</p> <p>No change.</p>
Object: 176, 474, 655, 3258,	Policy BU6	This policy should be unnecessary as the land is already protected from development. Inclusion of this policy suggests further protection is necessary.	<p>Not accepted. Policy BU6 is not about protection – it allocates the land for recreational use.</p> <p>No change.</p>
Object: 5051, 5078	Policy BU6	This site was identified as open space for the lifetime of the previous plan to no effect. There is no mechanism within the Draft Local Plan which would enable its delivery. The land is privately owned and beyond the control of the Council. It is removed from the population which is in need of more open space. If there is a shortage of open space in Bursledon and a desire to rectify that, the plan should allocate a specific site. Bursledon Parish Council's aspirations for the site are apparently for a car parking area together with allotments. The site needs to be acquired in order to deliver this. Wording of Policy BU6 be amended to allow for enabling	<p>Not accepted Site occupies sensitive location within the Old Bursledon Conservation Area.in a location not acceptable for residential development. Council committed to working with landowners to bring forward site for open space.</p> <p>No change</p>

		development which would deliver the proposed open space allocation.	
Object: 5049, 176, 655, 474, 3258	Policy BU7	A 25% increase in property sizes in the Conservation Area is, in many cases, too generous. Wording should be changed to read "a maximum 25% increase, depending on size, age and character of existing property". Additional wording should be added to ensure landscaping and boundaries do not spoil character or viewpoints. Also, there are concerns that extensions and replacements of up to 25% would destroy the character of the Old Bursledon Special Policy Area.	Not accepted. Policy contains sufficient safeguards to protect the character of the conservation area and reflects the adopted old Bursledon Conservation Area Appraisal SPD on which there has been extensive public consultation. No change.
Object: 6579	Policy BU7	Land at Berryfield/Fairfield (SLAA reference: SLAA-4-10-C) may be suitable for additional car parking, the expansion of Bursledon Infant and Junior Schools, additional public open space and sensitively designed enabling development.	See responses to strategic policy S3 Omission Sites below
Support: 5563	Policy BU7	English Heritage supports Policy BU7 for its protection of local character.	Noted.
Section 6.5, Chandler's Ford			
Object: 6458	6.5.10	Although this paragraph says the Parish is well supplied with schools, it only mentions Thornden and Toynbee secondary schools. There is no mention of a need for more primary school places. We would like clarification, and if there is a need, this should be included in the Local Plan.	Not accepted. The Borough Council has worked and will continue to work with the Education Authority (Hampshire County Council) on need and location of schools in the Borough. At present, the large allocations in the Local Plan have been identified as requiring new schools. No change.
Object: 2381, 3179, 6490	Policy CF1	<ul style="list-style-type: none"> • Poorly written policy and accompanying text which doesn't mention flats and shops on site. • The proposal is unlikely to be delivered in the plan period given multiple land ownerships; • The site should be used for business and not residential use; • There are current traffic difficulties - concern about capacity of existing roads - a new north-south relief 	Not accepted. The flats and shops on the Central Precinct site are referenced in paragraph 6.5.13. The Council's estimates of housing yield for this site recognise that it is not likely to come forward until the end of the plan period. Policy requires A-class uses including retail within the development. A Transport Appraisal has

		<p>road for Bournemouth Road is required before any high density redevelopment of Central Precinct could take place;</p> <ul style="list-style-type: none"> • Risk of loss of shoppers off-road parking - parking provision needs to be assessed and policy should include explicit provision for off-road shoppers parking. 	<p>been undertaken and has not identified need for a relief road. Parking is covered by the development brief and policy DM24. No change.</p>
Object: 2381	Policy CF2	<p>Statement in paragraph 6.5.16 is incorrect and opinion presented as fact. The site should remain for employment use as it is a useable location and provided employment close to where people live. Retaining the site for small commercial non-retail users would be beneficial</p>	<p>Not accepted. Paragraph 6.5.16 sets out the assessed reasons why the site should not be retained for employment. No change.</p>
Object: 6591	Policy CF2	<p>This site lies within a high risk flood zone and includes a culverted section of the Monks Brook. If the site passes the sequential test, it needs to be demonstrated that there is a reasonable prospect of the site being delivered. The development of this site would present opportunities to reduce flood risk through de-culverting the Monks Brook. This should be required as part of any development.</p>	<p>Accept. Proposed change: amend policy CF2 to include a criterion relating to de-culverting the Monk's Brook within the layout of the site.</p>
Object: 6591	Policy CF3	<p>This site lies within a high risk flood zone. If the site passes the sequential test, it needs to be demonstrated that there is a reasonable prospect of the site being delivered. The Environment Agency would support the intention to develop this site for commercial rather than residential purposes. The proposed development presents an opportunity to reduce flood risk on-site and downstream. Low risk uses should be developed on the highest risk parts of the site and buildings should be set back from the watercourse. The bank of the watercourse should be lowered to provide a flood storage area.</p>	<p>Not accepted. Policy already requires flood risk assessment and flood mitigation proposals. Noted that the proposal to develop the site for commercial uses is supported. Policy does not refer to residential uses. No change.</p>
Object: 3179	Policy CF3	<p>Although there are no issues with the principle of re-development for employment use, members of the Parish Council have concerns regarding vehicular access difficulties and flood risk that should be investigated. Concerns are also raised in relation to the amenity of</p>	<p>Not accepted. Site is already in use and has vehicular access. Policy requires flood risk assessment and flood mitigation measures. It also requires no impact on amenities of adjoining</p>

		surrounding residential properties, which could be included in the overall redevelopment of this site. It should be noted that a car sales business is likely to have more significant traffic-related impacts than office premises.	occupiers. No change.
Object: 3179,	Policy CF4	<p><u>Employment</u></p> <ul style="list-style-type: none"> Development of this site for employment purposes is unnecessary in the short term (due to the availability of premises on Chandler's Ford Industrial Estate). <p><u>Transport and parking</u></p> <ul style="list-style-type: none"> Valley Park Parish Council is concerned about the traffic problems experienced in the area of the ASDA roundabout by those who work in that area. Given that draft plan proposes to develop more land for business use on Bournemouth Road next to the ASDA store, the Parish Council is very concerned about this element of your plan. Chilworth Parish Council is concerned about the insufficient parking facilities on Chestnut Avenue and the area around Hampshire Corporate Park. In this context, Eastleigh Borough Council should ensure that sufficient parking is provided to meet the needs of the proposed employment development. <p><u>Countryside and gap</u></p> <ul style="list-style-type: none"> Development would erode the strategic gap and could not be supported by the existing infrastructure. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> There is currently a lack of burial space in Chandler's Ford and it is considered that this land would be better allocated for cemetery purposes. 	<p>Not accepted.</p> <p><u>Employment</u> Necessary to make provision for employment land to support economic recovery. There will always be vacant premises in industrial estates due to natural 'churn' in the property market.</p> <p><u>Transport and parking</u> Transport appraisal has been carried out and has not highlighted this location as over or approaching capacity, or in need of junction/road improvements. Some traffic improvements in the parish are proposed through the Eastleigh Borough Transport Strategy and the Council's Infrastructure Delivery Plan (see 6.5.22 of the Local Plan).</p> <p><u>Countryside and gap</u> Site is relatively small and given the extent of development proposed by policy E1 it is not considered it would not represent a significant intrusion into the strategic gap.</p> <p><u>Community infrastructure</u> Use of the site for burials is unlikely to be practicable given its likely development value, or justified in view of cemetery provision in the wider area.</p> <p>No change.</p>
Support: 2257	Policy CF4	The addition of the requirement for contributions for a new cycleway on Bournemouth Road is supported. This aligns with Test Valley's initiative.	Noted.
Object: 6359	6.5.22	Proposes a pedestrian crossing at the entrance to	Noted and passed to Transport & Engineering

		Waitrose car park where it joins Oakmount Road in Chandlers Ford. Unsafe and busy junction where many people need to cross - photo attached.	for consideration.
Object: 6478	Policy CF5	Members of Velmore and North End Copse estates are concerned about traffic levels on Falkland Road and along Chestnut Avenue that would be associated with the new household waste recycling centre.	Not accepted. Access to the new Household Waste Recycling Centre has been assessed in the context of work on a planning application for this development and no change to the policy is considered necessary. No change.
Section 6.6, Eastleigh			
Support: 5563	6.6.4	English Heritage supports the recognition of the historic character and heritage of Eastleigh.	Noted.
Object: 6452	6.6.13	Joined-up thinking and planning on the need for additional school places in Eastleigh town area should be more clearly set out.	Noted. The local plan is supported by a number of background papers
Object: 6279	6.6.16	Local roads cannot accommodate additional traffic - infrastructure improvements should be funded by developers.	Not accepted. A transport assessment for the revised draft plan has been prepared and is available to view on the Council's website (www.eastleigh.gov.uk/localplan). It is accepted that by 2031, several of the local and strategic road junctions would be operating over or close to capacity (e.g. Chestnut Avenue/Stoneham Lane roundabout; M27 Junction 5). However, several mitigation measures have been suggested that are capable of having a moderate or significant effect on mitigating the projected impacts. More detailed assessments will be undertaken in support of the pre-submission plan. At this stage, it is considered that there are options for improving transport infrastructure to accommodate this development. No change.

Object: 6279	6.6.17	Amend text to clarify that nature conservation, biodiversity, agricultural and recreational qualities should be preserved for future generations to enjoy.	Not accepted. This text would reiterate the requirements of the existing policy E1. No change
Object: 6279	6.6.18	The land is part of a strategic gap and should remain undeveloped; if developed for housing it should be reserved for local people.	Not accepted. The loss of part of the strategic gap is unfortunate but has to be balanced against the potential benefits of developing this site. It is estimated that land for 10,140 new homes should be made available over the plan period, to meet a range of housing needs. This site could contribute towards meeting these needs and is well-located for accessing the facilities and services of Eastleigh. No change.
Object: 6279	6.6.19	The valuable recreational space should be preserved and "enabling" development should not be allowed. The Community Infrastructure Levy should be charged on any development.	Not accepted. Strategic sites have particular infrastructure requirements and it is likely that s.106 agreements would be more suitable for delivering these. It would not be possible to enter into s.106 agreements where a Community Infrastructure Levy is also requested. Reference to enabling development concerns land in the Test Valley Borough Council area; this reference will be removed as it is inaccurate. Criterion vii of policy E1 ensures that there would be no loss of playing fields whilst criterion vii ensures the provision of adequate on-site open space. Development proposals would also need to be consistent with policy DM31 (protection of recreation and open space facilities). No changes.
Object: 5684, 6279, 6303, 6351, 5701,	Policy E1	<u>Countryside, heritage and biodiversity</u> Concerns regarding the loss or degradation of a historic	Not accepted. <u>Countryside, heritage and biodiversity</u>

<p>5717, 6251, 5975, 5980, 6055, 5188, 5161, 619, 2257, 2183, 701, 804, 4624, 4561, 4557, 4445, 3179, 3670, 6432, 6419, 6472, 6490, 6575, 6549</p>		<p>landscape and heritage asset (the association with Lancelot "Capability" Brown is mentioned); the significant loss of gap between Eastleigh and Southampton; and the loss, degradation and isolation of habitats. Disingenuous to claim that development of 61ha is a limited erosion of the gap.</p> <p>Policy conflicts with the issues, vision, objectives, policies S1, S12, S9, DM10 and DM15 of the Revised Draft Local Plan and with the NPPF. Historic value of this site is ignored and its loss is unjustified.</p> <p>Site should remain open land and is a hidden gem. HCC has already invested in improving this landscape.</p> <p>The most important historical features are the remnants of the avenue, the three man-made ponds, the walled garden and the shrine.</p> <p><u>Transport</u></p> <p>Development could or would result in an unacceptable increase in traffic on congested local roads, such as Stoneham Way and at the Chestnut Avenue/Bournemouth Rd roundabout.</p> <p>Local transport infrastructure is inadequate for this development.</p> <p>The level of traffic generated would justify alterations to Junction 13 of the M3, to allow traffic to proceed east on the M27.</p> <p>To prevent new development from exacerbating local difficulties with car parking (e.g. at Hampshire Corporate Park), sufficient parking and transport infrastructure should be provided to meet the needs of new homes.</p> <p>Transport assessment should examine impacts on Stoneham Lane and its junctions with Basset Green Road and Stoneham Way, and on Junction 5 of the M27.</p> <p>Consider closing Stoneham Way to through traffic or restricting its use to buses/cycles.</p> <p>Policy should require a bus route through the site.</p>	<p>The Council considers that the historic interest of much of this land has diminished. The loss of some of the features of the historic park and part of the strategic gap is unfortunate but has to be balanced against the potential benefits of developing this site. The allocation excludes land around the Shrine (the area of most interest) and the development of the site offers the potential for some of the features of the Avenue Park to be retained (in full or in part) or interpreted, whilst access to current and future recreation areas (Lakeside and the future Forest Park) could be improved.</p> <p>In all cases, detailed development proposals would need to be informed by a landscape character assessment and would need to comply with criterion v. of Policy E1. This requires that key features of the historic landscape are sympathetically considered.</p> <p>The policy is considered to be consistent with the policies mentioned and the NPPF. Information available to the Council indicates that land at this location does not constitute some of the best and most versatile agricultural land (policy DM15 refers).</p> <p><u>Transport</u></p> <p>A transport assessment for the revised draft plan has been prepared and is available to view on the Council's website (www.eastleigh.gov.uk/localplan).</p> <p>It is accepted that by 2031, several of the local</p>
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	<p>Improvements to public transport links will have no effect on congestion.</p> <p>Policy does not recognise potential impacts on a well-used public footpath. Existing footpaths should become rights of way.</p> <p>Proposed allocation conflicts with policies DM23 and DM31 of the Revised Draft Local Plan.</p> <p><u>Infrastructure</u></p> <p>Development would lead to the loss of open space and recreational land and will not enable the provision of all the required infrastructure.</p> <p>Concerns that local infrastructure, including Nightingale Primary School, secondary schools and the Chickenhall Lane Waste Water Treatment Works, will not be able to cope with the proposed development.</p> <p>Population increases need to be taken into account when determining infrastructure requirements.</p> <p>Viability work is required with regard to green infrastructure requirements.</p> <p><u>Other</u></p> <p>Concerns regarding harm to existing residential amenity, impact on air quality arising from increased congestion, flood risk and impact on local watercourses.</p> <p>The land may not be available for development.</p> <p>There are minerals deposits that would require prior extraction; although it is also suggested that these are unworkable.</p> <p>Impacts on the Eastleigh Air Quality Management Zone have been overlooked.</p> <p>Proposal constitutes overdevelopment of the site and alternative sites are more suitable for housing (Allington Lane, former Magistrate Courts and allotments at Woodside Avenue).</p> <p>Proposal is inconsistent with the requirements for sustainable development.</p>	<p>and strategic road junctions would be operating over or close to capacity (e.g. Chestnut Avenue/ Stoneham Lane roundabout; M27 Junction 5). However, several mitigation measures have been suggested that are capable of having a moderate or significant effect on mitigating the projected impacts. More detailed assessments will be undertaken in support of the pre-submission plan. At this stage, it is considered that there are options for improving transport infrastructure to accommodate this development.</p> <p>The revised transport assessment will be subject to consultation with the Highways Agency, Hampshire County Council and Southampton City Council.</p> <p>The policy is consistent with policy DM23, which requires that provision is made for access to and by other transport modes including public transport. The policy requires footpath connections to be provided between the development and the proposed Forest Park in Test Valley, whilst policy S5 would also require the retention and/or enhancement of the site's green infrastructure.</p> <p><u>Infrastructure</u></p> <p>Replacement playing fields are proposed south of the M27 junction 5 (see policy E13) which would compensate for loss of playing fields within the site. The playing fields should only be developed if satisfactory</p>
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			<p>compensatory replacement is provided. Criterion viii of policy E1 requires that sufficient on-site open space is provided to meet the needs of the proposed development.</p> <p>The Council is aware that existing off-site utilities infrastructure, in particular sewerage infrastructure, may not be adequate to serve the new development. There is however no evidence to suggest that any required improvements could not be achieved as part of the development proposals.</p> <p>A new primary school is proposed as part of the new development (subject to educational requirements) whilst there is understood to be sufficient secondary school capacity in Eastleigh to accommodate the proposed development at Chestnut Avenue.</p> <p>It is important for all of the development requirements – both in relation to green infrastructure and to other infrastructure needs – to be taken into account, so that the development remains financially viable.</p> <p><u>Other</u> Detailed development proposals would need to meet other general policies of the local plan such as S1 and DM1, which seek to protect existing residents from potential adverse impacts of development (such as harm to residential amenity).</p> <p>The site has not been identified as being at</p>
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			<p>high risk of flooding, but more detailed assessments could be requested in support of a planning application.</p> <p>Information currently available to the Council indicates that the landowners of this site are willing to release it for development.</p> <p>Criterion xiii of policy E1 acknowledges the potential requirement for the extraction of mineral resources prior to development.</p> <p>The need to allocate this site for residential development has been informed by an assessment of the capacity of the existing urban areas within the borough through the strategic land availability assessment. The reasons for discounting the Allington Lane site as an alternative location for development are discussed in relation to responses to representations on Strategic Policy S3 Omission Sites (see below).</p> <p>No change.</p>
<p>Object: 6279, 6251, 5701, 4557</p>	<p>Policy E1</p>	<p><u>Detailed policy wording comments and suggestions</u></p> <ul style="list-style-type: none"> · Combine policy E14 (extension to Lakeside Country Park) with policy E1 and amend text of policy E1 accordingly. This would make policy E14 more deliverable. · It is unnecessary to require both a development brief and a masterplan. The reference to BREEAM Communities standards is also unnecessary as this is covered in policy DM2. · Re-define the site on the policies map to reflect advice from Sport England on the identification of three separate parcels of land as playing fields, and exclude 	<p>Accept in part.</p> <ul style="list-style-type: none"> · Policy E14 is an open space and recreation specific proposal for a physically distinct area of land. Although financial contributions will be sought from development at Chestnut Avenue, it is not necessary in land use terms for policy E1 to be implemented for improvements to be made at Lakeside Country Park. Therefore, there is merit in retaining policy E1 and E14 as distinct policies. · A masterplan provides greater detail on

		<p>land used as an overflow car park for Southampton Airport and for archery.</p> <ul style="list-style-type: none"> · Criteria vii and xii are too vague - the criteria should state whether the playing fields are to be retained or not, and any financial contribution needs to be clearly stated. · Policy should state that development shall not result in an overall net detriment to public open space resource in the area. · Policy should be more flexible to allow less dense or smaller footprint development. · Criterion iii should specify that development shall not have adverse impacts on nature conservation interests of adjoining sites but will buffer and contribute towards the maintenance of these sites. 	<p>the form and design of new development, whilst a development brief typically considers matters of principle such as the movement framework and broad arrangement of different land uses. Both are required for this site but may be combined within a single document.</p> <ul style="list-style-type: none"> · Reference to the BREEAM Communities standard is merely to highlight that this is a requirement for this site and to ensure that this is not overlooked by prospective developers. · The existing playing fields could be retained if other parts of the site are more suitable for new development, taking accounting of the site characteristics and its environs. At present, further work is being undertaken to identify whether open space is required on site to meet the needs of the new development. In the absence of this work and a masterplan or development brief for the site, it is desirable to maintain the existing flexibility of policy E1. · Policy DM31 already seeks to ensure that new development does not result in an overall net detriment to public open space resources. It is therefore unnecessary to repeat this in policy E1. · The policy provides sufficient flexibility for the development of less dense or smaller footprint housing in support of meeting a range of requirements. · The area defined as open space within policy E1 recognises the predominant
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			<p>approved use of land for leisure, recreation or ancillary purposes. Discussions are ongoing with landowners/developers regarding the future use of these areas.</p> <p>No changes with respect to the above.</p> <ul style="list-style-type: none"> Agreed that criterion iii should be revised in line with the suggested amendments. <p><u>Proposed change:</u> Amend criterion iii to note that development must not have adverse impacts on adjoining nature conservation interests but where possible enhance them.</p>
Object: 701	Policy E1	Land at Chestnut Avenue should be used for employment development rather than housing. The location is ideal (accessible by a range of transport modes) and employment development for logistics, offices and research would be a better way of preserving the historic landscape. This site could make up for the loss of the Northern Business Park from Eastleigh River Side.	<p>Not accepted.</p> <p>The Revised Draft Local Plan makes provision for approximately 148,400sqm of new employment floorspace without the development of land north of the airport (the Northern Business Park). This already exceeds the 133,000sqm that is estimated to be required. Therefore, there is no need to allocate land at Chestnut Avenue. It is recognised that this site would be suitable for certain employment uses, however the plan needs to meet a range of development requirements including for new housing. Key features of the historic landscape would be sympathetically considered.</p> <p>No change.</p>
Support: 4624, 5563, 804	Policy E1	Support for the small reduction in housing numbers; for criterion v. regarding the sympathetic consideration of the historic landscape; for the development of new dwellings and community infrastructure on the site.	Noted.
Object: 804	Policy E2	No scheduled capacity improvements to M3 junction 13.	<p>Accept.</p> <p><u>Proposed change:</u> Delete mention of M3 junction 13 improvements from criterion</p>

			vii.
Object: 5717	Policy E2	Object to potential loss of employment floor space. Evidence of marketing for employment use should be provided.	Not accepted. The policy enables a range of uses that would provide new employment opportunities alongside community or residential uses. At this stage (in advance of a development brief) it is important to remain flexible. No change.
Object: 804	Policy E4	Feasibility of Archer's Road footbridge proposal should be reviewed.	Noted. This project will be reviewed along with others that form part of the Eastleigh Town Access Plan. However, this bridge is well-used, provides an important sustainable transport link to/from the proposed development and is no longer fit for purpose. Therefore the need for a new footbridge will remain part of policy E4. No change.
Support: 5563	Policy E5	English Heritage supports clause vii of policy E5 requiring the character and form of adjoining Victorian development to be reflected by the new development.	Noted.
Object: 4650	Policy E6	Different approaches should be considered regarding business rates, parking issues and vacancies. Consider Winchester City Council's approach to dealing with parking issues.	Noted. The planning system has a role to play in ensuring a vibrant town centre through managing the range and diversity of town centre uses; however other initiatives can also help to reduce vacancies. Business rates and parking issues are not land use planning matters. Policy E6 is supported by a background paper which supports the policy position regarding change of use. Recent national permitted development rights will also affect the use of premises. No change.
Object: 322, 422,	Policy E9	Transport	Not accepted.

