

LOCAL PLAN FOREWORD

Planning is changing. This Local Plan Review, our vision for Eastleigh over the next five years, seeks to respond to that change. The Borough Council's Corporate Strategy and its emerging Community Plan, seek to enhance the quality of life of all local people. To do that we must bring together policies for the use of our land, for the improvement of our infrastructure, for the development of local services, and for the protection of our environment.

So this plan is different. It aims to be more than a traditional tool for land-use planning and to respond to quality of life issues around our Borough.

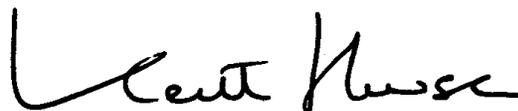
In doing so it is prepared to challenge previously made assumptions. For example, it sets out to update Hampshire's Structure Plan, rather than to slavishly follow its directions.

It promotes distinctive and new policies to encourage investment in our towns and urban areas, rather than to allow the destruction of our countryside for more and more unsustainable development.

It encourages viable public transport solutions and an environment where walking and cycling can take the place of some journeys that would otherwise add to traffic congestion through use of the car.

And it gives a new emphasis on the quality of design, the fabric of our conservation areas and towns and villages and the sense of place that helps communities to thrive.

If you would like any further information or advice on this Plan or on the direction of planning policy in the Borough please contact a member of the Planning Policy team on 023 8068 8252. I know they will be pleased to help.

A handwritten signature in black ink, appearing to read 'Keith House', written in a cursive style.

**Councillor Keith House
Leader of the Council
Civic Offices, Leigh Road
Eastleigh, SO50 9YN**

EASTLEIGH BOROUGH LOCAL PLAN: REVIEW (2001-2011)

INTRODUCTION

1. Since the Borough Council produced its last Local Plan (1991-2001), which was adopted in July 1997, there has been an intense national debate about how best to meet forecast needs for development, particularly housing.
2. Much of the debate has centred on issues about ‘losing our countryside’” Understandably people are concerned about the continuing spread of many of our cities, towns and villages into surrounding countryside, to meet pressures for more housing, more roads, more offices, shops and workplaces.

WHY IS MORE DEVELOPMENT NEEDED?

3. It’s important to put these issues in the wider context. Demand for housing continues to grow. Whilst this is partly due to continuing growth of population, this is not the most significant factor. What is more significant is a number of changes of lifestyle affecting more and more of us. People are living longer, divorce and separation are becoming increasingly common and young people are setting up home on their own at younger ages.
4. All of these factors mean that the number of people in the average household is becoming fewer. Over time this means that the same number of people will need more houses or flats to be built to accommodate them.
5. While this may seem to some people to paint a depressing picture, it must be understood that this trend is stimulated by higher levels of income. The wealthier we become, as a society, the more personal space we demand and are prepared to pay for. Unfortunately not all of us benefit from this increased wealth to the same degree. But if enough housing isn’t provided to meet the increasing demands of those who can afford to pay, one result would be that demand for housing would significantly exceed supply and as a direct result house prices would rise even more sharply.
6. Clearly it is essential that we make provision for the housing need as projected by the government in Regional Planning Guidance for the South East and the Hampshire County Structure Plan (Review).
7. Although population growth is not the most significant cause of increased housing need, the population is still growing and therefore housing is not the only type of development we must provide for.

MAXIMISING THE BENEFITS OF DEVELOPMENT

8. It is an important function of the planning process to direct essential new development to places where it will have the most benefit. That means making the most of opportunities to make better use of land which has already been developed.

9. Apart from avoiding needless loss of countryside, this approach also gives us the opportunity to create significant additional investment in existing towns and to restructure some of our older urban areas to better fit them for the needs of today and tomorrow. Increasing the population of existing towns will improve the viability of public transport, local shops and other local facilities.

IMPROVING THE QUALITY OF LIFE

10. The Council is committed to improving the quality of life for all the people of the Borough. This plan is promoting major commercial redevelopment in Eastleigh Town Centre and directing development pressures to parts of our older urban areas where improvements are needed.
11. A number of significant previously developed sites are expected to come forward for redevelopment during the plan period and the Council will capitalise on these opportunities to reshape our existing urban areas.
12. The Council intends to carry out environmental improvements to local centres and to some of the Borough's older urban areas to bring about a renaissance of those areas making them even more attractive places in which to live.