<p>804, 2436, 5016, 6575, 6591</p>		<p>The proposed development could or would have unacceptable traffic impacts on the local and wider area. The provision of a relief road (e.g. Chickenhall Lane Link Road) is essential for development to proceed at Eastleigh River Side, Fair Oak, Bishopstoke and Boorley Green.</p> <p>Air quality impacts need to be considered. HCC may object to future iterations of this policy subject to the outcome of the traffic assessment.</p> <p><u>Other</u></p> <p>No residential development should be permitted because of the shortage of industrial land in the borough. Clarify whether developers or taxpayers will fund the proposed link road.</p>	<p><u>Transport</u></p> <p>Criterion c) of policy E9 requires either the construction of part of a new link road between Bishopstoke Road and Wide Lane, or the provision of alternative access to the satisfaction of the Highway Authority, before new development can progress. Compliance with this criterion would avoid unacceptable impacts on the local road network.</p> <p>The need for a new link road between Bishopstoke Road and Wide Lane will be assessed through the transport assessment for the local plan, which considers the impacts of development on the borough's road without the provision of such a new road.</p> <p>Air quality impacts are considered as part of the sustainability appraisal for the plan. There may be impacts on local roads due to increased traffic but the plan also includes or supports initiatives that could reduce vehicular traffic (e.g. through increasing accessibility by sustainable transport modes; see part i of policy E9). Policy E11 seeks capacity improvements at Twyford Road roundabout which could also improve air quality in the Air Quality Management Area.</p> <p><u>Other</u></p> <p>Residential development could have an important role to play in financing new development at Barton Park, although Policy E9 also requires new employment development in this area. Overall, land at</p>
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			<p>Eastleigh River Side could be used more efficiently for employment use, enabling a greater range of uses to be developed (where appropriate).</p> <p>The link road between Bishopstoke Road and Wide Lane is a longer term aspiration and its development is not necessary in order to meet the borough's employment floorspace requirements. It is not clear how the road would be funded and therefore it is not possible to clarify this matter within the policy.</p> <p>No change</p>
Support: 6591	Policy E9	The Environment Agency has no issue with the principle of a new link road between Bishopstoke Road and Wide Lane, but the potential impacts on the River Itchen should be very carefully considered in determining the route alignment.	<p>Noted.</p> <p>The route shown on the policies maps is indicative only.</p> <p>No change.</p>
Object: 6251	Policy E10	Natural England are concerned that the landscape setting of the country park and Itchen Way may be adversely affected by development. The development requirements and suitability of development at this location should be reviewed on this basis.	<p>Accept.</p> <p>Criterion iii of policy E10 should be amended to require that there are no adverse impacts on the setting of the Itchen Valley Country Park and the Itchen Way.</p> <p>Proposed change: amend criterion iii to recognise that the landscape setting of the country park and Itchen Way should be respected by development.</p>
Object: 6490	6.6.50	Town centre is a grid-locked traffic nightmare with no decent north-south or east-west roads. No ring road at all.	<p>Noted.</p> <p>The Revised Draft Local Plan includes policy E11 to improve the capacity of Twyford Road roundabout. Further road and junction improvements are being investigated as part of the transport assessment.</p> <p>No change.</p>
Object: 6459	Policy	New road systems are required around Eastleigh town	Noted. The Revised Draft Local Plan includes

	E11	centre to address existing and future traffic issues including: a new ring road to keep traffic out and a reduction in the general speed limit to 20 mph.	policy E11 to improve the capacity of Twyford Road roundabout. Further road and junction improvements are being investigated as part of the transport assessment. No change.
Object: 804	Policy E11	Should form part of S7. Should be subject to transport assessment.	Noted. Policy E11 is referenced in part v of policy S7. Improvements to the Twyford Road roundabout are being considered as part of the transport assessment for the local plan. No change.
Object: 3162	Policy E12	Objection to E12 ii). The area to the east of Southampton Road is not seen as part of the countryside gap between Eastleigh and Southampton and should be included in the Urban Edge. The development of a hotel in this area may have economic and employment benefits.	Not accepted – see responses to strategic policy S3 Omission sites. No change.
Object: 6251	Policy E12	Natural England are concerned that the landscape setting of the country park and Itchen Way may be adversely affected by development. The requirements for and suitability of development northeast of the runway should be reviewed on this basis.	Accept. Criterion b of policy E12 should be amended to require that there are no adverse impacts on the setting of the Itchen Valley Country Park and the Itchen Way. Proposed change: amend criterion b to recognise that the landscape setting of the country park and Itchen Way should be respected by development.
Object: 6575	Policy E12	The development proposed in E12 will have unacceptable traffic impacts in the town centre. No development on the airport site without the provision of Chickenhall Relief Road. The Air Quality Management Zone is also being overlooked.	Not accepted. Criterion iii of policy E12 requires the submission of a transport assessment to demonstrate that there would be capacity on the local road network to accommodate the expansion of the airport. There is no evidence to suggest that a new link road between Bishopstoke Road and Wide Lane would be required to accommodate any development. Air quality issues are considered within the

			sustainability appraisal for the local plan. No change.
Object: 3162	Policy E12	The airport welcomes the identification of land northeast of the runway for airport-related activities and/or employment use. However, due to the uncertainty which surrounds the Chickenhall Lane Link Road, the airport cannot include an allowance for this. The airport should be allowed to make its own provision for accessing the land through associated planning applications.	Not accepted. Criterion (a) of policy E12 requires that vehicular access is provided to the satisfaction of the Highway Authority. This does not necessarily mean that a new link road would be required. However, new arrangements should not in principle preclude access improvements over the longer term, via a new link road. No change.
Object: 804	Policy E13	The sites would require considerable investment to bring into playing field use. They should not be allocated for playing fields, but identified in text as an area where playing fields could be provided. [Alternative wording suggested.]	Not accepted. Without allocating this land for the development of new playing fields, it would be unclear how the identified local needs for open space would be met (see paragraph 6.6.57 and the Council's PPG17 study for details). No change.
Object: 5701	Policy E14	Object to the exclusion of this site from the urban edge. Inclusion of the site within the policy E1 allocation would ensure implementation of the required pedestrian and cycle links and more readily ensure funding.	Not accepted. The exclusion of this site from the urban edge means that the area is identified as countryside. Policy S9 establishes a presumption against new development in the countryside subject to other policies such as E14. On this basis, the exclusion of the site from the urban edge ensures that only the development described in policy E14 would be permitted and protects the area from other urbanising forms of development that could adversely affect the open character of the country park. See response to policy E1 regarding the suggested combination of policies E1 and E14. No change.

Support: 5980, 5563	Policy E15	Support for policy regarding its protection of local character. Also suggested that some recent development has eroded the character.	Noted.
Section 6.7 Fair Oak			
Support: 103	6.7.2	The parish council recognises the indistinct gap between Fair Oak and Bishopstoke.	Noted.
Object: 103	6.7.4	Sport and recreational facilities are owned by Fair Oak and Horton Heath Parish Council and are not shared with Bishopstoke. Very few school facilities are available for public use.	Accept. <u>Proposed change:</u> amend para. 6.7.4 to delete reference to shared facilities.
Support: 103	6.7.5	Support for the regeneration of Fair Oak Village Centre (small residential accommodation with shopping underneath). Sandy Lane could also be similarly regenerated. Industrial areas in Hardings Lane, Dumpers Drove and Knowle Lane could be relocated to release brownfield sites for housing.	Noted. The long-term redevelopment potential of the Sandy Lane neighbourhood parade is recognised in the District and Local Centres Background Paper to the local plan. The redevelopment of this area would be supported by the local plan in accordance with paragraph 5.98. Policy DM12 provides criteria for the redevelopment of employment sites to alternative uses. The benefits of redevelopment must be balanced against the economic and employment requirements of the borough. No changes.
Object: 103, 6484, 6522, 6523	6.7.6	The bus service along the B3037 is indirect and can take up to an hour to travel to Eastleigh. It is not a good service and is often not an option. Effectiveness of bus services is compromised by congestion and proposed development will make this worse. Proposed road improvements will be insufficient. Support for improvements to the bus service to create a direct shuttle between Fair Oak and Eastleigh. Public transport links from Horton Heath to Eastleigh are poor.	Noted. The Council works closely with bus operators to improve their services in and through the borough, however increases in bus service provision need to be financially viable. A number of road improvements are proposed for the Bishopstoke Road corridor and these are being fully tested by the transport assessment for the local plan, to determine whether or not they would be sufficient. No changes.

Object: 3789	6.7.7	There is no reference to how access to health care is to be provided. Doctors and dentists are in short supply and there will be a huge impact on social care needs due to an ageing population.	Not accepted. Policy DM35 enables provision of medical facilities where needed. No change.
Object: 6585	6.7.8	Not accepted that Horton Heath has very few community facilities. There is a community centre with a play park. This is well used and includes a post office. There are two pubs and a shop within the village and the 'shared facilities' with Fair Oak are a short walk.	Not accepted. Level of provision is poor by comparison with other settlements. No change.
Support: 103	6.7.10	Support for the issues identified. However, the shared GP surgery is unable to cope with the volume of patients and community facilities should be expanded.	Noted.
Object: 103, 3706, 4476	6.7.11	Concerns about policy WE1 due to adverse impacts on semi-rural character of Horton Heath; insufficient and unsuitable roads infrastructure; loss of countryside and agricultural land; loss of solar farm; harm to biodiversity including bats; insufficient school capacity and medical facilities. The text does not acknowledge the need for a secondary school, which will encourage more traffic into the area. Development here will not reduce the need to travel.	See response to representations on policy WE1.
Object: 103	6.7.11	<ul style="list-style-type: none"> · A new secondary school (which may now form part of the WE1 development) would be unnecessary and would exacerbate congestion. · Provision of a new road from Burnetts Lane to Allington Lane (south of Fir Tree Lane) should be considered along with Junction 6 of the M27. 	Not accepted. <ul style="list-style-type: none"> · Existing secondary school are already at or approaching capacity and HCC Children's Services advise of the need for additional secondary school places. · Provision of a new road between Burnett's Lane and Allington Lane investigated but found to be impracticable. New junction 6 opposed by the Highways Agency. No change.
Object: 103, 193, 270, 804, 3787, 3963, 4350, 4464,	Policy FO1	<u>General</u> <ul style="list-style-type: none"> · The development of this site is unnecessary. · Alternative sites should be found e.g. western part of 	Accept in part. <ul style="list-style-type: none"> · Through consultation on a related outline planning application, Hampshire County

<p>4559, 4781, 5780, 6051, 6066, 6251, 6276, 6280, 6317, 6332, 6338, 6342, 6355, 6357, 6358, 6392, 6393, 6417, 6427, 6447, 6453, 6454, 6462, 6470, 6471, 6485, 6527, 6529, 6533, 6539, 6553, 6554, 6557, 6566, 6601</p>		<p>Hardings Lane.</p> <ul style="list-style-type: none"> • Proposal appears to rule out potential for smaller scale of development within this site. • Quality of life will be reduced. • Contrary to other policies of the Local Plan. • Previous SLAA indicated development here would harm the character of the area. • Not a sustainable location. <p>Landscape, gaps and biodiversity impacts</p> <ul style="list-style-type: none"> • While agreeing that Fair Oak is a sustainable location for development this site is prominently located on the Crowdhill ridge and will be more visually prominent and environmentally intrusive than development at Middle Farm. • Development would be too close to woodland; the proposed buffer between development and Crowd Hill Copse would be insufficient. • Loss of local avenue of trees on Harding Lane. • Will sever an existing footpath/right of way. • Development would have detrimental effect on biodiversity and local amenity. • Loss of countryside and wildlife habitat. • Loss of agricultural land. • Reduces the gap between Fair Oak and Colden Common. • Proposal is detrimental to rural and historic character of the village and is outside the urban edge. • Concerns regarding the loss of a greenfield site/agricultural land, when there are brownfield sites within the borough. • Concerns regarding increased light pollution and visual prominence of site. <p><u>Transport</u></p> <ul style="list-style-type: none"> • Capacity of local roads may not be adequate to 	<p>Council has stated that it in their opinion as mineral planning authority, the potential mineral deposits in this area (soft sand) could be of commercial value. The potential requirement for prior extraction should therefore be expressed through a new criterion for the proposed allocation.</p> <ul style="list-style-type: none"> • The public right of way (footpath) bisecting the development site need not be severed by future development and should be retained as important part of the local path network. It is accepted that this right of way and another adjoining the southern boundary of the development site have not been recognised in the draft policy and that an additional criterion should be included to ensure their retention and enable their enhancement. <p><u>Proposed changes:</u></p> <ul style="list-style-type: none"> • Add a further criterion to note that a masterplan for the site should (where necessary) address the requirement for the extraction of mineral resources before development. • Add a further criterion to note that a masterplan for the site should ensure the retention and where necessary the enhancement of public rights of way running through and alongside the site within an attractive setting. <p><u>General</u></p> <ul style="list-style-type: none"> • Much of this site is identified in the adopted local plan as a reserve housing site and has previously been supported by a planning inspector on the basis that a
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		<p>accommodate the proposed development. HCC may object subject to the outcome of transport assessment.</p> <ul style="list-style-type: none"> • Development would increase traffic on already congested roads. • Access via Winchester Road is problematic. It is on the brow of a hill, is too close to Sandy Lane and will cause accidents and congestion. • The emergency vehicle exit on Hardings Lane would become a "rat run". • Questions how only emergency access onto Hardings Lane will be guaranteed and enforced in longer term. • Concerned about parking on Hardings Lane and impact on rights of way. • Proposed road improvements will not prevent gridlock. Development will lead to "rat running" along Sandy Lane, Stoke Heights and Olympic Way. • The development of a roundabout to serve this development would be less harmful to road safety. • This proposal will lead to increased air and noise pollution potholes and more delays. • Better public transport should be included in the plan. Access to local services is poor. • There should be no path connection between Upper Barn Copse and the new development. • Policy FO1 will have detrimental impacts on the public right of way network, so an additional criterion is proposed to ensure the retention and enhancement of public rights of way. Ideally, the woodland buffer should be more than 15m wide as this would deliver a net gain for biodiversity. <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> • There is insufficient infrastructure with regard to roads, footpaths, cyclepaths secondary schools and 	<p>housing scheme could be acceptably accommodated. It is noted that this site is not very close to many local services and facilities, however development offers the potential benefit of improving local open space provision (see criterion vii of policy FO1). It is considered that appropriate mitigation could be provided to avoid lasting impacts on quality of life and meet planning policy requirements.</p> <p><u>Landscape, gaps and biodiversity impacts</u></p> <ul style="list-style-type: none"> • Development of any green field site in this borough will affect issues such as landscape, biodiversity and gaps between settlements. There are similar concerns with most of the green field locations considered for development. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, and provision of attractive places to live. • The need to allocate this site for residential development has been informed by an assessment of the capacity of the existing urban areas within the borough through the strategic land availability assessment. • Any development proposal would need to ensure that it would not harm the SINCS (or provide suitable mitigation). There is no reason to doubt that this could be achieved. <p><u>Transport</u></p> <ul style="list-style-type: none"> • A transport assessment for the revised draft plan has been prepared and is available to view on the Council's website
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		<p>healthcare facilities.</p> <ul style="list-style-type: none"> Concerned that other services can't cope - water, sewerage, gas, electricity, communications, public transport. Detailed proposals are needed for how the capacity of health and education services are to be increased. Site would be unsuitable for community facilities, which should be in the village centre. New doctors' surgery should be built. New school should be built before or at the same time as development in this area. Proposed play areas are all at the Upper Barn Copse area which will cause disturbance for existing residents in that area. There should be a zebra-crossing on any new road to facilitate safe crossing for children accessing Crowdhill Copse woodland area. <p><u>Other</u></p> <ul style="list-style-type: none"> The proposal would constitute overdevelopment of this site - a smaller proposal may be acceptable. Concerns regarding the density and height of new development. Affordable housing unsuitable for this site and would be a major influence on the value of existing private housing. Mineral deposits may need to be extracted. 	<p>(www.eastleigh.gov.uk/localplan).</p> <ul style="list-style-type: none"> It is accepted that by 2031, several of the local and road junctions would be operating close to capacity (e.g. Sandy Lane/Fair Oak Road). However, several mitigation measures have been suggested that are capable of having a moderate effect on mitigating the projected impacts. More detailed assessments will be undertaken in support of the pre-submission plan. At this stage, it is considered that there are options for improving transport infrastructure to accommodate this development. The detailed access arrangements should be addressed at the stage of a planning application through consultation with the Highways Authority. In principle, it is possible to design roadways to restrict access to emergency vehicles only. The Council works closely with bus operators to improve their services in and through the borough, however increases in bus service provision need to be financially viable. <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> See above for a response regarding road transport infrastructure. There is no evidence to suggest that any required improvements to drainage, water supply, gas, electricity, communications, public transport or healthcare infrastructure could not be achieved as part of the development proposals. Matters such as new pedestrian crossings can be
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			<p>considered at the stage of preparing a masterplan to support the proposed development.</p> <ul style="list-style-type: none"> • The site adjoins existing residential areas in Fair Oak and would therefore be suitable for small-scale additional community infrastructure, although it is accepted that a town centre location would be more accessible by sustainable transport modes. • New primary and secondary schools are proposed at Horton Heath. The timing of these developments will be determined in consultation with the Local Education Authority. <p><u>Other</u></p> <ul style="list-style-type: none"> • It is accepted that the site could accommodate a smaller scale of new housing development. However, the large requirement for new housing means that the most efficient use of this site needs to be promoted in a manner that is still capable of meeting other planning policy requirements. The density and height of new development will be established through the masterplanning process. • There is a considerable need for affordable housing in the borough and it is a requirement of national planning policy to meet this need. <p>No further changes.</p>
<p>Object: 4464</p>	<p>Policy FO1</p>	<p>Suggests that the Woodland Trust may be an appropriate body to manage the proposed open space adjoining the woodlands.</p>	<p>Noted. This will be addressed through the detailed planning application process. No change.</p>