DEVELOPMENT PLANS

13. Development Plans set out the main considerations against which planning applications are decided and they provide guidance for a range of local agencies and interested parties. In the Borough of Eastleigh the Development Plan will consist of the Hampshire County Structure Plan Review 1996-2011 (prepared jointly by Hampshire County Council and the cities of Portsmouth and Southampton) and the Eastleigh Borough Local Plan Review which is prepared by the Borough Council.
14. The functions of the Local Plan which covers the whole Borough, include the following:-
 - (i) to guide development within the Borough up to the year 2011;
 - (ii) to reflect government policies on development in ways which suit local circumstances;
 - (iii) to put into effect the policies of the Hampshire County Structure Plan Review and relate them to precise areas of land;
 - (iv) to provide detailed planning policies for the purposes of development control;
 - (v) to provide a detailed basis for co-ordinating the development and other use of land in the Borough; and
 - (vi) to bring local planning issues before the public.

15. Such plans help to provide local businesses and potential investors with some certainty about likely changes and so assist investment decisions. They are also a means of managing change for the benefit of all who live or work in the Borough.
16. There is a statutory requirement for the Borough Council to “have regard to the provisions of the Development Plan” and that planning decisions should be made in accordance with the Plan, unless material considerations indicate otherwise. Further guidance is contained in Planning Policy Guidance Note 12, entitled ‘Development Plans’ published by the Department of the Environment, Transport and the Regions in December 1999 and Planning Policy Guidance Note 1, entitled “General Policy and Principles” (February 1997). Clearly the requirement to take into account all material considerations, means that decisions taken in accordance with the statutory process will sometimes appear to conflict with the Development Plan.

THE STRUCTURE PLAN

17. This Local Plan is based on the policies of the Hampshire County Structure Plan Review (1996-2011). The emphasis is on the regeneration of existing urban areas by the redevelopment of vacant or under-used land. Whilst some development of green-field sites for housing will be necessary across Hampshire, it is intended in Eastleigh to concentrate mainly on re-cycling previously developed land to meet future development needs to 2011 and to do so in ways which will revitalise and refresh our existing urban areas to the benefit of all who live and work in them.

THE MAIN AIMS OF THE LOCAL PLAN

18. This Plan attempts to give effect to a wide range of policies: the County Structure Plan Review; Eastleigh Borough Council’s corporate priorities around the themes of Prosperity; Environment; Health; and the views of our communities which were expressed through community participation exercises relating directly to the Local Plan as well as those relating to the Borough’s Community Plan.
19. In trying to find the best way of resolving all of these issues through the preparation of this Plan, applying the principles of sustainability has been an imperative.
20. Preparing this Plan has been a complex task and it is difficult to summarise its main aims. Nevertheless the list below represents as closely as possible the main underlying objectives. More detailed objectives are listed at the beginning of each chapter:
 - To conserve and enhance the historic environment
 - To continue to improve the range of facilities available in our town and local centres and to improve the environment in those areas
 - To promote a major town centre redevelopment in Eastleigh

- To maintain and encourage local employment without continuing to stoke up demand for more housing
 - To minimise travel demand, especially related to the use of the private motor car and to promote public transport
 - To meet local housing needs in ways which make the best use of previously developed land in order to contribute to the 'renaissance' as well as reducing the need for greenfield development.
 - To conserve the best of our countryside; to improve public access to the countryside and to secure appropriate long-term uses to ensure that regardless of changes in agriculture we will continue to have a thriving countryside
 - To promote the principles of sustainability established at the Earth Summit in Rio in 1992.
21. It is the Council's expectation that the great majority of new housing will be accommodated in Eastleigh town. Development provides opportunities to significantly re-shape the town. It will help to boost the commercial viability of the town centre and public transport and will contribute to a significant programme of environmental improvements, as well as improved leisure and recreation facilities.

THE TIME SPAN

22. The Local Plan will cover the period up to the year 2011 although it is likely to be reviewed within 5 years from its adoption date.

PLAN PREPARATION TIMETABLE

23. The following table shows the key dates in the preparation of the Local Plan Review.

Vision Paper and public consultation	January 1998
Community Plan consultation	August 1999
Issues Paper distributed	January 2000
Plan placed on first deposit	March 2002
Plan placed on second deposit	May 2003
Public Inquiry on Objections	April – October 2004
Receipt of Inspector's Report	July 2005
Modifications published	November 2005

Notice of Intention to Adopt

February 2006

Formal Adoption

March 2006

MONITORING AND REVIEW

24. The Borough Council will monitor the progress made in implementing the policies and proposals of this Plan. When the need arises the content of the document will be reviewed and in these circumstances the normal statutory procedures, including public consultation, will be followed. Chapter 13 gives more details on implementation and monitoring.

1 THE COUNTRYSIDE (CO)

COUNTRYSIDE CONTEXT

The countryside in this Borough contributes to meeting the needs of a wide population, including residents of Southampton. Consequently its protection is a key objective. However, allowance must be made for appropriate changes to take place in order to ensure that genuine development needs can be accommodated.

There are several links between countryside and other policies of the local plan including the following:

- NC policies: nature conservation
- BE policies: general design, advertisements
- LB policies: archaeology, listed buildings
- T policies: environmental impact of traffic
- H policies: agricultural workers dwellings, gypsy sites
- E policies: boatyard
- OS policies: leisure proposals, footpaths, noisy sports, open space
- ES Policies Noise, pollution, contaminated land

Countryside Objectives

1.1 The Council is keen to protect and enhance the countryside within the Borough and the policies in this chapter provide the means by which the protection of the countryside can be achieved. In particular the Council aims to:

- protect the countryside from inappropriate development, whilst accommodating genuine development needs
- improve opportunities for access to the countryside and other appropriate outdoor recreational facilities, particularly by means other than the car
- facilitate more positive management of those areas in which agricultural activity may be in decline

Protection of the Countryside

1.2 The Council recognises that the countryside is important for many reasons including agricultural production, landscape value, providing a setting for our towns and villages, recreational provision, nature

conservation interest and for its own sake. However, the countryside is a diminishing resource and there is a need to be particularly vigilant about its future use.

- 1.3 For the purpose of this Plan all land outside the defined urban edge is classified as countryside.

1.CO Planning permission will not be granted for development outside the urban edge unless:

- i. it is necessary for agricultural, forestry or horticultural purposes and a countryside location is required; or
- ii. it is for an outdoor recreational use or is genuinely required as ancillary to such a use and does not require the provision of buildings, hardstanding or structures which, are of a form, scale or design which would demonstrably harm the character of the locality; or
- iii. it is essential for the provision of a public utility service or the appropriate extension of an existing education or health facility and it cannot be located within the urban edge; or
- iv. it meets the criteria in the other policies of this Plan.

The extension of private gardens into the countryside will not be permitted.

Strategic Gaps

- 1.4 Within the countryside there are areas of land between major settlements which perform the specific function of protecting the individual identity of those settlements and of preventing their coalescence. The Structure Plan (policies G1 and G2) identifies two strategic gaps in the Borough: (see the Proposals Map and Appendix I).

Southampton - Eastleigh
Southampton - Hedge End/Bursledon/Netley

- 1.5 Development which is essential in the countryside and which is otherwise acceptable, for example for agricultural or recreational purposes, might have to be directed to countryside areas outside the gaps if the key objective of the gaps is to be safeguarded. Alternatively, it may be necessary to reduce the size of a building to ensure that it is sited less obtrusively before it can be regarded as

acceptable.

2.CO	Planning permission will not be granted for development which would physically or visually diminish a strategic gap as identified on the proposals map.
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Local Gaps

- 1.6 The Structure Plan also provides, in Policy G3, for local gaps to be identified in local plans in order to protect the separate identities of smaller settlements at risk of coalescence with other settlements. The Borough Council has identified the following local gaps (see the Proposals Map and Appendix I).

Eastleigh - Bishopstoke
Boyatt Wood - Otterbourne Hill and Allbrook
Hedge End - Horton Heath
Botley - Boorley Green
Hedge End - Botley
Hedge End - Bursledon
Bursledon - Hamble - Netley Abbey
Fair Oak - Horton Heath

3.CO	Planning permission will only be permitted for appropriate development in a local gap, if: i. it cannot be acceptably located elsewhere; and ii. it would not diminish the gap, physically or visually.
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Agriculture, Forestry and Farm Diversification

- 1.7 The Council wants to see the highest quality agricultural land continue in agricultural use and it will therefore be protected from development. Even if the land is not used for agriculture it will continue to be safeguarded from development. However, there has been a steady decline in agricultural production in recent years, which has led to the need to establish farm diversification projects possibly through funding from the England Rural Development Plan (ERDP). Such projects may include provision for appropriate holiday accommodation, craft workshops, woodland management or appropriate rural sports. Any proposals relating to agricultural or forestry holdings will also be subject to policy 1.CO.