<p>Support: 5109</p>	<p>Policy FO1</p>	<ul style="list-style-type: none"> • Plan has been positively prepared in that it seeks to deliver the borough’s objectively assessed housing requirement identified by PUSH. • Site has been identified as a potential development site since 2000, and its suitability and sustainability has been confirmed through the local plan inquiry process. • Development on the site will be deliverable in the plan period and has already been the subject of pre-application discussions. • Policy should refer to 330 new homes as now proposed. Current development proposals meet all the policy criteria. Proposal accords with the NPPF core planning principles. 	<p>Noted. Policy FO1 will be amended to recognise the potential to accommodate approximately 330 new homes. Proposed change: Amend criterion i to refer to the accommodation of approximately 330 new homes</p>
<p>Support: 6465</p>	<p>Policy FO1</p>	<p>Southern Water supports the recognition for the need to connect to water distribution and/or sewerage systems at the nearest points of adequate capacity. Minor amendment to policy FO1 also proposed.</p>	<p>Noted. Policy FO1 will be amended to recognise that Southern Water does not have any infrastructure crossing the proposed development site. Proposed change: Delete reference to existing sewerage infrastructure and water main in criterion viii</p>
<p>Object: 6276</p>	<p>Policy FO2</p>	<p>Mortimers Lane is heavily trafficked and any development will further impact on the junction with Botley Road / Winchester Road. No proposals for improving secondary school facilities within the area</p>	<p>Not accepted. The transport assessment for the Revised Draft Local Plan (Option E) did not identify issues for Mortimers Lane on either the ‘Do Minimum’ or ‘Do Something’ scenarios. Although the road may be busy at certain times during the day, it is estimated to be operating within its capacity even when the proposed additional development is taken into account. Although proposals for improving</p>

			<p>secondary school facilities were not included in the Revised Draft Local Plan, the adequacy of existing provision was noted as an emerging issue (see paragraph 4.45). It is now considered that a new secondary school will be required during the plan period and should be developed to the west of Horton Heath.</p> <p>No changes.</p>
<p>Object: 270, 2309, 4559, 4582, 4606, 4632, 4638, 5715, 6405, 6412, 6420, 6484, 6553, 6554, 6556, 6557</p>	<p>Policy FO2</p>	<p><u>General</u></p> <ul style="list-style-type: none"> • Site is unsustainable and poorly served by public transport. It is remote from employment areas. • Current development proposals expand site inappropriately. • No need for the allocation - Fair Oak village centre could accommodate the same number of dwellings. • Site should not include 18 Mortimers Lane. <p><u>Landscape and countryside impacts</u></p> <ul style="list-style-type: none"> • Visual impacts would be substantial from the south. • Development would increase light pollution. • Loss of good quality agricultural land. The land is prime quality agricultural land. • Objects to building on rising ground. • Proposed development even of 20 dwellings is out of character with the area. Landscaping provisions are inadequate. • Concerned about impact on wildlife and loss of woodland. • Increased risk of flooding. <p><u>Environment</u></p> <ul style="list-style-type: none"> • Development would be contrary to policy DM7 (pollution). • Impact on residential amenities <p><u>Transport and Infrastructure</u></p> <ul style="list-style-type: none"> • Access to site is inadequate due to road alignment. 	<p>Not accepted.</p> <p><u>General</u></p> <ul style="list-style-type: none"> • The need to allocate this site for residential development has been informed by an assessment of the capacity of the existing urban areas within the borough through the strategic land availability assessment. • Inclusion of 18 Mortimers Lane does not mean that the owners have to release it for development, but provides an opportunity to do so if they wish. <p><u>Landscape and countryside impacts</u></p> <ul style="list-style-type: none"> • It is acknowledged that the development will have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping. • It is acknowledged that the topography of the land rises steeply to the north. However development of the site will be designed to minimise impact on existing neighbouring properties and reflect the character of the area. • The relatively low number of dwellings proposed reflects the site constraints and is considered to be a reasonable approach

		<p>Concerns about highway safety.</p> <ul style="list-style-type: none"> Proposed access could lead to flooding on Mortimers Lane, affecting nearby properties to the south. Local roads will not cope - sewers are being crushed by traffic. Development would lead to blocked drains. Should be no access to Glebe Court. New pavements and pedestrian crossings are required if development occurs. No development should take place until roads, cycle routes and doctors' surgeries within Fair Oak and Horton Heath are improved. Mortimers Lane is congested at peak times and development will exacerbate congestion on Winchester Road and Bishopstoke Road. Provision of schools and doctors' surgeries is inadequate. Expansion of the site would enable provision of a play area. 	<p>at this time. Further detailed work may support a variation to the numbers proposed.</p> <p><u>Transport and infrastructure</u></p> <ul style="list-style-type: none"> Transport assessment indicates that local roads have the capacity to accommodate traffic generated by development of this site and other allocations nearby. Access from Glebe Court is not proposed because this is a narrow residential street with on-street parking. Access from Mortimers Lane is considered feasible. The Borough Council is being advised by the Education Authority (Hampshire County Council) on the matter of primary and secondary school provision. Provision for primary schools is included in all the major sites. The pre-submission version of the Local Plan will include a proposal for a new secondary school at Horton Heath. Matters relating to drainage associated with the development are considered to be capable of being addressed through the detailed consideration of development proposals. <p>No change.</p>
Support: 103	Policy FO2	Support for the development of not more than 30 houses in Mortimers Lane but 18 Mortimers Lane should not be included in the boundary of policy FO2. Some detailed road junction and flooding issues should be addressed on Mortimers Lane.	Noted. Inclusion of 18 Mortimers Lane does not mean that the owners have to release it for development, but provides an opportunity to do so if they wish.
Support: 6511	Policy FO2	Support the allocation of land at Mortimers Lane, Fair Oak for residential development, but the boundary should be extended. Site as defined will only accommodate 22 dwellings, not 30 as proposed.	Noted – see responses to Strategic Policy S3 Omission Sites in separate table below.

Object: 103, 2208	Policy FO3	Objects to the omission of a specific housing allocation for land at Scotland Close. Studies show that the land is suitable for residential development and this could be accommodated without adverse visual impact. NPPF states that land with least environmental value should be developed first. Further investigation of contamination issues should be undertaken within the plan period.	Not accepted. The allocation on the draft local plan proposals map is for a special policy area which delineates the boundary for draft policy FO3. Due to contaminated land issues on this site the proposed land uses can be more strictly designed and controlled than housing, subject to technical studies. No change.
Object: 4350	Policy FO4	Objection to the development of land at Whitetree Farm for the following reasons; excessive traffic - congestion, air and noise pollution.	Not accepted. Transport assessment has not shown any issues with the capacity of local road, or that this development proposal is likely to give rise to traffic problems. No change.
Support: 103	Policy FO4	Supports the proposed location as an ideal location for a compound incorporating a parish office.	Noted.
Object: 3787, 3789, 4350, 4781, 6394, 6477, 6585	Policy FO5	<u>Transport</u> Development will (in combination with other proposals) lead to excessive traffic and will overwhelm the capacity of the Botley to Winchester Road. Will also lead to "rat running" on Meadowsweet Way/Blind Way and Fir Tree Lane. Road improvements will not prevent gridlock. Concerns regarding road safety, air and noise pollution. <u>Other</u> Development will lead to a loss of agricultural land and harm to semi-rural character and landscape of Horton Heath. Concern regarding impacts on biodiversity. Development will impact on local quality of life because of its proximity to housing.	Not accepted. See response to representations on policy WE1. No change.
Object: 103	Policy FO5	Objects to the omission of a housing allocation in the local plan. Land for employment use/housing was identified	Not accepted. There is a need for local employment site as

		during previous consultation on the local plan.	well as housing. Part of the site is already developed for employment uses and could usefully be redeveloped for this purpose. Adjoining land is included in site allocation WE1 for residential development. No change.
Section 6.8, Hamble			
Object: 6421	6.8.4	Objects to gravel extraction at former Hamble Airfield on grounds of increase in congestion leading to increased noise, disturbance and air pollution. Also concerned about impact on amenities of residents who live next to airfield.	Gravel extraction at Hamble airfield is not a proposal of this Local Plan but of the Hampshire Minerals and Waste Plan. No change.
Object: 104, 497	6.8.14	Suggests that there should be an additional policy for long term (non HGV) convenient parking close to the foreshore and village centre in Hamble.	Not accepted. Not clear where this would be or how it would be funded or managed. No change.
Object: 804	Policy HA1	Related text should refer to the potential of the car park to improve access from the north and south for pedestrians and cyclists, and to improve bus connectivity.	Accept. Proposed change: amend paragraph 6.8.14 to refer to improved pedestrian and cycle access and bus connectivity.
Object: 1440	Policy HA1	Welcome Council's recognition that access to the station is restricted by lack of car parking, but policy should not specify land south of the station as not aware that a scheme is deliverable on this land. Amend policy to refer simply to the provision of a car park.	Not accepted. Land south of the station is more likely to be deliverable than land to the north. No change.
Support: 497, 104	Policy HA1	Support for policy and for clearly specifying that land to south of the station should be developed rather than land to the north, which should remain part of the local gap.	Noted.
Object: 662, 3159, 176, 655, 321, 474, 3258, 3461, 5049, 5658, 6213, 6591	Policy HA2	<u>Lack of justification</u> <ul style="list-style-type: none"> No need for additional hotel provision or leisure facilities. There are other hotels in the area and other accommodation options on site (caravan park). PUSH report that suggests an unmet demand for hotel accommodation is outdated. No evidence that a hotel would be desirable in this location. 	Not accepted. <u>Justification</u> <ul style="list-style-type: none"> Hotel has been needed in the Hamble peninsula for some years as recognised in existing local plan. In the event that the hotel is not developed the policy requires that the site is retained in a boatyard use.

		<p><u>Landscape and biodiversity impacts</u></p> <ul style="list-style-type: none"> Policy wording should be strengthened to require the protection and enhancement of sites which are of local importance for nature conservation. Concerns over impacts on designated areas: Badnam Creek, Lincegrove Marsh SSSI and Old Bursledon Conservation Area. Concerns over impacts on the setting of River Hamble and views from other side of the river. <p><u>Transport</u></p> <ul style="list-style-type: none"> No public transport so development would increase reliance on the car. The hotel will use up existing parking spaces meaning that there is less for other uses/events. Concerns regarding impact on traffic congestion on Hamble Lane and particularly at Satchell Lane junction and at Windhover Roundabout. Development would generate further congestion in this area. Existing road infrastructure is insufficient (Satchell Lane is narrow and has dangerous bends). <p><u>Flooding and air quality</u></p> <ul style="list-style-type: none"> Land is reclaimed and might be at risk from flooding. Site is within areas of medium to high flood risk, so if it passes the sequential test there must be a reasonable prospect of it being developed. Sea level is projected to rise in the future and this change could have significant impacts on the use of this site. Concerns regarding impact on Air Quality Management Zone. <p><u>Existing and proposed policies</u></p> <ul style="list-style-type: none"> The proposal contravenes existing adopted Local Plan policies and those of the emerging Local Plan 	<p><u>Landscape and biodiversity</u></p> <ul style="list-style-type: none"> Allocation does not include protected areas and any development would be required to protect and enhance those that adjoin the site. Site is already substantially developed with poor quality industrial buildings. Hotel development provides an opportunity to improve the appearance of the site. <p><u>Transport</u></p> <ul style="list-style-type: none"> Transport assessment does not indicate a significant increase in traffic. Car parking would have to be provided in accordance with normal standards. <p><u>Employment</u></p> <ul style="list-style-type: none"> Hotel would provide jobs, and policy seeks to keep marina uses that also provide jobs. Current industrial uses provide few jobs. <p><u>Environment</u></p> <ul style="list-style-type: none"> No advice has been received to indicate that the site is at significant risk from flooding. As transport assessment does not indicate a significant increase in traffic no significant increase in air pollution is anticipated. <p><u>Existing and proposed policies</u></p> <p>Proposal is part of the emerging Local Plan and does not therefore contravene its policies. A new local plan will inevitably include new policies for development.</p> <p>No change.</p>
Object: 104	Policy	Detailed policy wording comments and amendments:	Accept in part.

	HA2	<p><u>Housing</u> This policy should not enable the development of Housing at this site. Para (i) should therefore say that no housing allocation should be considered.</p> <p><u>Existing users</u> Existing users of the marina including the 6th Itchen South (Hamble Sea Scouts) and the 31st Itchen North (Amazon) scout groups should not be disadvantaged by this site allocation re-designation. Para (ii) should therefore say that “The site MUST retain the marina and other existing uses including youth groups and community sailing and canoe training, facilities for other water sports, boat fuelling, and visitor facilities. As much marine based employment as is possible should also be retained.”</p> <p><u>Public access</u> Existing public access to the Mercury Mound (The Mercury Marina Saltmarsh Site of Importance for Nature Conservation) should be protected. Para (vi) should therefore say that The Mercury Mound (The Mercury Marina Saltmarsh Site of Importance for Nature Conservation) adjoining the site is to be retained and managed to maintain and enhance its nature conservation interest whilst at the same time protecting and improving existing public access. A comprehensive scheme will be required for the site.”</p>	<p><u>Public access</u> Accept that existing public access to The Mound should be retained subject to no adverse impact on nature conservation interests. Proposed change: Amend clause (vi) of policy HA2 to refer to public access to The Mound subject to no adverse impact on nature conservation interests.</p> <p><u>Housing – not accepted.</u> The policy does not allocate any part of the site for housing. No change.</p> <p><u>Existing uses – not accepted.</u> The policy already includes a requirement to retain the marina and related uses including sail and canoe training, facilities for other water sports etc. (see clause (iii)). No change.</p>
Object: 655, 474, 3258	Policy HA2	The development would displace sea scouts.	Not accepted. Policy requires retention of facilities for sail and canoe training and paragraph 6.8.18 refers specifically to the sea scouts in this connection. No change.
Object: 5049	Policy HA2	An alternative site west of Hamble Lane, Bursledon should be allocated instead.	Not accepted. The key feature of the Hamble peninsula is the

			River Hamble, and the allocated site is better-related to the river than land west of Hamble Lane. No change.
Object: 4721	Policy HA2	The defined site does not include all the land relevant to this policy. Should also include: land owned by MDL that could be used for parking; the access road; and land to the north and west of the site. Illustrative plans are submitted Welcome reference to DM18 – this notation should also be shown on the proposals map covering the whole of the area that MDL now seek to include within HA2.	Not accepted. The site is already proposed to be extended to include land of the oil pumping station to be de-commissioned. No hotel development proposals have been received that provide any justification for extending this site further. No change.
Object: 5658	Policy HA2	The site is unsuitable for a hotel as the existing pipeline/pumping station is a safety hazard.	Not accepted. Existing pipeline / pumping station are understood to be likely to be decommissioned. If it remains development would need to have regard to oil pipeline as it does now. No change.
Object: 6577	Policy HA2	The hotel at Mercury Marina should instead be developed on land north of Bridge Road (policy B2), for this site would be unsuitable for vessels with masts which cannot pass under the Bursledon Bridge.	Not accepted. Site north of Bridge Road is very close to the motorway and suffers from motorway noise. It is also visually more prominent. No change.
Support: 467, 5563, 4721	Policy HA2	English Heritage supports clause i of the policy. Also general support for the proposed hotel and recognition of the need for a hotel in this area.	Noted.
Object: 6573	Policy HA3	The policy is superfluous as it reiterates policy 20 of the adopted Hampshire Minerals and Waste Local Plan; the policy is unreasonable insofar as it differs from the Hampshire Minerals and Waste Local Plan and cuts across its provisions. The policy should be deleted.	Not accepted. The Borough Council would be responsible for dealing with planning applications for the use of this land after mineral extraction ceases, and therefore a policy is required that sets out how the Council would address such proposals. No change.
Object: 6341	Policy	Policy should include the creation of a permanent footpath	Accept

	HA3	along Satchell Lane to enable pupils who live on the east side of Hamble to walk to Hamble College as well as local residents to Blackthorn Health Centre and Hamble Station. Strategic gap designation should cover the whole of the airfield.	Proposed change: Include reference in the supporting text to the protection and enhancement of public rights of way.
Support: 104, 497, 4721	Policy HA3	Support policy, and recognition of local concerns about mineral extraction at Hamble Airfield to which MDL has also objected because of potential impact on local economic activity including marine-related activities on the River Hamble.	Noted.
Section 6.10, Hedge End			
Objection to the principle of the allocation 2286, 2183, 2550, 2570, 759, 804, 101, 82, 460, 463, 247, 3515, 3506, 3655, 3586, 3244, 3787, 3725, 3848, 4037, 4038, 4008, 4350, 4352, 4070, 4080, 4086, 4042, 4101, 4640, 4643, 4668, 4597, 4591, 4704, 4686, 4706, 4726, 4736, 4781, 4797, 4801, 4802, 5009, 4927, 4944, 4876, 5105, 5106, 5107, 5136, 5135, 5122, 5441, 5442, 5415, 5244, 5137, 6373, 6251, 5717, 5878, 5808,	Policy HE1 Para 6.9.11	<u>Sustainability</u> <ul style="list-style-type: none"> The allocation of the site is unsound, ineffective and unjustified The cumulative effects of this and other proposed developments is unacceptable Reference to BREAM is unnecessary Cumulative effect of this development and others is unsustainable Hedge End is already overdeveloped There are more sustainable locations for the development (for example Allington Lane) The site is remote from existing employment and shopping opportunities and transport links The development will be over-reliant on car use Location is remote from Eastleigh Town Centre - new development should be well-related to the town centre The proposal is not the most appropriate strategy when considered against reasonable alternatives <u>Housing</u> <ul style="list-style-type: none"> The need for the amount of new housing has not been proved 200/300 houses would be enough to meet demand 	<u>Sustainability – not accepted.</u> <ul style="list-style-type: none"> With regard to sustainability, the site adjoins the urban edge of Hedge End, and is less than a kilometre away from Botley, and 1.5km from Hedge End town centre. It is also within walking distance of Hedge End railway station. This general location has previously been identified in the South East Plan as suitable to accommodate a strategic development area. The site is not ‘remote’ in the normally accepted sense of the word. The sustainability appraisal, transport assessment and Habitats Regulations assessment have reviewed this site in the context of the other developments proposed in the locality. The development would increase the catchment population for Hedge End centre, and for this reason is considered likely to contribute to its regeneration. No change. <u>Housing – not accepted.</u>

<p>6555, 6395, 6399, 6446, 6482, 6540, 6537, 6534, 804,</p>	<ul style="list-style-type: none"> · Such large numbers do not meet the needs of the existing community · The density of housing is too high · Local people would support low density, gradual, organic development. · The development should only be for local people <p><u>Employment</u></p> <ul style="list-style-type: none"> · Area is remote from employment opportunities <p><u>Vision, objectives and other policies of the local plan</u></p> <ul style="list-style-type: none"> · Allocation of HE1 is contrary to other policies in the plan (S1, S4, DM1, DM2, DM4, DM5, DM6, DM7, DM9, DM11, DM12, DM15, DM17, DM28, DM31 and DM37) <p><u>Countryside, landscape, biodiversity and heritage</u></p> <ul style="list-style-type: none"> · Loss of the historic character of the existing settlements. · Loss of strategic gap and spaces between existing settlements (Hedge End, Botley, and Boorley Green) · Loss of countryside amenities for existing residents · Loss of high quality agricultural land is contrary to objectives for local food production · Urbanisation/loss of rural character · The development will have unacceptable impacts on local wildlife, water quality, tree and ground cover. · Unacceptable impact on Special Area of Conservation (SAC) · Increase in air and noise pollution <p><u>Environment</u></p> <ul style="list-style-type: none"> · Impact of increased water extraction · Unacceptable if drainage system affects Pudbrook Stream · Will create light pollution · Adequate drainage and sewerage infrastructure should be a high priority in the development 	<ul style="list-style-type: none"> · There is a demonstrable need for new housing. · It is necessary to make the most efficient use of allocated sites to avoid increased requirements for green field allocations <p>No change.</p> <p><u>Employment – not accepted.</u></p> <p>There is employment nearby in Hedge End. Access to Hedge End station provides train links to the main employment areas in Eastleigh and Southampton. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre.</p> <p>No change.</p> <p><u>Vision, objectives and other policies of the Local Plan - not accepted.</u></p> <ul style="list-style-type: none"> · The fact that some aspects of the proposed allocation may conflict with other objectives or policies in the plan does not mean the proposal is not the most appropriate option. The role of planning is to have regard to all relevant policy objectives, some of which will be in conflict, to arrive at the most appropriate site identification. · This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes and provision of attractive places to live. <p>No change.</p> <p><u>Countryside, landscape, biodiversity and heritage – not accepted.</u></p> <ul style="list-style-type: none"> · Development of any green field site in this relatively small borough will affect issues
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	<ul style="list-style-type: none"> · The land is floodplain and building on it will increase the risk of flooding <p><u>Transport</u></p> <ul style="list-style-type: none"> · Insufficient road infrastructure/capacity in the area · The Botley bypass and other off-site highway improvements must be built before the development takes place · The Botley bypass has no transport-related justification. · Hampshire County Council does not support the building of the Botley bypass · The Botley bypass will not solve the traffic problems in the area · The proposed road improvements will not prevent severe congestion · The provision of access to the development from Woodhouse Lane should not be achieved at the cost of nature conservation damage. · Local roads will become rat-runs. Some local roads will need to be widened and will need to have traffic lights installed · Increased traffic on local roads is incompatible with pedestrian use of those roads by local people · Traffic will overwhelm the B3354 · Parking in the villages will be chaotic. · Botley and Hedge End railway stations will need to be improved to cope with the additional users · There is no evidence for the Council's argument that existing rail links, proposed cycle and walkways are sufficient to resolve the issues relating to highway capacity · The proposed bus-link relies on third-party land and the willingness of bus companies. <p><u>Education/Community</u></p>	<p>such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development.</p> <ul style="list-style-type: none"> · It is acknowledged that the development would have a landscape impact. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping. · It is acknowledged that the combined effect of the proposals to develop the sites east of Hedge End and at Boorley Green will be to narrow the gaps between Hedge End and Boorley Green and Botley. However, there will still be gaps. · The site does not include or directly border any nature conservation sites of national or European significance. The stream running through the site and associated tree belt are within a locally designated Site of Importance for Nature Conservation. The stream is a tributary of the River Hamble, and the potential impacts of development on the river have been examined through the Habitats Regulations Assessment. It is concluded that any adverse impacts can be mitigated, e.g. through the use of sustainable drainage systems. <p>No change.</p> <p><u>Environment – not accepted</u></p> <ul style="list-style-type: none"> · The Council is aware that existing off-site utilities infrastructure, in particular
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	<ul style="list-style-type: none"> · The impact of the development on existing schools and doctor's surgeries is too great · The Town Council is mindful, in the light of paragraph 6.9.11, that there should be provision for a secondary school in Hedge End. · HCC land at Woodhouse Lane should be used for the new secondary school likely to be required The secondary school is already over-subscribed · Lack of primary and secondary school provision · The primary school requirement should be expressed more flexibly. · The plan acknowledges the need for a secondary school and the development site is owned by HCC – therefore use of part of the site for a school would reduce the area available for housing · Para 6.9.11 acknowledges that there should be provision for a secondary school in Hedge End · Medical Facilities, additional policing, refuse collection, should be a high priority in the development · The views of local people are being ignored · Development is not supported by the community <p><u>Recreation</u></p> <ul style="list-style-type: none"> · Not enough open space allocated in the development · Objection to the required area of playing fields · Open space should not be focussed in the southern part of the site · Loss of enjoyment of public rights-of-way/footpaths across the site <p><u>Other</u></p> <ul style="list-style-type: none"> · Woodhouse Lane is not currently available for development by Hampshire County Council 	<p>sewerage infrastructure, is not adequate to serve the new development. New Policy DM8 requires developers to provide off-site utilities infrastructure to serve their developments. Southern Water advise that the receiving treatment works, which for this site would be Peel Common on the coast of Fareham Borough has adequate capacity to serve the development.</p> <ul style="list-style-type: none"> · The Council has not been advised of flood risk on this site which is not identified as floodplain by the Environment Agency. <p>No change <u>Transport – not accepted</u></p> <ul style="list-style-type: none"> · Transport assessment undertaken using the sub-regional transport model indicates that traffic generated by the development can be accommodated on local roads, with some improvements. The Highways Agency is investigating the potential for improvements to junction 8 of the motorway. A detailed transport assessment will be required to support development proposals on this site. <p>No change <u>Education/ Community – accept in part.</u></p> <ul style="list-style-type: none"> · Plan developed in consultation with health and education authorities. · All major site proposals include a requirement to build a primary school. · The Borough Council is being advised by the Education Authority (Hampshire County Council Children's Services) on the matter of secondary school provision and they have advised that a new secondary
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			<p>school will be required within this general area identifying Horton Heath as the preferred location for reasons of school catchments.</p> <p><u>Proposed change:</u> Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</p> <p><u>Recreation – not accepted.</u></p> <ul style="list-style-type: none"> · No loss of recreational space is proposed. Around 11ha of the site is proposed to be playing fields to serve this development and adjoining areas. · Footpaths through the site will not be lost. It will be a condition of new development that they are retained and enhanced. <p>No change.</p> <p><u>Other – not accepted.</u></p> <ul style="list-style-type: none"> · HCC agreed on 24 September 2013 that this land should be brought forward for development <p>No change.</p>
Support: 804	Policy HE1	Support allocation of HCC land west of Woodhouse Lane for residential development, community infrastructure and playing fields. (Note policy should refer to masterplan or development brief – no need for both).	Noted.
Objection to the principle of the allocation 6537, 6540, 6445, 6468, 6429, 5790, 5717, 5576, 4941, 4789, 4192, 804, 2286,	Policy HE2	<p><u>Countryside, landscape, biodiversity and heritage</u></p> <ul style="list-style-type: none"> · Impact on the character of Hedge End village · Impact on wildlife habitats · Limited development opportunity due to existing mature trees · Loss of habitat for wildlife · The corridor of shrubs between existing homes in Foord Road and the proposed new housing, which are of nature conservation and amenity value should be 	<p><u>Countryside, landscape, biodiversity and heritage – not accepted.</u></p> <p>The development of any green field site in a relatively small borough will affect issues such as landscape, biodiversity, the character of existing settlements, impact on wildlife habitats. The proposal seeks to balance the need to achieve significant additional housing with the creation and maintenance of attractive</p>

	<p>protected in the development.</p> <p><u>Transport</u></p> <ul style="list-style-type: none"> · Traffic safety concerns on St Johns Road · Impact on congestion and highway safety of surrounding roads · Concerned about insufficient capacity on local roads to accommodate additional traffic. · Insufficient capacity on local roads to accommodate additional traffic and concerns about lack of detailed transport assessment of development implications in relation to the southern part of Hedge End. · Well known traffic problems on Wildern Lane · Limited development opportunity due to noise from M27 <p>Impacts on M27 Junction 8 - proposed link road needs to be properly assessed through transport assessment.</p> <ul style="list-style-type: none"> · How successful the development will be as a community given that there will be uncertainty about whether the site access road will form part of a strategic link road? · Improvements to Botley Road to relieve access to junction 8 of the M27 must precede the housing development <p><u>Environment</u></p> <ul style="list-style-type: none"> · Future residents would suffer unacceptable noise and pollution · Impact on the residential amenity of existing residents · Without the fields to the rear of the houses, Carpenters Close falls below the council's own guidance for residential amenity and screening · This site requires significant infrastructure that may not be viable <p><u>Recreation</u></p>	<p>places to live. It is recognised that the site is occupied by wildlife. However, it is not public open space and is not the subject of any nature conservation designations.</p> <p>No change.</p> <p><u>Transport - not accepted.</u></p> <p>The Transport Assessment does not demonstrate a significant impact on local roads arising from development of this site. It is acknowledged that obtaining access into the site involves negotiating sloping land, but this is a technical issue believed to be capable of being resolved, and does not render the site undevelopable.</p> <p>No change.</p> <p><u>Environment – not accepted.</u></p> <ul style="list-style-type: none"> · It is acknowledge that there is a risk of noise impact on the site from the motorway. The effects of noise vary over the site, and the precise location of development and open space within the site will need to be the subject of detailed site assessment. · With regard to the reliance of occupiers of Carpenters Close on the screening and amenity provided by the fields to the rear - this does not cause those properties to fall below the Council's own requirements for residential development. · With regard to infrastructure requirements for the proposed development of the site - no abnormal requirements are expected and those that are will considered in detail at the planning application stage. <p>No change.</p>
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		<ul style="list-style-type: none"> If the development goes ahead it should provide a cinema, swimming pool, clubs for teenagers and older children <p><u>Education/Community</u></p> <ul style="list-style-type: none"> Kings Copse and Shamblehurst both over-subscribed <p><u>Other</u></p> <ul style="list-style-type: none"> H2 should be amended to include Home Farm as part of a master-plan for the whole area Land is close to and visible from the M27 and would be better suited to employment/ offices/ budget hotel. 	<p><u>Recreation – not accepted.</u></p> <ul style="list-style-type: none"> Not viable to provide higher-level facilities such as a cinema, swimming pool or clubs for teenagers with this scale of development. However, opportunities for play spaces and informal recreation will be explored as part of dealing with any development proposals on this site. <p><u>No change.</u></p> <p><u>Education/Community – accept in part</u></p> <ul style="list-style-type: none"> All major site proposals include a requirement to build a primary school. The Borough Council is being advised by the Education Authority (Hampshire County Council Children’s Services) on the matter of secondary school provision and they have advised that a new secondary school will be required within this general area identifying Horton Heath as the preferred location for reasons of school catchments. <p><u>Proposed change: Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services.</u></p> <p><u>Other – not accepted.</u></p> <ul style="list-style-type: none"> The extent of the site allocated for development by H2 has been carefully considered in the context of the overall plan and is appropriate. There is no justification for the inclusion of Home Farm. With regard to possible alternative uses - in the context of the whole plan, an
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			<p>appropriate balance has to be struck between competing uses for land. For the reasons set out in the policy this is considered to be an appropriate site for housing. The plan also includes a proposal for employment uses on Peewit Hill Close.</p> <p>No change.</p>
Support: 4941	Policy HE2	<p>Policy HE2 requires development to minimise damage to features of nature conservation value within the site. This should apply to the corridor of shrubs between existing homes in Foord Road and the proposed new housing, which are of nature conservation and amenity value. This corridor should remain undeveloped.</p>	Noted.
Object: 6287, 6345, 6346	Policy HE3	<p>Fails to take into account the existing presence of the 25th Scout Group on this site - the loss of this site would have an unacceptable impact on the local community. Objection to the allocation of the site for residential use.</p>	<p>Accept.</p> <p>It is important to ensure that existing community provision is retained, or suitably replaced elsewhere.</p> <p>Proposed change: add further criterion "the layout of the development shall provide for the continued use by the 25th Scout Group, without restriction or impediment, of the area and facilities presently used by the scouts unless suitable long-term provision is made for their replacement elsewhere within the local area, at no cost to the scouts, and of at least equivalent value in terms of their accessibility, size, layout and relationship to residential properties".</p>
Object: 2286	Policy HE3	<p>The Town Council support this policy but request that the new waste facility is fully operational prior to the closure of the existing one.</p>	<p>Not accepted.</p> <p>Whilst the policy does not set out any phasing requirements for the closure/opening of the current/proposed waste recycling facilities, the Council will, given the demand for such facilities, ensure that there is continuity of</p>

			provision of this service. No change.
Object: 176, 474, 655, 804, 2286, 3258, 5049, 6429, 6567, 6568	Policy HE4	<p><u>Sustainability</u></p> <ul style="list-style-type: none"> · need for additional employment floorspace has not been proved, · increased noise and air pollution, <p><u>Countryside, landscape, wildlife</u></p> <ul style="list-style-type: none"> · Loss of countryside and strategic gap · Loss of wildlife habitats <p><u>Infrastructure</u></p> <ul style="list-style-type: none"> · Insufficient health facilities and school places <p><u>Transport</u></p> <ul style="list-style-type: none"> · increased congestion in surrounding area · harm to highway safety, · increased number of large vehicles using route, · requires opening up of Botley Road in order to divert traffic from Windhover roundabout – this should precede housing development, · impact has yet to be fully assessed through transport assessment, <p><u>Other</u></p> <ul style="list-style-type: none"> · Questions whether site is in Bursledon parish 	<p><u>Sustainability- not accepted.</u></p> <ul style="list-style-type: none"> · There is an identified need for employment land in the borough. · There is not to be significant harm to the residential amenities of adjoining occupiers by reason of increased noise and air pollution. <p>No change.</p> <p><u>Countryside, landscape, wildlife – not accepted.</u></p> <ul style="list-style-type: none"> · It is acknowledged that the development will change the character of the local landscape and lead to the partial loss of the gap– some change has to be accepted with the allocation of green field sites. · The site does not include areas designated for nature conservation value, but normal development management policies require ecological surveys and measures to deal with protected species. <p>No change.</p> <p><u>Infrastructure– not accepted.</u></p> <ul style="list-style-type: none"> · No residential development is proposed within this allocation. The existing infrastructure is considered to be capable of accommodating any additional demand for services as a result of this development. <p>No change.</p> <p><u>Transport – not accepted.</u></p> <ul style="list-style-type: none"> · Transport assessment does not demonstrate a significant impact on local

			<p>roads arising from development of this site</p> <ul style="list-style-type: none"> Whilst the opening up of Botley Road in Southampton for a bus route is a desirable long term objective, the development of this site is not dependent on it. <p>No change. <u>Other – accept.</u> The southern-most part of the site is within Bursledon parish. As such it is considered appropriate to cross refer to this policy in the Bursledon section of the Plan. Proposed change: Insert new paragraph under ‘Employment’ in Bursledon section of Plan to draw attention to this site.</p>
Object: 6046	Policy HE4	<p>A1 (retail), A3 (restaurant) and C1 (hotel) uses should also be allowed for on this site to enable sufficient funding for the new road link The proposed allocation should be increased to include land on the opposite side of the proposed link road.</p>	<p>Not accepted. The uses appropriate to this site have been carefully considered taking into account the constraints of the location and other uses, such as the ones suggested by the objector are not appropriate. In addition, the Council does not consider that the uses set out in the policy will prejudice the requirement for a new link road. No change.</p>
Support: 4789	Policy HE4	Supports proposed allocation.	Noted.
Object: 6549	Policy HE5	Reference should be added to the sequential test in relation to any proposed offices (B1a). Adjoining authorities should be consulted on applications relating to office use.	<p>Not accepted. The proposed allocation represents a small increase of office floorspace in an established office location which will be in close proximity to significant new residential development. No change.</p>
Support: 2286	Policy HE5	Particular support for criterion v) of the policy - adequate infrastructure must precede development.	Noted.
Object: 5648	Policy	Concerned on impact on highway safety and traffic	Not accepted.

	HE6	congestion, nature conservation designations, residential amenity (noise and light pollution) and relationship with travelling showpeople site.	The site is currently in use for low intensity employment purposes and further development for employment uses is considered to be acceptable without harm to the character and appearance of the area, wildlife or its habitats, or the amenities of adjoining occupiers. There is considered to be sufficient capacity within the local road network. No change.
Object: 2286, 5648, 6549	Policy HE7	<ul style="list-style-type: none"> • Concerned about whether site is adequately served by local amenities, particularly with regard to schools, highway safety, impact on nature conservation habitats, residential amenity of neighbouring properties , harm to character of area, relationship to employment site. • Also concern about impact upon settled caravan site in Kanes Hill which could give rise to potential management issues. Additional condition should be added to the policy regarding management of this site in conjunction with the Kanes Hill site. 	<p>Not accepted.</p> <ul style="list-style-type: none"> • Whilst not within the urban edge, the site is reasonable well related to existing services and facilities which are considered to be capable of meeting the needs of future residents of this site. • It is not considered necessary to include a criterion to require the management of this site. Such detail may be considered to be appropriate in a subsequent planning application. • Alternative locations have all been examined and found unsuitable. Proposals will be subject to normal policy requiring no adverse impact on residential amenities (see policy DM1). Not clear what problem would be caused by adjoining residential development site. It is accepted that the site is in the gap but it is well screened – it is also difficult to find deliverable sites for this use within the urban edge. Site is not subject to nature conservation designations. Policy requires retention of trees. <p>No change.</p>

Support: 789	Policy HE7	Support for the allocation of a travelling showman's yard at Netley Firs, Kanes Hill, Hedge End which will make an ideal base for showmen operating in the area.	Noted.
Object: 804, 2286, 3257, 5576, 5790, 6283, 6429, 6567, 6568	Policy HE8	<ul style="list-style-type: none"> · Need for road has not been demonstrated/ transport assessment has yet to be published · Increased traffic congestion on surrounding roads and M27 junction 8, including heavy vehicles. · Harm to highway safety · Increased noise and air pollution · Requests that: <ul style="list-style-type: none"> - road is built prior to the development of surrounding area - buffer to residential properties is provided 	Accept in part Draft transport assessment includes Dodwell Lane St Johns Road Link Further transport assessment work has identified road improvements in this area. These are covered in new policy HE9. HE2 and HE4 include criterion to ensure that the road is built as part of the proposed development and there is no detrimental impact on the residential amenity of existing and new residents. Proposed change: New policy HE9 setting out junction improvements.
Support: 2286	Policy HE9	Support from Town Council	Noted.
Support: 2286	6.9.45 – 6.9.46	The Town Council supports the principles set out in paragraphs 6.9.45 and 6.9.46.	Noted.
Support: 2286	Policy HE10	Cemetery provision is an essential amenity for Hedge End.	Noted.
Section 6.10, Hound			
Object: 6293	Policy HO1	Support for the development proposed by Policy HO1 subject to the following requirements; a pedestrian and cycle bridge is provided alongside the existing hump-back bridge; a cycle/pedestrian lane provided along the whole of Grange Road to Portsmouth Road; the junctions at Grange Road, Portsmouth Road are improved.	Noted. The requests for infrastructure are generally reflected in the policy wording as set out. No change.
Support: 5563	Policy HO2	Welcomes and supports clause iv of Policy HO2 as part of a positive and clear strategy for the conservation, enjoyment and enhancement of the historic environment as required by the NPPF.	Noted.
Support: 104	6.10.18	Supports provided the improvements benefit local traffic	Noted.

		and does not encourage and increase traffic using the area as a route to the Itchen Bridge and Southampton. Preferably improvements should discourage Southampton traffic from using this route – Hamble Lane should be for local traffic only.	
Section 6.11, West End			
Object: 103, 376, 804, 3692, 3706, 3787, 3789, 3791, 3893, 4014, 4040, 4062, 4115, 4308, 4350, 4475, 4557, 4781, 5194, 5717, 5742, 6051, 6221, 6272, 6284, 6319, 6325, 6326, 6330, 6333, 6337, 6347, 6350, 6362, 6370, 6372, 6374, 6377, 6379, 6391, 6394, 6401, 6413, 6414, 6415, 6422, 6430, 6431, 6433, 6434, 6435, 6436, 6437, 6438, 6439, 6440, 6441, 6448, 6469, 6453, 6455, 6456, 6457, 6467, 6477, 6484, 6489, 6499, 6502, 6509, 6512, 6513, 6519, 6529, 6532, 6537, 6538, 6540, 6543, 6546, 6560, 6584, 6585, 6587, 6493, 6494,	Policy WE1	<p><u>General</u></p> <ul style="list-style-type: none"> Devaluation of property. Additional housing, employment and services development not needed or wanted by local community. Impact on existing community. Disproportionate to existing settlement Overdevelopment of the area. Confusion over parish boundaries leads to lack of clarity about detail of provision. Misleading to put policy in West End section of the Local Plan. Proposal is hasty and ill-thought out. Site should be extended east of Burnett’s Lane. <p><u>Strategy</u></p> <ul style="list-style-type: none"> Allington Lane is a better option for new development – could have a new link to the M27. Baffled by choice of this allocation – there are better locations such as Boorley Green. Middle Farm, Fair Oak is a better location for development. Land north of Hedge End is a better and more sustainable location for development. <p><u>Housing</u></p> <ul style="list-style-type: none"> Need for housing required by PUSH has not been proved, just asserted. Reduce the number of houses. References to development densities are confusing – 	<p><u>General - accept in part.</u></p> <ul style="list-style-type: none"> Agree that Local Plan should clarify parish boundaries so far as possible. Agree that there should be a limited extension of the site east of Burnett’s Lane. <p>Proposed changes:</p> <ul style="list-style-type: none"> Amend policy and text to clarify the location of parish boundaries and if possible potential development within each parish area. Amend site allocation boundary and policy details to include land east of Burnett’s Lane. <ul style="list-style-type: none"> Impact on property values is not a relevant consideration in making new land allocations. <p>No further changes.</p> <p><u>Strategy – not accepted</u></p> <ul style="list-style-type: none"> Allington Lane is not deliverable because of access constraints. Land at Boorley Green is already allocated for development. See further responses to S3 (omission sites) <p>No change.</p> <p><u>Housing – not accepted.</u></p>