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

5.CO Proposals for farm diversification will be permitted provided they meet all the following criteria:

- i. they are appropriate to the locality;
- ii. they respect the quality of the built and natural environment;
- iii. they are of a suitable scale, type and form for the location;
- iv. they include appropriate measures for the management of the site;
- v. they are directly linked to an existing agricultural enterprise;
- vi. they are not significant generators of traffic; and
- vii. the Council is satisfied that the proposal will assist in maintaining the long term viability of the enterprise.

Agricultural Workers' Dwellings

- 1.8 Agricultural workers' dwellings will only be permitted as exceptions to the countryside policies of the Plan. The Council will follow the advice in Annex A of Planning Policy Statement 7: Sustainable Development in Rural Areas which emphasises the requirement for a functional test to be undertaken to determine the need for a new agricultural dwelling and also states that it may be appropriate to apply a financial test.
- 1.9 The protection of animals or crops from theft or injury by intruders will not by itself be sufficient to justify a new dwelling in the countryside.
- 1.10 In circumstances where there is uncertainty about the viability of a farm holding temporary planning permission may be granted for a mobile home in the first instance, in order that the prospects for the unit can be assessed. The size of the property will be restricted in order to ensure that if sold on, the property value is such as to make it affordable to other agricultural workers.

1.11 Extensions to existing agricultural workers dwellings will not be supported (see policy 9.CO).

6.CO Proposals for new dwellings for agricultural, horticultural or forestry workers will only be permitted where all the following criteria are met:

- (i) the size, design and layout of the proposed dwelling is appropriate to the landscape characteristics of the locality and the scale and nature of the enterprise and the identified operational need;
- (ii) It has been demonstrated to the satisfaction of the Borough Council that the activity is currently viable and likely to remain so, and that a dwelling is essential to the continued viability of the holding;
- (iii) there are no suitable redundant buildings on or adjoining the holding which are capable of being converted to residential accommodation;
- (iv) there are no existing suitable dwellings available within a reasonable distance; and
- (v) a dwelling serving or closely connected with the holding has not recently been sold separately or recently alienated in some way from the holding.

1.12 When planning permission is granted for a new dwelling outside the urban edge on the basis of an agricultural, horticultural or forestry need, the occupancy of the dwelling will be restricted to persons solely or mainly employed or, if retired, last employed locally in agriculture, horticulture or forestry, and to their immediate dependants.

1.13 The Council recognises that the needs of agriculture, horticulture and forestry are continually changing and that there will be occasions when permission is sought for the removal of an occupancy restriction.

7.CO Planning applications for the removal of agricultural occupancy conditions will not be permitted unless:

- i. the Borough Council is satisfied that there is no longer a long-term need for an agricultural, horticultural or forestry workers' dwelling in the locality and there is no evidence of a continuing need for housing for persons employed or last employed in the locality in these categories; and
- ii. every reasonable effort has been made to sell or lease the property at a reasonable price reflecting the restriction on occupancy to people who could occupy it in accordance with the agricultural occupancy condition.

Replacement Dwellings and Extensions

- 1.14 Subject to criteria on size and design, the replacement of, or extensions to existing lawful dwellings (including independent permanently sited mobile homes) in the countryside will be acceptable. The only exception is dwellings which are subject to an agricultural occupancy condition. It may not be appropriate to allow extensions to such dwellings because it is important that the value of such housing is retained at a lower level than open-market housing. This may enable it to remain available for agricultural workers and also reduce the pressure for the removal of occupancy conditions. Agricultural workers dwellings are allowed as exceptions to the normally restrictive countryside policies and policy 6.CO aims to minimise their adverse impact.
- 1.15 In recent years there has been increasing pressure to replace or extend properties in the countryside. These developments have often resulted in significant changes to the scale and character of the dwellings, which in turn have had a cumulative detrimental impact on the rural environment. Large new dwellings and extensions which don't reflect the rural vernacular and are insensitive to their location are not acceptable. Where replacement dwellings are permitted, consideration will be given to the removal of permitted development rights, meaning that extensions could not be constructed without planning permission. A more restrictive approach will be taken within the Old Bursledon Special Policy Area (see paragraph 11.29).
- 1.16 The use of basements and rooms in the roof, which would minimise the overall visual impact, should be considered by applicants.