<p>6591, 6595, 6407, 6408, 6409, 6410</p>		<p>plan refers to 35dph minimum but site capacities calculated at 30dph.</p> <ul style="list-style-type: none"> Area identified is insufficient to accommodate 750 dwellings. Part of site should be made available for self-builders. This is not a suitable location for affordable housing. <p><u>Countryside, landscape and biodiversity</u></p> <ul style="list-style-type: none"> Loss of countryside and harm to rural/ semi-rural character Loss of gap between settlements Loss of good agricultural land (Grade 3). Detrimental impact on nature conservation – area includes rare and protected species. Measures to protect and enhance biodiversity should be included. <p><u>Environment</u></p> <ul style="list-style-type: none"> Changes character of existing settlements. Relies on higher density development than existing settlement so will not have the same character. Loss of views over countryside. Increased air pollution from traffic and CO2 emissions. Increased noise. Increased vibration from traffic will damage housing. Impact on land drainage from site. Inadequate sewers. Strengthen wording should be strengthened to include protection of watercourses on site and buffering of adjoining water bodies. Development will suffer from and cause increased flooding. Dwellings should be located away from areas in the high flood risk zone (close to Chalcroft Farm). <p><u>Employment</u></p> <ul style="list-style-type: none"> Not enough jobs for occupiers of additional housing. 	<ul style="list-style-type: none"> See response to representations on policy S2 regarding housing numbers. It is normal practice to seek to negotiate a minimum of 35dph on allocated sites. 30 dph used to calculate site capacity is a gross figure based on whole site area not all of which may be developable. The calculated housing numbers for the site are deliverable. With access to employment and community facilities this is an appropriate location for affordable dwellings. The policy does not prevent self-builders from acquiring part of site. <p>No change in response to these representations.</p> <p><u>Proposed change</u></p> <p>Dwelling numbers increased as a result of increasing site area.</p> <p><u>Countryside, landscape and biodiversity – not accepted.</u></p> <ul style="list-style-type: none"> Plan will inevitably involve some impact on countryside, landscape and agricultural land as it entails the allocation of green field sites. The site does not include areas designated for nature conservation value, but normal development management policies require ecological surveys and measures to deal with protected species. <p>No change.</p> <p><u>Environment – not accepted.</u></p> <ul style="list-style-type: none"> It is acknowledged that the development will change the character of the local landscape – some change has to be
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	<ul style="list-style-type: none"> • No justification for increase in floorspace at Chalcroft Business Park. • Additional employment will increase traffic and noise. • Should be no meat processing in Chalcroft Distribution Park. • Proposed employment site should be deleted – site should be developed for housing – land for employment should be allocated at Berrywood Farm which is more accessible. <p><u>Retail</u></p> <ul style="list-style-type: none"> • Competition with local shops in Fair Oak. <p><u>Transport</u></p> <ul style="list-style-type: none"> • Assessment of traffic impacts is inadequate – transport assessment should have been completed before allocation was made. • Site is not in a sustainable location for alternative modes of transport. Poor access to public transport. Will not reduce need to travel. • Increased traffic generation on inadequate and already congested local roads. • Likely to require substantial road upgrades. • No recognition of existing issues of congestion and road safety. • Fir Tree Lane and Burnett’s Lane are hopelessly inadequate to cope with the traffic that will be generated... • Moorgreen Road will be overloaded with traffic especially if the school is built. • Inadequate provision for transport infrastructure and no clear plans for how this will be funded – will require massive investment – may not be viable. • Impacts on road safety. • Inadequate footpaths for pedestrians. • Congestion will prevent access to Eastleigh causing 	<p>accepted with the allocation of green field sites.</p> <ul style="list-style-type: none"> • Increased activity will give rise to local environmental changes – policy includes mitigation measures. • Other policies of the Local Plan address issues regarding flooding and pollution. No significant flood risk identified. <p>No change.</p> <p><u>Employment – not accepted.</u></p> <ul style="list-style-type: none"> • Proposals will create new jobs for the existing and new population. • Proposals include new road link to mitigate existing impacts of traffic from Chalcroft. With this in place there is no reason to limit development at Chalcroft. • Land at Berrywood Farm is in a countryside gap. <p>No change.</p> <p><u>Retail – not accepted.</u></p> <ul style="list-style-type: none"> • Improvement of local retail facilities will be limited and designed to serve local community. This is considered unlikely to impact Fair Oak village centre significantly. <p>No change.</p> <p><u>Transport - accept in part.</u></p> <ul style="list-style-type: none"> • Transport assessment is under way to assess fully the implications of the proposals including the potential impact of a new secondary school. • Location of primary school, secondary school, employment and community facilities within the new development will help to limit car journeys from the immediate locality.
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	<p>town centre to decline</p> <ul style="list-style-type: none"> • No information on travel to primary school. • Assessment should take into account possibility of new secondary school. • When will new road link between Burnett’s Lane and Bubb Lane be built? Plan should state no development until it is built. • Burnett’s Lane – Bubb Lane link will be unsightly and cost more than the agents estimate. • Need a new link between proposed development and Botley Road. • Consider new road between development and Allington Lane. • Burnett’s Lane should be closed at the railway bridge. • Measures needed to manage routes taken by HGVs. <p><u>Community infrastructure</u></p> <ul style="list-style-type: none"> • Inadequate capacity of healthcare services. • Inadequate provision for new healthcare services. • Inadequate recreation provision and lack of open space. • Loss of land of recreational value. • What about effects on police and fire services. • Schools should not be near houses. • Question need for new secondary school. • Existing schools at Fair Oak have capacity – currently accommodate children from outside the area. • No current need for additional community infrastructure – only needed to serve new development. • Secondary school will increase traffic. • Inadequate provision for schools. • Misleading not to mention the secondary school proposal. • Proposal for two centres at Chalcroft and within 	<ul style="list-style-type: none"> • Proposals will include significant footpath and cycleway links including a link to Hedge End railway station. <p><u>Proposed change</u> Detailed transport proposals for this site and required off-site works will be reviewed in the light of the outcome of the Transport Assessment. <u>Community infrastructure</u> – accept in part.</p> <ul style="list-style-type: none"> • Proposals include significant public open space facilities. • Proposals include significant community facilities which will enhance local provision. • Chalcroft proposals take advantage of an existing opportunity to utilise and enhance features of heritage value. • Plan developed in consultation with health and education authorities – also fire and police authorities. • Agree that the plan does not make adequate provision for education (note that schools at Fair Oak are currently operating at capacity). The Council was advised late in the plan preparation process about the need for additional schools provision in the east of the borough. <p><u>Proposed change:</u> Include provision for new primary and secondary education facilities in the Horton Heath area as advised by HCC Children’s Services, to include shared use of playing fields.</p> <ul style="list-style-type: none"> • Solar farm is not included in the development site. • No reason for new development to impact
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		<p>development will cause division and result in two-centred community contrary to aims of community integration.</p> <ul style="list-style-type: none"> Will weaken village community – contrary to objective of retaining community identity. Infrastructure requirements will render development unviable so developers will seek to increase number of dwellings. Loss of solar farm. Impacts on community safety. <p><u>Process</u></p> <ul style="list-style-type: none"> Consultation has been rushed Should be consultation on location of secondary school. 	<p>on community safety any more than existing.</p> <p>No further change.</p> <p><u>Process – not accepted</u></p> <ul style="list-style-type: none"> Local Plan has been prepared in accordance with the Town & Country Planning (Local Planning) (England) Regulations 2012 and other Government legislation and guidance. Consultation on secondary school will take place through the next consultation on the amended Local Plan (pre-submission consultation). <p>No change.</p>
<p>Support: 107, 5192, 5563, 5742, 6251, 6294, 6318,6499, 6525</p>	<p>Policy WE1</p>	<p>Support:</p> <ul style="list-style-type: none"> Will provide benefits for Horton Heath and West End. Will create more employment and local jobs. Supports link to Tollbar Way. Burnett’s Lane should be closed. Site and proposed developments are capable of being delivered. Provides community facilities that are currently lacking including a primary school. Agree with policy requirements. Welcome policy requirements for retention and enhancement of biodiversity. Link road should be implemented as soon as possible. Support recognition of potential heritage interest at Chalcroft Farm. 	<p>Noted.</p>
<p>Object: 838, 4439, 4838</p>	<p>Policy WE2</p>	<ul style="list-style-type: none"> Loss of countryside, gap and open space Development means extended community sprawl 	<p>Not accepted.</p> <ul style="list-style-type: none"> It is acknowledged that the development will change the character of the local landscape – some change has to be

			<p>accepted with the allocation of green field sites.</p> <ul style="list-style-type: none"> Development brief includes measures to mitigate local impacts. <p>No change</p>
Support: 107, 6251	Policy WE2	Support development subject to management of vehicular access.	Noted.
Support: 107	Policy WE4	Support in principle	Noted.
Object: 6218	Policy WE5	<ul style="list-style-type: none"> Exclude West End surgery Include small area of land west of Dawson Lodge. Omit reference to continuing need for healthcare on site – such needs are determined by the NHS – site could also legitimately be used for other purposes in the same use class. No need for masterplan and development brief – masterplan could be submitted as part of an application. Retention of workhouse should be subject to viability testing. Enable expansion of West End surgery only if required. <p>No need to specify BREEAM compliance – already required by DM2.</p>	<p>Accept in part.</p> <ul style="list-style-type: none"> Agree to exclusion of West End surgery but still require provision of space for this to expand if necessary. Agree to amendments of references to brief and masterplan. <p><u>Proposed changes:</u></p> <ul style="list-style-type: none"> Exclude West End surgery from the site but continue to require provision of space within hospital site for surgery to expand if necessary. Amend references to require masterplan and development brief to ensure clearer Extend site to include land west of Dawson Lodge <p>In the light of current local development proposals:</p> <ul style="list-style-type: none"> Extend the site to include Moorgreen Farm and public open space off Monarch Way. <p>Not accepted:</p> <ul style="list-style-type: none"> Deletion of references to on-going use of part of site for healthcare – this is a valued and accessible local healthcare facility.

			<ul style="list-style-type: none"> Deletion of requirement to retain workhouse – this is also a valued local feature. <p>No further change</p>
Support: 107, 6294	Policy WE5	Support in principle – support removal of derelict Allington House and retention of hospital building and lodges.	Noted.
Object: 804, 4350, 5192, 6374, 6457,6509	Policy WE6	<p><u>Transport</u></p> <ul style="list-style-type: none"> Proposed link road should be built to serve further employment development at Chalcroft only. Object to restriction on further development at Chalcroft Distribution Park pending construction of the link road. Policy should clarify that the link road referred to is the Burnett’s Lane – Bubb Lane link Road. Impact on local roads. Burnett’s Lane – Bubb Lane link will help but transport assessment is required. Congestion and related air and noise pollution. Tollbar Way is inadequate to accommodate additional HGV traffic. <p><u>Employment</u></p> <ul style="list-style-type: none"> New industrial land not required – there are empty units within the distribution park. <p><u>Environment</u></p> <ul style="list-style-type: none"> Link road will not resolve noise and pollution emanating from the distribution park. 	<p><u>Transport – accept in part.</u></p> <ul style="list-style-type: none"> Road is only possible because it is funded by development including residential development west of Horton Heath. Existing HGV traffic from the Chalcroft Distribution Park is a major cause of local complaint. Any further expansion of employment activity in this location is entirely dependent on the construction of the link road. Transport assessment is under way to assess fully the implications of the proposals including the potential impact of a new secondary school. <p><u>Proposed change</u> Detailed transport proposals for this site and required off-site works will be reviewed in the light of the outcome of this assessment.</p> <p><u>Employment – not accepted.</u> There is an identified need for employment land in the borough.</p> <p>No change.</p> <p><u>Environment - not accepted.</u> There are policies in place regarding noise and other pollution. These matters are also addressed by the Council’s Environment Health Section.</p>

			No change.
Support: 4557	Policy WE6	Support	Noted.
Object: 804, 6457, 6477, 6509, 6585	Policy WE7	<p><u>Transport</u></p> <ul style="list-style-type: none"> Impact on local roads. Burnett's Lane – Bubb Lane link will help but transport assessment is required. Congestion and related air and noise pollution. Tollbar Way is inadequate to accommodate additional HGV traffic. No public transport connections. <p><u>Employment</u></p> <ul style="list-style-type: none"> New industrial land not required – there are empty units within the distribution park. Focus should be on helping existing businesses to be more sustainable. Wrong location - use space at Hedge End around Sainsbury's and Curry's. Distribution Park grew up by accident here – it should not be expanded. <p><u>Environment</u></p> <ul style="list-style-type: none"> Impact on residential amenity of increased HGV movements. Link road will not resolve noise and pollution emanating from the distribution park – this will travel across to houses in Horton Heath. Adverse visual impact and loss of rural views. <p><u>Countryside</u></p> <ul style="list-style-type: none"> Will change the rural nature of the area. Loss of gap between Horton Heath and West End. 	<p><u>Transport - accept in part.</u> Transport assessment is under way to assess fully the implications of the proposals including the potential impact of a new secondary school.</p> <p><u>Proposed change</u> Detailed transport proposals for this site and required off-site works will be reviewed in the light of the outcome of this assessment.</p> <p><u>Employment – not accepted.</u> There is an identified need for employment land in the borough.</p> <p>No change. <u>Environment - not accepted.</u> There are policies in place regarding noise and other pollution. These matters are also addressed by the Council's Environment Health Section.</p> <p>No change. <u>Countryside – not accepted.</u></p> <ul style="list-style-type: none"> It is acknowledged that the development will change the character of the local landscape – some change has to be accepted with the allocation of green field sites. Policy includes measures to mitigate local landscape impacts. <p>No change</p>
Support: 4557, 5192	Policy WE7	Support. <ul style="list-style-type: none"> Developing employment with housing supports sustainable development and potentially reduces 	Noted.

		<p>transport impact.</p> <ul style="list-style-type: none"> Reflects conclusions of Employment land Strategy 2013. 	
Object: 5194	Policy WE8	<p>Site identified for employment is not large enough. Other adjoining land should be allocated.</p>	<p>Not accepted.</p> <p>Council considers that further development in this area would represent an intrusion into open countryside and would erode further the gap between Hedge End and West End.</p> <p>No change.</p>
Object: 479, 4738, 6251	Policy WE9	<p><u>Transport</u></p> <ul style="list-style-type: none"> Will access requirement mean that Botley Road will no longer be closed for events at the Ageas Bowl? Should be direct access to Ageas Bowl from M27. <p><u>Countryside, landscape and biodiversity</u></p> <ul style="list-style-type: none"> Erosion of gap between West End and Hedge End. Adjoins Telegraph Woods local wildlife site – policy should recognise potential impacts on habitat. 	<p><u>Transport – not accepted.</u></p> <ul style="list-style-type: none"> Policy requires that development should not compromise functioning of the Ageas Bowl. Direct access from M27 is not feasible. <p><u>Countryside, landscape and biodiversity – accept in part.</u></p> <ul style="list-style-type: none"> Gap in this location is already eroded by the development of the Ageas Bowl. Agree that criterion (iv) can be amended to refer to potential impact on habitat. <p><u>Proposed change</u></p> <p>Amend policy WE9(iv) to refer to avoidance of adverse impact on the adjacent Telegraph Woods SINC and request contributions for its maintenance.</p>
Object: 107	6.11.39	<ul style="list-style-type: none"> Local Plan should consider car parking in West End local centre – currently inadequate. Existing road infrastructure in West End is inadequate to sustain additional traffic in the longer term 	<p>Accept.</p> <ul style="list-style-type: none"> The Local Plan should recognise the parking issue in West End. Transport assessment is under way to assess fully the implications of the proposals in the Local Plan. <p><u>Proposed changes</u></p> <ul style="list-style-type: none"> Amend paragraphs 6.11.12 and 6.11.39 to recognise parking issues in West End centre.

			<ul style="list-style-type: none"> · Detailed transport proposals will be reviewed in the light of the outcome of the Transport Assessment
Object: 479	Policy WE10	<ul style="list-style-type: none"> · Will access requirement mean that Botley Road will no longer be closed for events at the Ageas Bowl? · Should be direct access to Ageas Bowl from M27. 	<p>Not accepted.</p> <ul style="list-style-type: none"> · Policy requires access to be provided to the satisfaction of the Highway Authority (HCC). · Direct access from M27 is not feasible. <p>No change.</p>
Object: 6251	Policy WE10	Area is a block of woodland. No reference to ecological value.	<p>Accept in part.</p> <p>Any adverse impacts on nature conservation interests are covered by policy DM9. Policy can be amended to refer to need for ecological survey.</p> <p><u>Proposed change</u> Amend policy WE10 to refer to need for ecological survey.</p>
Object: 6251	Policy WE11	Adjoins Telegraph Woods local wildlife site – policy should recognise potential impacts on habitat.	<p>Accept.</p> <p><u>Proposed change</u> Amend policy WE11 to refer to avoidance of adverse impact on the adjacent Telegraph Woods SINC and request contributions for its maintenance.</p>

Strategic Policy S3 Omission Sites

Rep. No.	Site ref.	Site	Response
BISHOPSTOKE			
Object: 4913	OM1	Land west of Allington Lane, south of Bishopstoke should be allocated for up to 650 dwellings, primary school and public open space.	<p>Not accepted.</p> <p>This site was reviewed comprehensively in consideration of options for site allocation in the Revised Draft Local Plan (see Option D). Pending further studies, transport assessment and significant improvements to traffic flows along Bishopstoke Road/ Alan Drayton Way it is not considered feasible to allocate further land in this area for residential</p>

Rep. No.	Site ref.	Site	Response
			development. No change.
BOTLEY			
Object: 6551	OM2	Land at Holmesland and The Old Coach House, Holmesland Lane should be allocated for residential development (50 dwellings) and open space.	Not accepted. The site lies in the countryside on the western edge of Botley village, in an area that forms part of the gap between Botley and Hedge End. It includes a dwelling and buildings of some character along with their grounds and mixed pasture and woodland, including a belt of trees that contribute to a firm definition of the urban edge on this western side of Botley. The trees and a small stream both contribute to the countryside character of this site and limit its development potential. For these reasons the Council concludes that the site should not be allocated for residential or other development. No change.
Object: 6374, 6562	OM3	Land south of Maddoxford Lane and east of Crows Nest Lane, Boorley Green should be allocated for residential development.	Not accepted. The proposal concerns only the western portion of the site between Crows Nest Lane and Oak Ridge Farm. The whole site was reviewed comprehensively in consideration of options for site allocation in the Revised Draft Local Plan (see Option D). It comprises an area of gently undulating farmland which lies immediately north of the Eastleigh to Fareham railway line. The fields are generally bordered by well treed hedgerows. To the east of the site is the River Hamble. The site forms part of a gap between Botley and Boorley Green that is currently valued for this reason and because of its pleasant landscape character. For these reasons the Council concludes that the site should not be allocated for residential or other development at this time. No change.