8.CO The replacement of an existing dwelling in the countryside

which enjoys a lawful residential use will be permitted, provided all the following criteria are met:

- i. the existing dwelling is not the result of a temporary permission;
- ii. the proposed dwelling:
 - is of an appropriate design which reflects its countryside location
 - would not be disproportionate in size to neighbouring properties or disproportionate in relation to its plot
 - does not have a greater impact physically or visually on the character and appearance of its immediate surroundings, or on the countryside in general, than the existing dwelling
- iii. the proposal includes the demolition of the dwelling to be replaced; and
- iv. no additional units of accommodation are created.

9.CO Extensions to existing dwellings in the countryside will only be permitted if all the following criteria are met:

- i. the dwelling is not subject to an agricultural occupancy condition;
- ii. the development is not likely to facilitate the subdivision of the property into more than one dwelling;
- iii. the extension does not result in the dwelling becoming disproportionate in size to neighbouring properties or disproportionate in relation to its plot; and
- iv. the design of the extension does not materially worsen the impact of the dwelling on its immediate surroundings or the countryside in general.

Non-Residential Buildings in the Countryside

- 1.17 There are many agricultural, recreational and commercial enterprises located outside the urban edge. Whilst extensions to associated buildings would not normally be allowed because this would result in an intensification of built form in the countryside and may have traffic implications, their replacement may be acceptable. The re-use of buildings in the countryside may be supported (see 15.CO and 16.CO).

10.CO The replacement of an existing non-residential building in the countryside which enjoys a lawful use will be permitted provided all the following criteria are met:

- (i) the existing building is not the result of a temporary permission;
- (ii) the proposed building is of an appropriate design and scale and would not have a greater impact physically or visually on the character and appearance of the locality than the existing building;
- (iii) the replacement building is to be used for the existing lawful use and would not generate significant additional traffic; and
- (iv) the proposal includes the demolition of the building to be replaced.

11.CO Proposals to extend non-residential buildings in the countryside will be permitted if it can be demonstrated to the satisfaction of the Borough Council that all the following criteria can be met:

- i. it would not have an unacceptable physical or visual impact on the countryside;
- ii. it would not generate significant additional traffic; and
- iii. the existing building is not the result of a temporary permission.

Hamble Community Sports College

- 1.18 Hamble Community Sports College lies outside the urban edge, within the Hamble--Bursledon-Netley Abbey local gap. The presumption is against further development in such a location. However, with an increasing school roll it would be inappropriate to prevent the natural evolution of the campus to accommodate the growing requirements of

the school and the wider community. Consequently a Special Policy Area has been established within which appropriate development will be permitted.

12.CO Appropriate development which is related to the educational or community uses on the campus, will be permitted within the Hamble Community Sports College Special Policy Area, provided it does not have an adverse visual impact and is subject to a campus green travel plan.

Hampshire Police Headquarters, Hamble Lane

- 1.19 The Hampshire Police Headquarters is located outside the urban edge and within the Netley Abbey - Hamble local gap where there is a presumption against development. Under normal circumstances development in such a location would not be supported but the unique characteristics of the Police Headquarters may justify an exception being made to the restrictive policies. However, this is an established use, the requirements of which may change over time. Therefore a Special Policy Area has been identified which sets out the criteria against which any development proposals will be assessed. The boundaries have been drawn relatively tightly in order to restrict the scale of development to that which is appropriate in this location.

13.CO A development proposals within the Hampshire police Headquarters Special Policy Area will only be permitted if all the following criteria are met:

- i. it is a use specifically related to the operations of the Hampshire Constabulary;
- ii. it does not cause harm to the listed building or its setting;
- iii. it does not generate traffic which would significantly add to traffic problems in Hamble Lane or on the road network in the locality;
- iv. a travel plan for the whole site is adopted; and
- v. it does not have an adverse visual impact on the countryside.