Rep. No.	Site ref.	Site	Response
Object: 804	OM4	Land off Kings Copse Avenue, Hedge End (7ha) should be allocated for residential development (150 dwellings) plus 1ha of open space	<p>Not accepted.</p> <p>The site lies on the eastern boundary of Hedge End, and is currently used as grazing land. The boundaries are generally well defined by mature trees and hedgerows. It includes a locally important Site of Importance for Nature Conservation on its northern boundary. Powerlines and an oil pipeline cross the site. It is bordered by Kings Copse Avenue to the north-west, residential development to the north, and open countryside to the east, south and west. The site therefore occupies a sensitive location bordering the settlement. It is acknowledged that the ground rises to the east, limiting views of development on the site in longer distance views, and that development of this area could 'round off' the existing built form. However, it would still represent an intrusion into what is currently open countryside, adding to the impact of the existing built form. For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 5092	OM5	Land east of Sovereign Drive and Precosa Road, Botley should be allocated for residential development (108 dwellings). (Current planning application).	<p>Not accepted.</p> <p>The site comprises an area of mixed paddocks, woodland and scrub bordering the urban edge of Hedge End. It lies within the gap between Hedge End and Botley. An oil pipeline runs south-north through the site. Access is limited by the residential development on its western edge that backs on to it. Development would be intrusive in the local landscape and difficult to integrate with the existing urban area. For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p> <p>[Note: this site is the subject of a current planning application F/13/73606.]</p>
Object: 2577, 3447, 3569, 4622, 4623, 4668, 4906, 4911, 5502, 5628, 5657, 5717, 6313, 6314, 6328, 6374	OM6	Land north of Hedge End should be allocated for residential development.	<p>Not accepted.</p> <p>The site lies north of Hedge End, severed from it by the Eastleigh-Fareham railway. It comprises open, slightly undulating countryside, with fields mainly used for grazing, some well treed hedgerows, and scattered farms and other development. It is bounded by Winchester Road, Bubb Lane and the railway, and bisected by Shamblehurst Lane North. The</p>

Rep. No.	Site ref.	Site	Response
			<p>site forms part of the wider area identified as an area of search for a north/north-east Hedge End strategic development area proposed in the former South East Plan.</p> <p>The site was considered as part of a broad location for development during the preparation of the local plan, along with an area to the east of Hedge End south of the railway. It was concluded that:</p> <ul style="list-style-type: none"> · Development of the site north of the railway would result in the loss of the gap between Hedge End and Boorley Green. It would also narrow the gap between Hedge End and Horton Heath. · Because of the barrier of the railway, the development could not be integrated satisfactorily with the rest of Hedge End. Links across the railway are few, and difficult to enhance or increase because of the nature of development to the south of the railway, where established residential estates closely abut the line. · The site would therefore be a disconnected suburb to the north of the town rather than forming either part of the town or a separate community. · The site would need to include its own services and community facilities. It would therefore not help to support Hedge End centre, and could potentially compete with this and other local centres in Hedge End. · It is acknowledged that the site adjoins the Hedge End railway station, with related public transport benefits. However, the area is not conveniently accessible via road from the existing built-up area, only indirectly from outside the area. <p>The Council considered this site as a development option (see draft Sustainability Appraisal Report, Option C). For the above reasons it was not selected as a preferred option.</p> <p>The Council therefore concludes that the site should not be identified as a strategic development site.</p> <p>No change.</p>

Rep. No.	Site ref.	Site	Response
BURSLEDON			
Object: 2147,	OM7	Land at Orchard Lodge, Windmill Lane/Providence Hill, Bursledon should be allocated for housing development.	<p>Not accepted.</p> <p>The site lies in the countryside to the north of Bursledon, and comprises a valley to the south of the Bursledon Windmill. A significant portion of the site lies in the Bursledon Windmill Conservation Area, as it forms the setting for the windmill. The Windmill is a Grade II* listed building. There is a dwelling (Orchard Lodge) in the western portion of the site. There is no current vehicular access to the site (apart from a driveway to Orchard Lodge). The only possible access might be from Windmill Lane, although it would slope quite steeply; an existing track from Providence Hill slopes very steeply and is unlikely to provide a viable residential access.</p> <p>The site is very prominent in views of the windmill from Providence Hill and forms an attractive setting for the windmill, which is why it is included in the conservation area. The topography is undulating with steep slopes up to the Windmill, Providence Hill and Windmill Lane. Development here would be visually prominent, detracting significantly from quality of the setting of the windmill. It would also be poorly accessed and detached from the main part of Bursledon.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 6561	OM8	Land north of Providence Hill (south of Bursledon Windmill) should be allocated for residential development as an extension of site allocation BU1 and sharing the same access.	<p>Not accepted.</p> <p>The site lies in the countryside to the north of Bursledon, and comprises part of a valley to the south of the Bursledon Windmill. It adjoins the Bursledon Windmill Conservation Area to the north and Providence Hill to the south-west, and there are views across the site from Providence Hill to the windmill. It lies significantly below the level of Providence Hill and slopes from west to east. There is mature planting and tree cover on the western part of the site and on the boundaries. The topography of the site, significant tree coverage and likely difficulties in securing adequate</p>

Rep. No.	Site ref.	Site	Response
			<p>access onto the A27 (ground levels and visibility splays) limit the suitability of developing this site. The site also contributes towards the degree of separation between Bursledon and Hedge End. The development of this site is also likely to harm the character and appearance of the conservation area associated with Bursledon Windmill. It would provide only about 15 dwellings, and it is considered that the dis-benefits in terms of environmental impact outweigh the benefits of this small gain in housing numbers.</p> <p>No change.</p>
Object: 5127, 5128, 6547, 6548	OM9	Land north-east of site allocation BU1 should be included in the allocation as public open space.	<p>Accept.</p> <p>This is a small area adjoining the existing allocation fronting Dodwell Lane. It is affected by motorway noise and therefore unsuitable for residential development. However it would provide an area of open space to serve the site.</p> <p>Proposed change: include land north-east of allocation BU1 within the allocation as an area of public open space and amend policy BU1 and the proposals map accordingly.</p>
Object: 6579	OM10	Land at Berryfield/ Fairfield, Long Lane may be suitable for car parking, expansion of adjacent schools, open space and enabling development.	<p>Not accepted.</p> <p>Housing and employment uses are not considered to be suitable due to the impact on the character of the area, the unsustainable location of the site (i.e. poor accessibility to services particularly given the substandard nature of highway) and the very limited potential to improve access. Given the proximity of the site to Bursledon Infant and Junior School there may be the opportunity for a possible community/education use or use of the site for public open space. However no indications have been received of a need for such expansion, which could in any event be addressed under policy DM35.</p> <p>No change.</p>
EASTLEIGH			
Object: 3162	OM11	Land of the 'Pig Farm' east of Southampton Road should be included in the urban edge and developed for a hotel	<p>Not accepted.</p> <p>This site is located in countryside to the south of Eastleigh, and close to Southampton International Airport. It is a small site, rectangular in shape and currently scrubland. To the immediate east is a mainline railway and</p>

Rep. No.	Site ref.	Site	Response
			<p>to the immediate west the A335. The site is in the gap separating Eastleigh and Southampton. Development of this site would erode the gap. The impact would be particularly significant if developed as a hotel given the likely scale of building required to provide a viable scheme. The proximity of the road, railway and airport are likely to generate significant noise disturbance to potential users of the hotel.</p> <p>For these reasons the Council concludes that the site should not be allocated for a hotel or other development.</p> <p>No change.</p>
FAIR OAK			
Object: 4913	OM12	Land west of Allington Lane, south of Bishopstoke should be allocated for up to 650 dwellings, primary school and public open space.	See Bishopstoke omission sites.
Object: 6590	OM13	Land east of Allington Lane Fair Oak should be as a housing site. The site forms part of a reserve housing site in the adopted Local Plan and could accommodate 70-80 units	<p>This site is located in countryside to the immediate south of Fair Oak. It is characterised by open spaces interspersed with development (school, church, Fair Oak Lodge, flats, former nursery etc.). Quobleigh Ponds Wood SINC is located to the east of the site and includes a watercourse. The site is fairly well screened on its boundaries.</p> <p>The site was identified as a reserve housing site in the adopted Local Plan Review, following the recommendation of the Inspector at the last Local Plan Inquiry. The Inspector found that subject to a sensitively located and designed scheme, the landscape impact of development could be acceptable if additional sites were needed.</p> <p>Whilst there are no significant landscape concerns about the development of this site, it is located in proximity to a sensitive wildlife habitat and has significant tree coverage. It is also part of a historic park and garden.</p> <p>The emerging Local Plan's strategy in locating new development seeks to</p>

Rep. No.	Site ref.	Site	Response
			<p>avoid areas where roads are congested and have little or no scope for improvement. The B3037 (Bishopstoke Road/Fair Oak Road) linking Fair Oak and Eastleigh suffers from significant traffic congestion at peak times.</p> <p>Taking into account the availability and suitability of other more preferable sites, it is concluded that the site should not be allocated for residential or other development.</p> <p>No change. [Note: the site has recently been the subject of an outline planning application O/13/72471, refused 16/10/2013.]</p>
Object: 6503	OM14	Land at Stocks Farm Winchester Road should be allocated for residential development, open space and community uses.	<p>Not accepted. This elevated site is located on the eastern edge of Fair Oak, and adjoins the defined urban edge on the western border. There is frontage development along the eastern side of Winchester Road. The site is open in nature, and there is a low hedgerow on the western border.</p> <p>At the 2004 Local Plan Review Inquiry the Inspector concluded that the site was in a reasonably sustainable location and had the potential to be considered as a reserve housing site but that housing on this site would spoil the landscape setting and the attractive settlement form of this part of Fair Oak. This outweighed any sustainability advantages and therefore the site was ruled out for further assessment as potential reserve provision.</p> <p>Whilst the site is reasonably well located in relation to existing services and facilities and public transport, the landscape impact of development on this site (even if only its western part) is considered to be significant.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 6051	OM15	21 ha at Middle Farm, Winchester Road Fair Oak	<p>Not accepted. This open site is located in countryside to the north east of Fair Oak and</p>

Rep. No.	Site ref.	Site	Response
		<p>should be allocated for development including housing (375 dwellings), open space (10 – 11 ha) and a primary school. It could also include a doctor's surgery and a local convenience store.</p>	<p>to the east of Winchester Road. It is presently used for horse grazing and agriculture and retains a rural character. The site also occupies a relatively elevated position with views over Fair Oak. There is tree coverage on the site boundaries.</p> <p>The merits of this site were previously considered at the last Local Plan inquiry. The Inspector found that the site was reasonably well related to facilities and services and public transport. However he concluded that development would entail a significant intrusion into open countryside which would harm the landscape setting and attractive settlement form of this part of Fair Oak. He concluded that this harm outweighed the other benefits of the scheme.</p> <p>The landscape impact of developing this site remains the same as previously considered by the Inspector. The B3037 between Fair Oak and Eastleigh town centre also suffers from significant traffic congestion. The emerging Plan seeks to avoid areas where roads are congested and have little or no scope for improvement. Whilst the representation suggests that there are potential transport improvements that could alleviate this congestion, the deliverability of these is not certain and their potential impact on the levels of congestion on the B3037 unclear.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development</p> <p>No change.</p>
Object: 6511	OM16	<p>Extension of proposed allocation FO2 (land north of Mortimers Lane) to the north and west. Land to the north would be used for additional residential development, open space, planting and protection for a badger sett. The area to the west would be used for</p>	<p>Not accepted.</p> <p>Extending the boundary of the proposed allocation further to the west, with the northern boundary aligned with the northern side of the Glebe Court access road would include two residential properties and their gardens, along with derelict land within the site allocation. This land is well contained within the landscape and its inclusion within the proposed allocation is considered to be entirely reasonable.</p> <p>With regard to the proposed extension of the site to the north, it is</p>

Rep. No.	Site ref.	Site	Response
		additional residential development	<p>considered that the resultant likely harm to the landscape character of the area would outweigh any potential community benefits from additional open space. The ground rises steeply in this location and development here is likely to have a significant visual impact. The capacity of a junction from the site onto Mortimers Lane to accommodate this additional development is also uncertain.</p> <p><u>Proposed change:</u> Accompanying text should clarify that there is to be no access from Glebe Court.</p>
Object: 5742	OM17	Additional land north of Fir Tree Lane should be included in the WE1 allocation for residential development	<p>Accept in part. As a large part of the proposed allocation west of Horton Heath is to be taken up with a new secondary school, additional land now needs to be found for housing. There is scope to expand the allocation north of Fir Tree Lane, where the current proposed development boundary is notional and does not relate to any features on the ground. This proposal extends the site to west the field boundary north of Fir Tree Lane.</p> <p><u>Proposed change:</u> Extend site allocation WE1 to the north of Fir Tree Lane to the western field boundary.</p>
Object: 5742, 6525	OM18	Land at Foxholes Farm Cottage, Fir Tree Lane should be included within the WE1 allocation for residential development. Additional land south of Fir Tree Lane should be included in the WE1 allocation for residential development.	<p>Accept. If the boundary of development north of Fir Tree lane is to be extended to the west it is appropriate to make equivalent provision south of Fir Tree Lane and extend the proposed allocation to include Foxholes Farm Cottage and a limited area of adjoining land to the west.</p> <p><u>Proposed change:</u> Extend site allocation WE1 to include Foxholes Farm Cottage and adjoining land.</p>
Object: 103	OM19	Land at Sunnybank, Botley Road should be included for a small housing development and a community building	<p>Not accepted. The site of Sunny Bank already lies within the urban edge and could therefore be developed subject to normal design criteria. No change to policy is therefore required. Note: there is a recent history of applications on this site for development of a nursing home.</p> <p>No change.</p>

Rep. No.	Site ref.	Site	Response
Object: 6589	OM20	Land at Fair Oak Garden Centre, Crowd Hill should be allocated for retail, business, tourism and leisure. Site is previously developed and could be developed to support rural business without harm to the countryside	Not accepted. Development proposals at this site can be addressed through normal development management policies for businesses in the countryside. No change.
HEDGE END			
Object: 4789	OM21	Land at Home Farm, St John's Road should be allocated for residential and commercial development (residential – 9 dwellings north of the church, commercial south-west of the church).	Not accepted. This site lies to the south west of Hedge End, north-west of St. Johns Road. The land is divided by field boundaries. There is a strong boundary to the north created by a block of woodland. The site is currently predominantly used for agriculture although there is also a gospel hall and commercial businesses on the south-eastern part of the site. The site forms part of the gap between Hedge End and Southampton which is quite narrow at this point. The development of this site would erode the gap further, albeit that it is acknowledged that there is a proposed allocation (HE3 – south of Foord Road) in close proximity of this site which will have a similar impact. The site is likely to be affected by noise and disturbance from users of the M27. More problematic is the potential difficulty of effectively integrating the site into Hedge End due to the existing woodland on the northern boundary. For these reasons the Council concludes that the site should not be allocated for residential or other development. No change
HOUND			
Object: 4983, 5016, 5048, 5049, 6292, 6530	OM22	Land west of Hamble Lane should be allocated for residential development. Respondents pursue sites of various sizes within this area –	Not accepted. The site is located to the west of Bursledon and the Windhover roundabout, stretching almost to the edge of Southampton to the west. It is a flat, level site that is defined by Hamble Lane on its eastern boundary, Bursledon Road to the north and Portsmouth Road and

Rep. No.	Site ref.	Site	Response
		<p>part of the site is subject to an application and appeal (application ref O/12/71828).</p>	<p>existing residential development to the south. To the west is open countryside including field boundaries. The site is currently used for a mixture of car boot sale, informal park and ride and agriculture. Part of the site is understood to contain minerals and there is an indication that there may be contaminated land within the site.</p> <p>The site forms part of the gap separating Bursledon and Southampton. The development of this site would erode this gap.</p> <p>The merits of a smaller part of this site were considered at the last Local Plan Inquiry. The Inspector concluded that the site should be assessed as a potential reserve housing site. When assessed against the other potential sites, the Council concluded that there were other sites within the borough that would be more suitable as reserve housing sites at that time.</p> <p>Various representations have been received seeking the development of all or part of this site for a residential led development. The emerging Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. Hamble Lane suffers from significant traffic congestion at peak times and, within the vicinity of the site, has been designated an Air Quality Management Area due to its poor air quality. Whilst one respondent has suggested a bypass of the Portsmouth Road/ Hamble Lane junction could be provided within the site which would help to mitigate the impact of the additional traffic, no transport or viability assessment has been submitted to support these claims. In the absence of such evidence it is considered that the development of this site would be likely to worsen existing severe traffic congestion and related air quality problems.</p> <p>It is considered that the development of this site would be prominent in the wider landscape and would be highly visible from adjoining roads. As referred to above, it would narrow yet further the gap between Bursledon and Southampton, with the potential threat to Bursledon's separate</p>

Rep. No.	Site ref.	Site	Response
			<p>identity.</p> <p>Whilst in terms of distance the site is reasonable accessible to local services and facilities and close to public transport, Hamble Lane does sever this area from the rest of Bursledon.</p> <p>The Council has considered the potential allocation of land including this area as an option for one of its major urban extensions and concluded that because of its impact on the gap between Bursledon and Hedge End it should not be selected as a preferred option (see draft Sustainability Appraisal Report , Option A).</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 4888	OM23	Land south of Mallards Road, Bursledon should be allocated for up to 80 dwellings and public open space	<p>Not accepted.</p> <p>This site is located to the immediate south of Bursledon, east of Hamble Lane and south of Mallards Road. It is currently in use as grazing land. To the east of the site is Pylands Wood SINC and the Old Bursledon Conservation Area.</p> <p>The site forms part of the gap separating Bursledon, Hamble and Netley Abbey. Development of this site would erode this gap.</p> <p>The site is relatively self-contained, with the ground levels and vegetation reducing the potential visual impact of development. Local services are within a reasonable distance from the site, but are not ideal in terms of potential routes e.g. schools. It is reasonably served by public transport and highway access from the site to Hamble Lane is considered feasible, albeit with the recognised highway capacity issues suffered on Hamble Lane itself.</p> <p>Such conclusions mirror those of the planning inspector at the last Local Plan Inquiry where she concluded that the site merited further considered as a potential reserve housing site. At the time, the Council considered that there were better sites available to meet this requirement.</p>

Rep. No.	Site ref.	Site	Response
			<p>The emerging Local Plan's strategy in locating new development seeks to avoid areas where roads are congested and have little or no scope for improvement. Hamble Lane suffers from significant traffic congestion at peak times. Whilst potential improvements to Windhover roundabout have been identified, the potential impact on the levels of congestion on Hamble Lane are unclear. The respondent has suggested that the traffic impact of residential development on this site would be acceptable, but no evidence in support of this assertion has been submitted.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 6537,6540	OM24	Land north of Woolston Road, Netley should be allocated for up to 300 dwellings.	<p>Not accepted.</p> <p>The site lies in the countryside north of Netley. It is an open undulating field currently used for grazing, bounded by Woolston Road and the urban edge of Netley to the south, Grange Road and woodland to the west, open countryside with scattered development to the north and allotments and woodland to the east.</p> <p>The site also lies in the gap between Netley and Southampton, which at this point is quite narrow. Its development would narrow this gap yet further. It is highly visible in the landscape and development would be visually very prominent. It is a large area that would accommodate quite a significant amount of development, and there are concerns that the local road network may not be adequate to accommodate the resulting traffic.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>

Rep. No.	Site ref.	Site	Response
Object: 4536	OM25	Land south of Hound Road	<p>Not accepted.</p> <p>This site is heavily wooded and located to the south and east of the urban edge of Netley, and is currently designated as a SINC. The site has a stream running through from NE to SW. To the north-east of the site is an industrial estate. To the south-east are further residential properties on Hound Road and Royal Victoria Country Park. It forms part of the gap separating Hamble and Netley.</p> <p>The site has a number of significant constraints including its designation as a SINC, the significant tree coverage, its previous use as a landfill and its location within the gap separating Netley and Hamble. Taking this into account, it is difficult to envisage how development on this site could be achieved.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
WEST END			
Object: 3233, 4557, 5742	OM26	Land south of Horton Heath, east of Burnett's Lane and north of Blind Lane should be included within the urban edge for residential development as part of policy WE1.	<p>Accept in part.</p> <p>As a large part of the proposed allocation west of Horton Heath is to be taken up with a new secondary school, additional land now needs to be found for housing and public open space. There is some scope to develop the northern section of the site north of Blind Lane that adjoins the existing urban edge of Horton Heath. However, the Council considers that development to the south of this extending to Blind Lane would intrude into the gap between Horton Heath and Hedge End, and that this land would be better used as public open space.</p> <p>Proposed change:</p> <p>Include 3 ha. of land immediately south of Horton Heath within site allocation WE1 for residential development. Land to the south of this site extending to Blind Lane should be allocated for recreational use.</p>
Object: 82, 179, 508, 2357, 2405, 2472, 2570, 2572, 2577, 2604, 2879, 3244,	OM27	Land at Allington Lane (former site option BL5) offers a sustainable location for development.	<p>Not accepted.</p> <p>The site lies in the countryside to the east of the Itchen Valley Country Park. To the north lie Bishopstoke and Fair Oak, and to the east lies Horton Heath. The site straddles the Eastleigh-Fareham railway. The</p>

Rep. No.	Site ref.	Site	Response
3377, 3386, 3447, 3569, 3585, 3586, 3655, 3725, 3808, 3848, 3917, 3974, 3992, 4008, 4037, 4038, 4070, 4098, 4164, 4186, 4191, 4226, 4275, 4290, 4332, 4352, 4402, 4515, 4557, 4591, 4622, 4623, 4643, 4648, 4668, 4673, 4676, 4678, 4718, 4726, 4736, 4744, 4754, 4777, 4780, 4786, 4839, 4906, 4911, 4913, 4948, 5099, 5122, 5126, 5131, 5135, 5136, 5137, 5146, 5159, 5161, 5166, 5171, 5172, 5178, 5405, 5415, 5501, 5502, 5502, 5628, 5647, 5657, 5792, 5795, 5801, 5810, 5821, 5837, 5878, 5965, 6017, 6035, 6313, 6314, 6328, 6374, 6393, 6398, 6399, 6416, 6454, 6467, 6471, 6475, 6495, 6496, 6502, 6520, 6529, 6529, 6531,			<p>main access route is Allington Lane, a relatively narrow country lane which links Fair Oak road in the north with the A27 through West End to the south. The site includes scattered built development accessed from Allington Lane, including industrial and residential uses, and the Chalcroft Business Park, a former naval victualling depot on the railway, now used primarily for storage and distribution.</p> <p>The landscape is slightly undulating, with treed hedgerows and small copses. Much of it is used for grazing, and agricultural land quality is generally low. There are a few locally important areas of nature conservation interest within the site identified as sites of importance for nature conservation (mainly areas of woodland). There is minor flood risk associated with a stream through the area. There are no major heritage constraints.</p> <p>The site has in the past been the subject of extensive studies and proposals for development. It was identified as a potential major development area (MDA) in a former Hampshire County structure plan. However, it relies entirely on achieving new access routes. Allington Lane is not adequate to serve new development of any scale. Both of the roads it links to are congested at peak hours, and the lane itself is narrow and lacks footways.</p> <p>Previous proposals sought to provide a new access to the site from Eastleigh via a new road across the Itchen Valley linked to the proposed Chickenhall Lane link road. The idea was that the development at Allington Lane could contribute to the costs of constructing the link road, and thereby help to achieve the objectives of regenerating Eastleigh River Side and Eastleigh town centre. The proposal envisaged strong public transport links between the Allington Lane development and Eastleigh.</p> <p>This is no longer considered practicable because:</p> <p>(a) The estimated cost of constructing the Chickenhall Lane link road is extremely high and it is unlikely to be economically viable to build it, at least during this local plan period; and</p> <p>(b) The Itchen Valley is environmentally sensitive, including national and European nature conservation designations and an attractive and locally</p>

Rep. No.	Site ref.	Site	Response
6534, 6547, 6548, 6564, 6569, 6580, 6583, (120 respondents)			<p>valued landscape. Building a new road across it would therefore present challenges, although the previous work suggested that it might be possible to overcome most of these.</p> <p>Alternatives suggested by the objectors include a road south to a new Junction 6 on the M27 motorway. The Highways Agency would be strongly opposed to any such scheme as there would be safety issues arising from the close proximity of Junctions 5 and 7. Such a scheme would also increase reliance on the private car, as unlike the cross-valley route, it would not offer the benefits of a public transport route directly to the bus, rail and airport interchanges in Eastleigh. It is also not a cheap option.</p> <p>Without certainty about the provision of a new access to this area, the Council cannot rely on it for the purposes of a development strategy for the borough over the plan period.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 82, 4332, 6009,6313, 6314, 6328,6374	OM28	Land north of West End (former site option BL6) offers a sustainable location for development.	<p>Not accepted.</p> <p>This site is located in countryside to the north of West End, physically separated from the settlement by the M27. The area is characterised by its gently undulating countryside which is predominantly used for pasture and grazing. There is a well-defined hedgerow structure within the area. The site is enclosed on its boundaries by existing roads. Quob Lane divides the site in half, running north to south, and provides the most direct route from the site into West End village centre.</p> <p>A large residential development is proposed in this location. Whilst the site is largely unconstrained, it is physically separated from West End by the M27 which also represents a significant source of noise pollution. It would therefore be very difficult to integrate this area into West End with its facilities and services.</p> <p>It is recognised that the site could be potentially large enough to support itself to a limited extent and create its own sense of identity with its own services and facilities. However it would be physically isolated.</p>

Rep. No.	Site ref.	Site	Response
			<p>It is an area of the borough which does not have good transport links and has particularly poor quality public transport at present. Whilst an alignment for a potential new link road between Allington Lane and Tollbar Way has been indicated on map, no accompanying evidence has been submitted with regards to the deliverability or potential benefits that such a road could be bring.</p> <p>For these reasons the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 1902	OM29	Land south of Moorgreen Road should be allocated for residential development.	<p>Not accepted.</p> <p>This exposed site is located to the north east of West End, and is used for grazing. The site is opposite a strip of frontage development along the northern side of Moorgreen Road which is included in the urban edge, but the M27 motorway provides a robust boundary to the north and east of West End which separates this site from the main settlement. There are mature lines of trees within and on the boundaries of the site, which also adjoins the Moorgreen Meadows SSSI for the full length of its south-western boundary. Although the site is adjacent to a ribbon of development along Moorgreen Road, the area retains a strong rural character. Development would have an urbanising effect that would harm the character and appearance of the area. The site performs an important gap function in forming part of the area that separates West End and Hedge End which is narrow and therefore vulnerable in this area. Noise from the M27 is a further consideration for this site. For these reasons it is not considered an appropriate location for development.</p> <p>No change.</p>
Object: 6488	OM30	Land at Roddington Forge should be allocated for approximately 120 dwellings.	<p>Not accepted.</p> <p>The site currently comprises a mix of uses including a music nightclub, MOT testing station, workshop, breakers yard and outdoor storage. It is in open countryside remote from any settlement and public transport facilities and cannot therefore be regarded as being in a sustainable location. For these reasons it is not considered an appropriate location for residential development.</p> <p>No change.</p>

Rep. No.	Site ref.	Site	Response
Object: 6464	OM31	Land at Dog Kennel Farm, Telegraph Hill, West End (2ha) should be allocated for residential development of approximately 25 dwellings and open space.	<p>Not accepted.</p> <p>The site lies to the south east of West End and consists of disused farm buildings and a wooded area. Whilst there is a residential area to the north of the site, the eastern side of Telegraph Road is predominantly undeveloped. Telegraph Woods SINC is to the south of the site, and to the east is the Ageas Bowl Cricket Ground, including the land off Marshal Drive allocated for commercial use. The site is within the presently defined gap separating West End from Hedge End.</p> <p>The site is heavily constrained by its topography and significant tree coverage. Highway access is also constrained.</p> <p>The Council concludes that while there may be some potential for a very limited amount of development on this site, it does not warrant an allocation or a change to the urban edge.</p> <p>No change.</p>
Object: 1902, 2147	OM32	<p>The following sites should be included within the urban edge and allocated for residential development:</p> <ul style="list-style-type: none"> · Moorgreen Dairy Farm · Moorgreen Dairy Farm Stables and Peacehaven · The Paddock, Monarch Way 	<p>Accept.</p> <p>These are small sites closely related to the Moorgreen Hospital site.</p> <p>Proposed changes:</p> <p>Amend the boundaries of site allocation WE5 (Moorgreen Hospital) to include adjoining sites at Moorgreen Dairy Farm, Moorgreen Dairy Farm Stables and Peacehaven. Amend policy WE5 to require that these sites are developed in conjunction with the Moorgreen Hospital site as part of a comprehensive scheme.</p>
Object: 1902	OM33	Land north of Botley Road adjoining and to the east of the Moorgreen Hospital site should be allocated for residential development (6.7ha, approximately 200 dwellings).	<p>Not accepted.</p> <p>This site is located to the east of West End, immediately west of the M27 motorway. It is currently open land that is used for parking associated with the Ageas Bowl. It is divided in half by a line of trees running south to north, and is enclosed on three sides by mature tree planting. There is a small amount of residential development to the south of the site, and Moorgreen Hospital lies to the west. It currently forms part of the gap separating Hedge End and West End. The surrounding area comprises of a mix of agricultural, wooded areas and community and sport / leisure uses. The woodland is now proposed to be allocated for a household waste recycling centre (policy WE10).</p>

Rep. No.	Site ref.	Site	Response
			<p>The site lies outside the urban edge and forms relatively open countryside. Development of the site would erode the gap that separates Hedge End from West End, and would leave only a very narrow strip of land (note however that this is already being eroded by the household waste recycling centre proposal). Noise from the M27 is a further constraint to development of the site. A replacement site would need to be found for overflow parking for the Ageas Bowl.</p> <p>On balance the Council concludes that the site should not be allocated for residential or other development.</p> <p>No change.</p>
Object: 6481	OM34	Land rear of 131 Moorgreen Road should be included in the urban edge as previously.	<p>Not accepted.</p> <p>There has been no change to the urban edge in this location from the boundary shown in the Eastleigh Borough Local Plan Review 2000 – 2011. The objection site adjoins the urban edge and is surrounded by trees but is inaccessible. It is concluded that it should remain outside the urban edge.</p> <p>No change.</p>
Object: 6009	OM35	Land at the Drove, West End (0.4ha) should be allocated for residential development.	<p>Not accepted.</p> <p>The site is a small area of scrubland to the north of The Drove. It has poor access and is not considered suitable for residential development.</p> <p>No change.</p>

Revised Draft Eastleigh Borough Local Plan 2011 – 2029 (October 2013)

Representations and responses on:

- **Draft Sustainability Appraisal;**
- **Draft Habitats Regulations Assessment; and**
- **Transport Assessment of Strategic Options.**

Reps nos.	Policy/ para	Representations summary	Proposed response
DRAFT SUSTAINABILITY APPRAISAL			
Object: 2570, 3244, 3848, 4038, 4726	Draft SA	Incomplete and provide an inadequate evidence base as in draft form. We should not be expected to comment on incomplete data.	Accept in part. Appraisal of strategic options was sufficient to enable choice between them. Proposed change: a full SA will be published with the pre-submission Local Plan.
Object: 2878, 4037, 4623, 5711	Draft SA	Objects to the assumption that previous options discounted are not appraised again e.g. Allington Lane (paragraph 4.10) and the assumption that previous sites identified, including Boorley Green, are regarded as commitments.	Not accepted. In arriving at revised options, the Council has had regard to options that have already been tested in preparing previous versions of the Local Plan and associated sustainability appraisals. Some of these options, such as a new single settlement at Allington Lane, were found unlikely to be deliverable or effective and have therefore not been revisited. Sites that were taken forward in the Council's preferred option in the pre-submission Local Plan 2011-2029 published in 2012 have been carried through as they have previously been assessed and also form part of the Council's preferred strategy. This document appraises the options under consideration for changes to the Council's 2012 preferred option. No change.
Object: 2878, 2879, 4623, 4736, 4948, 5647, 5711, 5801	Draft SA	Object to appraisal and conclusions of Boorley Green (Allington Lane is preferred option) on grounds of: <u>General</u> <ul style="list-style-type: none"> • Location: too remote from facilities and transport hubs e.g. rail stations and will increase carbon footprint. • Excessive level of development in relation to existing 	Not accepted. See also responses to representations on policies S3 and BO1. <u>General</u> This general location was previously identified in the South East Plan as suitable to accommodate a strategic development area.

		<p>settlements - Allington Lane is preferred option.</p> <p><u>Transport & economy</u></p> <ul style="list-style-type: none"> • Loss of employment. • Traffic: Poor public transport options, increase in congestion, exacerbate air pollution problems, increase traffic associated with schools and employment. • Necessitates footpath and cycleway improvements that would not otherwise be required. <p><u>Countryside, landscape and biodiversity</u></p> <ul style="list-style-type: none"> • Detrimental impact on biodiversity, green landscapes and loss of green infrastructure. • Loss of gap, negative impact on character and heritage of the area and loss of agricultural land. <p><u>Environment</u></p> <ul style="list-style-type: none"> • Worse flooding than recognised. <p><u>Community</u></p> <ul style="list-style-type: none"> • Is promoted on the basis of providing community facilities for the village which are not needed by the existing community – only to serve the new development. • Is not a suitable site for meeting local needs and/or for affordable housing . • Will overwhelm existing medical facilities. • Loss of recreational facility. • Does not contribute to focusing development at Eastleigh; • Has no relationship to community facilities in nearby settlements. 	<p>The site is less than a kilometre away from Botley, and 2km from Hedge End. It is not 'remote' in the normally accepted sense of the word. In arriving at revised options, the Council has had regard to options that have already been test in preparing previous versions of the Local Plan and associated sustainability appraisals. A new single settlement at Allington Lane was found unlikely to be deliverable and has not been revisited (see also responses to representations on strategic policy S3 omission sites, Allington lane).</p> <p><u>Transport and economy</u></p> <p>Policy includes some employment provision, and hotel will also continue to provide employment.</p> <p>There is employment within 3.5km at Hedge End. Transport assessment undertaken using the sub-regional transport model indicates that traffic generated by the development can be accommodated on local roads. Improvements to junction 8 of the motorway are being considered by the Highways Agency. A detailed transport assessment has been prepared to support development proposals on this site. Accepted that access to public transport will need improvement. Improvements to public transport will include footpath and cycle access to Hedge End station, which provides train links to the main areas for local employment in Eastleigh and Southampton. From the hotel to the station is just over 1 km. It is anticipated that improved bus services will also link to these and other destinations. It is</p>
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			<p>accepted that development at this site does not contribute directly to the regeneration of Eastleigh town centre or Eastleigh River Side – other elements of the Council’s strategy do this. In the longer term a footpath/ cycleway is proposed to link this area to Eastleigh town centre. Footpaths through the site will not be lost. It will be a condition of new development that they are retained and enhanced.</p> <p><u>Countryside, landscape and biodiversity</u></p> <p>Development of any green field site in this relatively small borough will affect issues such as landscape, biodiversity, gaps between settlements and agricultural land. There are similar concerns with most of the green field locations considered for development. Sport and recreation facilities can be replaced. This proposal seeks to achieve those elements of the vision and objectives relating to provision of an adequate supply of homes, accessible community facilities and provision of attractive places to live. Development of any green field site will impact on landscape. Efforts will be made to limit this impact through quality design and landscaping. The combined effects of the proposals to develop the sites at Boorley Green and east of Hedge End will be to narrow the gaps between Hedge End and Boorley Green and Botley. However, there will still be gaps. The site does not include or directly border any nature conservation sites of national or European significance. The potential impacts of development on the River Hamble have been examined through the Habitats Regulations Assessment, and it is concluded</p>
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			<p>that any adverse impacts can be mitigated, e.g. through the use of sustainable drainage systems.</p> <p><u>Environment</u> Work has been undertaken on surface water and other forms of flooding, and these do not present insuperable constraints. The development will be required to provide sustainable drainage systems.</p> <p><u>Community</u> The development results in the loss of an attractive golf course. However there are other local golf courses, and it is considered that if necessary this facility could be replaced within the borough. It is recognised that Boorley Green currently has no facilities or services. The development would help to provide these. The scale of development is necessary to ensure provision of adequate services and facilities to serve the new developments without overloading existing facilities. Community facilities such a primary school and sports and leisure facilities should complement rather than compete with those in Botley.</p> <p>No change.</p>
<p>Object: 6251, 6537, 6540</p>	<p>Draft SA</p>	<ul style="list-style-type: none"> • Natural England has not specifically reviewed the Sustainability Appraisal. However it is likely that some of the issues raised have not been factored into the Sustainability Appraisal process. If this is the case, the conclusions of the draft Sustainability Appraisal should not be used to counter the points raised against the plan's allocations. • The SA has not been prepared in an adequately inclusive and iterative manner - there has not been full or adequate consideration to the likely effects of 	<p>Noted. The Sustainability Appraisal (SA) seeks to assess the economic, social and environmental sustainability of options under consideration at each stage. The SA refers to any potential impact that may occur to European sites. Please see the Habitats Regulations Assessment Screening Report which assess if any likely significant impact may occur to European sites as a result of the proposals in</p>

		proposed allocations on designated European sites and species. A reconsideration of the Sustainability Appraisal is required.	the Revised Draft Eastleigh Borough Local Plan 2011-2029. Proposed change: a full SA will be published with the pre-submission Local Plan.
Object: 6576	Draft SA	Option D increases traffic unacceptably on Fair Oak Road. Object to development south of Bishopstoke. Analysis of this option makes clear the traffic issues.	Noted. Option D not selected. No change
Object: 6576	Draft SA	Option E: Schools are at capacity now. Additional schools will mean additional traffic as parent drive their children to school.	Accept in part. Additional schools are included in the larger strategic allocations. It is acknowledged that schools can generate additional traffic in their vicinity. Transport Appraisal has been undertaken of the options and preferred option and mitigation measures to, for example, improve junctions, are included in site specific policies of the Revised Draft Local Plan where appropriate. Proposed change: provision for a new secondary school is to be included within the allocation west of Horton Heath.
DRAFT HABITATS REGULATIONS ASSESSMENT			
Object: 4726, 6537, 6540	Draft HRA	<ul style="list-style-type: none"> Adequate consideration has not been given to the requirements of the Habitats Directive and Regulations, nor the SEA Directive and Regulations. The draft Habitats Regulations Assessment needs to be reassessed. Provide an inadequate evidence base for the Revised Draft Plan as they are in draft. 	Not accepted. The draft HRA Screening Report has been prepared in accordance with the relevant legislation and guidance as set out in chapter 1 of the document. The sites and policies proposed have been screened to determine if there may be any likely significant effect. This screening process has resulted in avoidance measures that can be taken at a site specific level and allow a conclusion that no likely significant effects would therefore result. In-combination impacts have been assessed, for example the issue of recreational pressure of

			Solent and Southampton SPA and Ramsar from paragraph 4.5.1. No change.
Object: 6394, 6602	Draft HRA	Draft HRA is not complete: <ul style="list-style-type: none"> Does not include all the areas affected by development; specific reference to areas with high nature conservation value including a river tributary, hedgerows, natural flood plain, habitats for rare birds, eels - none of these have been included in the assessment. Has not addressed all areas of development proposed within Horton Heath, only that proposed at Hammerley Farm. This fails to comply with the Council's legal obligations in relation to Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation (Natural Habitats &c) Regulations 1994 (as amended in 2007 and 2010). This requires that an appropriate assessment should be completed as the site contains a river tributary with mature trees and hedgerows, local natural flood plain/water meadow hunting grounds for kites/buzzards and the water meadow contains eels at certain times of the year. None of these have been fully addressed within this assessment 	Not accepted. The draft HRA Screening Report has been prepared in accordance with the relevant legislation and guidance as set out in chapter 1 of the document, including all protected habitats, species and the conservation objectives of each European site. Developments proposed in the Horton Heath area are assessed in the site specific policy tables: WE1 - pages 60 and 115; WE6 61 and 117; WE7 62 and 117; FO5 53 and 110. No change.
Object: 6251	Draft HRA	The draft HRA does not have specific conclusions with respect to the Solent. Subject to satisfactory clarification of this point and to addressing matters raised for policies S11 and DM9, Natural England concurs with the conclusion of the HRA as set out in section 9.	Accept. Proposed change: Clarify impacts on the Solent in the pre-submission version of the HRA Screening Report.
Object: 4445	Draft HRA	Objects on grounds that conclusions on the Itchen valley and Navigation are flawed and do not fully delineate the severe hazards that proposed development in the Allbrook area will have. The Southern Damsel Fly habitat along the Itchen Valley and Navigation is already	Not accepted. The draft HRA Screening Report has been prepared in accordance with the relevant legislation and guidance as set out in chapter 1 of the document, including all protected

		compromised and further development will only serve to exacerbate this impact.	habitats, species and the conservation objectives of each European site. Developments proposed in the Allbrook area are assessed in the site specific policy tables of the draft HRA – see policies AL1 – AL3 pages 90-91. No change
Object: 5049	Draft HRA	Requests a section specifically relating to River Hamble due to its proximity and importance.	Not accepted. The draft HRA Screening Report has been prepared in accordance with the relevant legislation and guidance as set out in chapter 1 of the document, including all protected habitats, species and the conservation objectives of each European site. The area of the River Hamble that is covered by European designations is addressed in chapter 4. No change.
TRANSPORT ASSESSMENT OF STRATEGIC OPTIONS			
Object: 176, 474, 655, 804, 1440, 2570, 3258, 3363, 4445, 4572, 4726, 4944, 4975, 5051, 5717, 6357, 6394, 6423, 6484, 6484, 6575, 6586, 6602	TA of Strategic Options	General <ul style="list-style-type: none"> • Report is in draft and incomplete – inadequate evidence base for plan; • More detailed assessment is required. • Document leaves a lot to chance – not detailed enough to confirm choice of option. • Focuses on options with no clear statement of the existing situation. • Obscures existing situation and true impact of development e.g. at Botley. • No recognition of impacts from outside borough – fails to take into account in-combination effects. • No recognition of impacts of the plan’s development proposals on junctions outside the borough. • No reference to travel times to town/ city centres. • No reference to traffic noise or air quality. 	Accept in part. <ul style="list-style-type: none"> • Assessment is based on modelling of impacts of development options using Sub-Regional Transport Model developed in consultation with the Highways Agency and the Highway Authority (HCC), Southampton City Council and Portsmouth City Council. • Adequate data is provided to enable comparison of impacts and choice between options. • Model is calibrated to take account of existing traffic. It covers the whole of south Hampshire so includes impacts from and on adjoining areas and takes into account in-combination effects. • Model includes impacts on roads in Hamble peninsula and takes into account