Mobile Home Parks

- 1.20 Mobile home parks in the countryside (ie. a group of individual mobile homes which are adjacent to one another) make an important contribution to the dwelling stock of Eastleigh, enabling people to have a home who either cannot afford to buy or rent a permanent dwelling or who do not wish to live in a permanent dwelling.
- 1.21 The Borough-wide Housing Needs Survey undertaken for the Council in 2002 identified a need for affordable housing in all parts of the Borough. The loss of mobile home parks could exacerbate this problem by depleting the supply of affordable housing. The Council therefore wishes to ensure that the existing mobile home parks are retained.

14.CO	In order to safeguard the stock of lower cost housing in the Borough, to maintain the availability of alternative forms of housing and to prevent visually intrusive housing development on isolated sites in the countryside, planning permission will not be granted for the replacement of mobile home parks in the countryside by permanent housing.
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Re-Use of Buildings in the Countryside

- 1.22 Although the change of use of buildings in the countryside to certain uses, for example light industry (B1) may be acceptable, and have economic benefits, a change of use to residential is more likely to be considered inappropriate. Conversion to residential usually leads to substantial external changes, including windows, chimneys, garaging and the provision of private garden areas, all of which are likely to detract from the rural character of the locality and the architectural value of the building. The limited extent of the Borough's rural areas and their proximity to urban centres, indicates that in most cases, sustainability objectives are unlikely to be met by residential conversions. This approach is supported by Government advice in Planning Policy Statement 7 (August 2004) on 'Sustainable Development in Rural Areas'.

15.CO	Proposals for the use for employment purposes of appropriate existing buildings in the countryside will only be permitted where all the following criteria are met: <ul style="list-style-type: none">i. the Council is satisfied that the building is not required nor is likely in the foreseeable future to be required for agricultural purposes;
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- ii. the building is of a sound construction with a reasonable expectation of life and lends itself to conversion without significant building work being required. A structural survey will be required to support any application;
- iii. the design of any conversion or alterations retains the intrinsic qualities of the building and avoids inappropriate external alterations;
- iv. the proposal takes the form of a self-contained conversion, with no new buildings and any extensions comply with Policy 11.CO;
- v. the development does not affect the amenity of any existing residential properties by reason of noise, smell, fumes, vibration or lighting;
- vi. the development does not result in an unacceptable level of traffic generation, including heavy goods vehicles, or endanger existing road users, or necessitate changes to the highway network that are considered unacceptable and includes a green travel plan;
- vii. the proposal does not include extensive hard surfaced areas or open storage; and
- viii. any office development proposed has been subject to a sequential approach assessment.

- 16.CO Proposals for the residential use of existing buildings in the countryside will not be permitted unless they meet all the following criteria in addition to those in policy 15.CO:
- i. a residential use is preferable because it ensures the protection of the amenities of nearby housing and/or the rural environment and generates less traffic;
 - ii. a residential use is the most appropriate means of protecting and retaining the character of a building of architectural or historical interest or its setting; and
 - iii. new domestic features, such as garages, sheds and amenity areas are sited as close together and inconspicuously as possible, preferably enclosed within an existing group of buildings or a walled yard.

1.23 Where permission is granted for a change of use of agricultural buildings, the Council will normally rescind permitted development

rights in order to prevent an intensification of use occurring. The Council will also normally seek to restrict the erection of additional agricultural buildings elsewhere on the farm holding by means of a legally binding agreement.

Established Employment Sites Outside the Urban Edge

- 1.24 There are a number of employment sites in the Borough that lie outside the defined urban edge but which are long standing lawful uses. The Borough Council recognises the important role such sites play in providing a range and variety in the type of commercial premises available, particularly for small commercial enterprises and supports, in principle, their continuing operation. At the same time, however, it is keen to ensure that employment uses in the countryside do not operate to the detriment of either the character and appearance of the area, the surrounding highway network in terms of traffic generation or the residential amenity of the occupiers of nearby properties. Major trip generators are more appropriately located in town centres.

17.CO	Proposals to alter or redevelop existing authorised commercial, industrial or storage sites outside the urban edge will be permitted provided that the development meets all the following criteria: <ul style="list-style-type: none">i. it is for a use, and of a design, scale and lay-out which is in keeping with its surroundings and it is to be constructed in appropriate materials; andii. it would not result in a significant increase in traffic generation associated with the site.
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Landscape Character

- 1.25 A wide range of landscape types can be found within the Borough and they are identified in the Landscape Assessment carried out in March 1997. It is important that development proposals should reflect local landscape character by protecting, enhancing and restoring the key landscape characteristics. They should also take into account the broad landscape character areas identified in the County Council's document "The Hampshire Landscape: A Strategy for the Future (2000)".

18.CO	Development which fails to respect, or has an adverse impact on the intrinsic character of the landscape, will be refused.
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Landscape Features

- 1.26 To protect the character of the Borough's countryside (and open areas within the urban edge) it is important that features which contribute to the quality of the landscape are retained. Many of these features are also of considerable wildlife value. Where the Council is satisfied that the loss or dilution of a feature is unavoidable, developers will be expected to include appropriate replacement features.

19.CO	Development in the countryside or in urban areas will be refused if it would result in the loss of, or damage to locally important features in the landscape, such as water courses, ponds and lakes. Where the Council is satisfied that the loss or reduction of a feature is fully justified, it will require appropriate replacement features to be included in the proposals.
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Landscape Improvements

- 1.27 The Council is keen to secure landscape improvements and enhance biodiversity wherever appropriate.
- 1.28 Areas proposed for environmental enhancement are shown in diagrammatic form on the Proposals Map. If other opportunities arise, the Council will encourage further improvements throughout the Borough but in particular the Council will seek to:
- i. achieve the removal or amelioration of eyesores such as derelict buildings, dilapidated fences and unauthorised signs;
 - ii. improve and bring into positive use derelict, disused, under-used and de-graded land.
 - iii. improve the landscape along major transportation corridors;
 - iv. improve and reinforce boundaries between built-up and green areas and link these areas through appropriate landscape treatment;
 - v. plant trees and shrubs, tree groups and hedgerows on expanses of open land in order to improve visual amenity, whilst acknowledging the need to avoid blocking important long views;
 - vi. control inappropriate and non-conforming uses of land; and
 - vi. control advertising and the erection of inappropriate notices and signs.

- 1.29 The Council will seek to secure improvements in the appearance and quality of the landscape through negotiations with landowners and developers. Priority will be given to those areas identified on the Proposals Map for landscape improvement.

20.CO	In the areas identified for landscape improvements, as shown on the Proposals Map, proposals which would prejudice such improvements or which in themselves would be detrimental to the quality of the landscape in these areas, will not be permitted. Developers' willingness to contribute towards landscape improvements will be a material consideration in the assessment of planning applications.
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- 1.30 Countryside Stewardship, a voluntary Agri-Environmental scheme within the England Rural Development Plan, also exists to help in conserving and improving the environment.

Minerals and Waste Disposal

- 1.31 Hampshire County Council is responsible for minerals and waste disposal and the Hampshire Minerals Local Plan (adopted in December 1998) provides more detailed guidance.

- 1.32 The Borough Council is consulted by the County Council on proposals for mineral extraction and waste disposal and will take into account the policies of this Plan in formulating its views. The Borough Council will in particular take into consideration:

- i. the impact of the proposal on the local transport network;
- ii. the impact of the proposal on the countryside, sites of nature conservation value, woodland, best and most versatile agricultural land, the historic environment and other interests of acknowledged importance;
- iii. the effect of the proposal on adjoining land uses;
- iv. the need to secure the highest standard of restoration, which includes measures to maximise the nature conservation potential of the site;
- v. the impact of the proposal on the quality of life of local residents:
and
- vi. the need to ensure an appropriate after-use for agriculture, nature conservation or amenity, which takes into account the quality of the restored land.

2 NATURE CONSERVATION (NC)

NATURE CONSERVATION CONTEXT

There is a wide variety of nature conservation interests within the Borough, from those which are afforded statutory protection to habitats, features and species in non-statutory sites. The retention and where appropriate enhancement of the Borough's ecological diversity is an important objective as it improves the quality of life for everyone who lives and works in the Borough.