		<p>Hamble peninsula</p> <ul style="list-style-type: none"> · Inadequate information for roads south of M27 J8 & Windhover. · Inadequate assessment of impacts on Bursledon e.g. impacts from sites BU1, BU2 and BU3. · Fails to take into account existing situation at Bursledon. AQMA is being overlooked. · Option A would have unacceptable transport impacts including on Hamble Lane AQMA. <p>Allbrook</p> <ul style="list-style-type: none"> · Fails to address in-combination effects in Allbrook area or recognise existing congestion there. <p>Eastleigh</p> <ul style="list-style-type: none"> · Fails to address issues arising from development south of Chestnut Avenue including impacts on M27 J5. <p>Fair Oak & Horton Heath (Option E)</p> <ul style="list-style-type: none"> · Fails to take into account in combination effects of development proposals in Horton Heath or new secondary school. · Mitigation proposed at para. 8.2.2 is untenable and does not recognise how people use cars. <p>North of Hedge End</p> <ul style="list-style-type: none"> · Appraisal of Option C is inadequate – assumes larger number of dwellings than for other options – fails to recognise proximity to station. Option C requires fewer junction improvements than Option E. 	<p>development proposals in Bursledon and impacts at Windhover roundabout and M27 J8. As little development is proposed south of Bursledon the remainder of the peninsula is not a focus for attention.</p> <ul style="list-style-type: none"> · Full transport assessment will consider traffic impacts and mitigation measures in detail. <p><u>Proposed changes</u></p> <ul style="list-style-type: none"> · Complete and publish Transport Assessment · Review strategic and detailed transport infrastructure requirements in the light of the transport assessment.
<p>Support: 6246</p>	<p>TA of Strategic Options</p>	<p>Highways Agency have agreed the transport model.</p>	<p>Noted.</p>

PLANNING POLICY & IMPLEMENTATION NEWS

February 2014

The Planning Policy & Implementation Section forms part of the Regeneration and Planning Policy Unit, headed by Paul Ramshaw. The Unit also includes the Economic Development, Operational Buildings and Asset Management sections.

Welcome to our first newsletter of 2014, which updates you on events and our work here since the last newsletter in October 2013, and in particular tells you about the forthcoming consultation on the Revised Pre-submission Eastleigh Borough Local Plan 2011–2029.

Revised Pre-submission Eastleigh Borough Local Plan 2011-2029 – CONSULTATION

As you know we published the Revised Draft Eastleigh Borough Local Plan 2011 – 2029 and related appraisals and assessments on 21 October last year for a 6-week consultation. By the end of the consultation period on 2 December, we received 1,598 individual representations on these documents from 647 respondents. Summaries of these representations and proposed responses to them were considered by the Council's Cabinet and full Council on 30 January 2014.

The Cabinet papers can be viewed at:

<http://www.eastleigh.gov.uk/meetings/ieListDocuments.aspx?CId=254&MId=5294&Ver=4> . You can see the full representations on our website at:

www.eastleigh.gov.uk/localplan.

Cabinet and Council also considered a version of the Local Plan revised to take into account some of the representations received along with updated appraisals and assessments, and agreed that this Revised Pre-submission Eastleigh Borough Local Plan 2011 – 2029 should be published for formal public consultation as the version of the Local Plan that the Council now intends to submit to the Secretary of State for examination.

On **Monday 10 February 2014** we intend to issue the following documents for consultation:

- **Revised Pre-submission Eastleigh Borough Local Plan 2011-2029**
- **Sustainability Appraisal Report**
- **Habitats Regulations Assessment**
- **Transport Assessment**

They will be available on our website at www.eastleigh.gov.uk/localplan, at the Borough Council's Civic Offices, Leigh Road, Eastleigh and in the town centre, at the borough's town and parish council offices and in all local libraries. Consultation forms will be available to complete on-line, to download from the website and in hard copy, along with explanatory notes on how to fill them in.

The closing date for comments is 5:00pm on Monday 24 March 2014.

This is the **Revised Pre-submission consultation** being carried out under regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 during which representations are invited on whether the plan is 'sound' and has been prepared in accordance with legal and procedural requirements including the 'duty to co-operate'. 'Soundness' means whether the plan is:

- positively prepared to meet identified requirements;
- justified – i.e. it is the most appropriate strategy when considered against reasonable alternatives;
- effective – i.e. the plan is deliverable; and
- consistent with national policy.

If changes to the plan are necessary as a result of the consultation we may need to consult further on these. The Local Plan, any proposed changes and all representations will then be submitted to the Secretary of State for examination. Depending on how many representations we receive and the issues they raise, submission should take place during the summer of 2014. The Secretary of State will then organise the formal examination of the plan and objections to it, for which the public hearings should take place in the autumn of 2014. This process will include appointing an Inspector who will determine the topics to be considered during the public hearings.

We are publicising the Revised Pre-submission Local Plan through:

- this newsletter, which is also being sent to all those who responded to the consultation on the Revised Draft Local Plan;
- an article in the Council's Borough News free newspaper which is distributed to all households in the borough;
- by press release and formal advertisement; and
- by means of posters and site notices.

The Council is not organising any public exhibitions or meetings in connection with this stage of consultation on the Local Plan.

Community Infrastructure Levy - CONSULTATION

As explained previously, the community infrastructure levy (CIL) is a mechanism for raising money from development to fund essential infrastructure, and partly takes the place of section 106 developer contributions. We published a preliminary draft charging schedule for the levy for consultation alongside the Revised Draft Local Plan last October. We are now publishing the Draft Charging Schedule for comment alongside the Revised Pre-submission Local Plan. You can see full details about the Council's approach to CIL and the draft charging schedule at: www.eastleigh.gov.uk/cil.

Contact: Andrew Butler, Project Manager, andrew.butler@eastleigh.gov.uk

Local Plan Evidence

To support and inform our work on the Local Plan we collect evidence, including undertaking and commissioning studies, assessments and appraisals. For the Revised Pre-submission Local Plan further updating and studies have been undertaken and commissioned. These include an updated Partnership for Urban South Hampshire (PUSH) Strategic Housing Market Assessment and an update of our Employment Land Review. Background

papers including Background Paper H1 (Housing) are being reviewed and updated accordingly. In addition:

- Work is in progress on a new Sport and Recreation Strategy including a playing pitch strategy which in due course will replace the parts of our existing PPG17 Study concerned with formal open space and indoor sports provision and the playing pitch assessment. This should be completed and placed on our website during March 2014.
- In preparation for production of a Travelling Communities Development Plan Document, we have commissioned a study of the local accommodation needs of these communities.
- The Council has prepared an Infrastructure Delivery Plan which refers to all of the community and transport infrastructure proposals in the Local Plan and indicates how and when they are to be delivered. This is currently being updated in consultation with Hampshire County Council in respect of the road infrastructure proposals.

As it is completed, all the evidence is placed on our web-site at:

www.eastleigh.gov.uk/planning--building-control/published-documents/ldf-evidence.aspx.

You are encouraged to view the Local Plan evidence base regularly so that you are aware of the updates as they appear, and you are welcome to comment on all this evidence if you wish.

Contact: Tim Guymmer, Planning Policy Team Leader

Other news

Eastleigh town centre

A major consultation is currently under way seeking comments on a proposed redesign for the 'Market Place' (the area between the Sainsbury's store and the Recreation Ground). Details can be viewed on the Council's website at: <http://www.eastleigh.gov.uk/the-council/news/market-place-re-design.aspx>. The closing date for comments is 28 February 2014.

A programme of public realm improvements has recently been delivered comprising the installation of new street furniture including seats, cycle racks, litter bins and new illuminated signage to the Mitchell Road car park. Other projects in the pipeline include new pedestrian and cycleway-finding totems and finger posts, improvements to the railway station forecourt and an enhancement project for Regal Walk. The Recreation Ground is also soon to benefit from new bins, benches and path improvements around the War Memorial.

In November last year town centre businesses voted in favour of the establishment of a Business Improvement District (BID) for Eastleigh town centre. In the near future the BID will employ its own staff and manage its own budget that will deliver projects which will market and promote the town, improve access, provide business support and enhance cleansing and public safety.

Footfall in the town centre measured in December 2013 showed a 6% increase over the same period last year. The percentage of empty properties continues to decline and is now 8.7% which is less than the national average (11.1%).

The Section

To help us through the consultations on the Local Plan we have welcomed two temporary assistants in recent months. Sean Quigley is working on the Local Plan, and Inderjit Dhaliwal is helping us with administration. If you would like to contact anyone in the Planning Policy and Implementation Section please see our contact details below and in the Who's Who list on our web site at: www.eastleigh.gov.uk/planning--building-control/planning-policy--design/contact-us.aspx.

If you require any further information about the work of the Planning Policy & Implementation Team please contact us at the address below.

HELP US TO KEEP OUR MAILING LIST UP-TO-DATE

If we have your address details wrong, please contact us so that we can keep our mailing list up-to-date. If you no longer wish to receive a copy of Planning Policy and Implementation News, or if you are not on the mailing list and wish to receive future editions, please contact:

Planning Policy & Implementation, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh SO50 9YN Tel: 023 8068 3853, email: localplan@eastleigh.gov.uk

Note: from 24 March 2014 our address will be Eastleigh House, Upper Market Street, Eastleigh, SO50 9YN. Telephone numbers and e-mail addresses will remain the same.

TO SAVE PAPER AND POSTAGE, WE WOULD LIKE TO SEND OUT THIS NEWSLETTER BY EMAIL IF POSSIBLE. IF YOU WOULD LIKE TO RECEIVE THIS NEWSLETTER BY E-MAIL, PLEASE CAN YOU LET US HAVE YOUR E-MAIL ADDRESS

REVISED PRE-SUBMISSION EASTLEIGH BOROUGH LOCAL PLAN 2011 – 2029 OCTOBER 2013 – CONSULTATION LETTERS

SPECIFIC AND GENERAL CONSULTATION BODIES



Regeneration and Planning Policy

Our Ref: S3/LDF5/Reg 19
Your Ref:
Contact: Planning Policy Team
Direct Dial: 023 8068 3853
Direct Fax: 023 8068 8418
E-mail: local.plan@eastleigh.gov.uk

Date: 10 February 2014

Dear

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029: REVISED PRE-SUBMISSION CONSULTATION

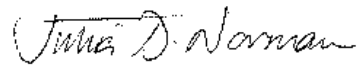
As you may know, the Revised Pre-submission Local Plan and its updated appraisals and assessments were agreed by Cabinet and Council for consultation on 30 January 2014. They are published on 10 February and the closing date for comments is 24 March 2014. This is the version of the Local Plan that the Council intends to submit to the Secretary of State for formal examination. The purpose of this consultation is to seek views on whether the plan is sound and has met legislative requirements.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations, along with guidance notes explaining how to fill it in and what soundness means. If you would like hard copies of any of these documents, please let me know, and I shall be pleased to arrange to send them to you.

After the consultation, all the representations received will be analysed. If necessary minor changes to the plan will be proposed to address these. Major changes to the plan cannot be made at this stage. The Local Plan, a schedule of any proposed changes and any objections to the plan that cannot be resolved will then be submitted later this year to the Secretary of State for examination. The examination should take place in the autumn, and we hope to be able to adopt the plan in spring 2015.

If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 3853, e-mail localplan@eastleigh.gov.uk .

Yours sincerely,

A handwritten signature in black ink that reads "Julia D. Norman". The signature is written in a cursive style with a horizontal line above the first few letters.

Julia Norman, Planning Policy & Implementation Manager
for the Head of Regeneration and Planning Policy

CONSULTATION LETTER – ALL TOWN/ PARISH COUNCILS IN EASTLEIGH BOROUGH



Regeneration and Planning Policy

All town and parish councils
Eastleigh Borough

Our Ref: S3/LDF5/Reg 19
Your Ref:
Contact: Planning Policy Team
Direct Dial: 023 8068 3853
Direct Fax: 023 8068 8418
E-mail: local.plan@eastleigh.gov.uk

Date: 10 February 2014

Dear Sir/Madam,

EASTLEIGH BOROUGH LOCAL PLAN 2011-2029: REVISED PRE-SUBMISSION CONSULTATION

As you may know, the Revised Pre-submission Local Plan and its updated appraisals and assessments were agreed by Cabinet and Council for consultation on 30 January 2014. They are published on 10 February and the closing date for comments is 24 March 2014. This is the version of the Local Plan that the Council intends to submit to the Secretary of State for formal examination. The purpose of this consultation is to seek views on whether the plan is sound and has met legislative requirements.

Two copies of the draft Plan and its related appraisals and attachments are enclosed. Please can you make one copy available at your offices for public inspection.

The plan and related appraisals and assessments can be viewed on-line at www.eastleigh.gov.uk/localplan, and are also available for inspection at the Civic Offices, town and parish council offices and public libraries. A consultation form for comments is available on line and at these locations, along with guidance notes explaining how to fill it in and what soundness means. Documents can be purchased, prices £45.00 for the Local Plan, £25.00 each for the draft appraisals/ assessments, incl. p&p.

After the consultation, all the representations received will be analysed. If necessary minor changes to the plan will be proposed to address these. Major changes to the plan cannot be made at this stage. The Local Plan, a schedule of any proposed changes and any objections to the plan that cannot be resolved will then be submitted later this year to the Secretary of State for examination. The examination should take place in the autumn, and we hope to be able to adopt the plan in spring 2015.

If you have any queries about the plan, please contact the Planning Policy Team, tel. 023 8068 3853, e-mail localplan@eastleigh.gov.uk.

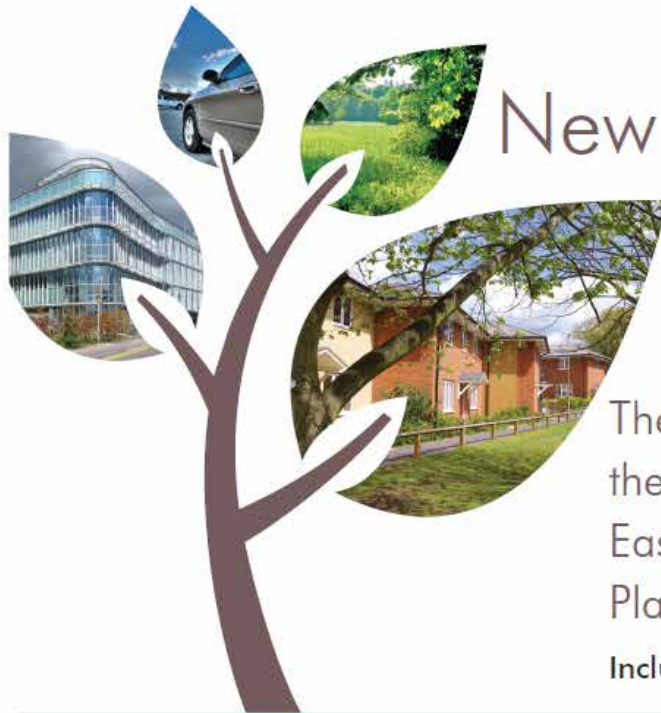
Yours sincerely,

A handwritten signature in black ink, appearing to read 'Julia Norman'.

Julia Norman, Planning Policy & Implementation Manager
for the Head of Regeneration and Planning Policy

**REVISED PRE-SUBMISSION EASTLEIGH BOROUGH
LOCAL PLAN 2011 – 2029 POSTER**

Revised Pre-submission
Local Plan 2011-2029



New Consultation

The Council had published
the Revised Pre-submission
Eastleigh Borough Local
Plan 2011-2029

Including appraisals and assessments

See the documents and how to respond:

- On the Council's web site at www.eastleigh.gov.uk/localplan
- In the borough's civic offices, town/parish council offices and local Libraries

Comment by: 5pm Monday 24 March 2014



EASTLEIGH
BOROUGH COUNCIL

**REVISED PRE-SUBMISSION EASTLEIGH BOROUGH
LOCAL PLAN 2011 – 2029
– PRESS RELEASE**



**INFORMATION AND
NEWS**

Council's Local Plan out for consultation

Local people have the chance to respond to a consultation on the Council's Local Plan which sets out the Council's policies on how land in the borough can be used up to 2029 and will provide the basis for future planning decisions. The 'Revised Pre-submission' Eastleigh Borough Local Plan 2011 – 2029' and its related assessments have now been published for further public consultation, specifically for views on the soundness of the plan.

This is a formal consultation, after which the plan and any objections to it that can't be resolved will be submitted to the Secretary of State for examination.

The Council considered comments from over 1,200 people, mostly local residents, on a revised draft version of the Local Plan published last October before agreeing the current version known as the Revised 'Pre-submission' Plan.

Some of the key points in the Plan are:

- Gaps between towns and villages have been preserved
- Sites have been identified to meet the need for new homes on four main sites and a number of smaller ones
- Sites have also been identified for new employment.
- The Plan provides for building new schools, sports and leisure and community facilities.

Council Leader Keith House said: "It is essential that we make plans to meet the housing needs of our communities over the coming decades and secure the roads, infrastructure, schools and services for local people."

You can see all the documents and find advice on how to respond to the consultation on the Council's website at www.eastleigh.gov.uk/localplan and at the Council's offices, town and parish council offices and all local public libraries. Responses should be sent to the Planning Policy Team at Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN by 24 March 2014.

DATE – ISSUED BY – Steve Collins TEL – 023 8068 8205

SITE NOTICE



PUBLIC NOTICE

REVISED PRE-SUBMISSION EASTLEIGH BOROUGH LOCAL PLAN 2011 - 2029

PROPOSED ALLOCATION OF SITE FOR DEVELOPMENT

Notice is hereby given that the following development is proposed in the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029:

Insert location of site and policy wording (summarise)

E.g. Land east of Pitmore Road and north of Allbrook Farmhouse is allocated for approximately 30 dwellings adjoining the Allbrook Farmhouse development and public open space with vehicular access from Pitmore Road. Further details can be found in policy AL2 of the plan.

For further details of the proposed development, you may inspect copies of the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029 (including the policies maps showing the location of the development) and other supporting documents at:

- § www.eastleigh.gov.uk/localplan
- § Civic Offices, parish & town council offices and libraries

Anyone who wishes to make representations about this proposal or any other aspect of the plan should write to the Planning Policy & Implementation Manager, Eastleigh Borough Council, Civic Offices, Leigh Road, Eastleigh, SO50 9YN or comment online **by 24th March 2014**.

Signed :

A handwritten signature in black ink that reads "Julia D. Norman".

Julia Norman
Planning Policy & Implementation Manager

Date: 10/02/14

Please note: This is not an application for planning permission. If the site is allocated in the final 'adopted' Local Plan, planning permission would still be required before development could commence