In particular the following links with other local plan policies should be considered:

- CO policies: countryside
- BE policies: general design
- T policies: impact of transportation proposals
- H policies: impact of housing proposals
- E policies: impact of employment proposals, boatyards
- R and OS policies: impact of leisure proposals, noisy sports, open space
- ES policies: noise, lighting, flood risk, trees

Nature Conservation Objectives

- 2.1 The Council recognises that the natural heritage of the Borough is an integral part of sustainable development and must be conserved and enhanced for the benefit of this and future generations. In particular the Council aims to:
- identify, protect and enhance areas of nature conservation importance.
 - promote and enhance bio-diversity, as an important component of sustainable development.
- 2.2 Nature conservation requires the protection, enhancement and appropriate management of entire habitats as well as individual species. Certain habitats and species are protected by law and it is the duty of the Borough Council to ensure that these are conserved. Other sites, habitats and species, whilst not of the same European or national importance, are nevertheless of importance in the county and local context and contribute to the biodiversity of the Borough. It is important to conserve our natural heritage not only for its own sake but also so that it can be enjoyed and studied.

- 2.3 In August 2005, Planning Policy Statement 9 on 'Biodiversity and Geological Conservation' was published. The PPS requires that local plans should identify relevant international, national and local nature conservation interests. They should ensure that the protection and enhancement of those interests is properly provided for.

European Nature Conservation Designations

- 2.4 There are four European nature conservation sites in the Borough:

River Itchen candidate Special Area of Conservation (cSAC)
Solent Maritime candidate Special Area of Conservation
Solent & Southampton Water Special Protection Area
Solent & Southampton Water Ramsar Site

These sites are considered to be of European importance for nature conservation and are strictly protected from damaging activities under the provisions of the Conservation (Natural Habitats) Regulations 1994.

- 2.5 Development which may affect a European site will be subject to the most rigorous examination in consultation with English Nature and other relevant authorities following the requirements set out in Regulation 48 of the Conservation (Natural Habitats) Regulations 1994, the Habitats Directive, paragraph 48.
- 2.6 If it is considered that there is likely to be a significant effect on a European site (either alone or in combination with other plans or projects), the Council will undertake an appropriate assessment of the implications for the site in view of that site's conservation objectives.

21.NC Development which is likely to adversely affect the integrity of a European nature conservation site will not be permitted.

Sites of Special Scientific Interest

- 2.7 There are currently five SSSI's in the Plan area at Moorgreen Meadows, along the River Itchen, Lincegrove and Hacketts Marshes, Upper Hamble Estuary and Woods, and along the coast of Southampton Water and the Hamble River. These sites are considered to be of national importance for nature conservation and are protected from damaging activities under the provisions of the Wildlife and Countryside Act 1981 and the Countryside and Rights of Way Act 2000.
- 2.8 If, after consultation, any proposals are considered to have an adverse effect on an SSSI it must be demonstrated, to the satisfaction of the Council and English Nature that:
- i) there are no alternative solutions and

- ii) the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites, for the development to be permitted.

22.NC Development which is likely to have a direct or indirect adverse affect on a Site of Special Scientific Interest will not be permitted, unless the Borough Council is satisfied that the reasons for the development clearly outweigh the harm to the nature conservation value of the site.

Sites of Importance for Nature Conservation

- 2.9 In addition to statutory designated sites, there are a number of other sites whose nature conservation importance has been identified. These sites are of importance for nature conservation at the County and Borough level.
- 2.10 These Sites of Importance for Nature Conservation (SINCs) are designated following established criteria and generally fall into one of the following categories:
 - i. ancient semi-natural woodland;
 - ii. old unimproved grasslands;
 - iii. remnant heathland;
 - iv. wetland; or
 - v. coasts and estuaries.

23.NC Development which is likely to have a direct or indirect adverse affect on a Site of Importance for Nature Conservation (SINC) will not be permitted, unless it can be demonstrated to the satisfaction of the Borough Council that the benefits of the development clearly outweigh the need to safeguard the nature conservation value of the site. If development is to be permitted, the Council will require appropriate measures to be taken to mitigate for the adverse effects on the SINC.

Protected Species

- 2.11 The protection of certain species is a legal obligation under the EC Habitats and Species Directive 92/43 EEC, the Wildlife and Countryside Act 1981 and The Protection of Badgers Act 1992. In many cases, it is not only the species itself that is protected but also features and habitats that sustain the species. The presence of a protected species is a material consideration in the assessment of a

planning application. The Council will consult with English Nature on any application which is likely to affect a protected species and where necessary, applicants will be required to undertake any survey work prior to a planning application being considered.

24.NC Development will not be permitted where it would adversely affect species or habitats which are protected by legislation, unless appropriate measures are proposed which would acceptably mitigate the impact on those species.

Biodiversity

- 2.12 Habitats and features that are important for wildlife but which are outside designated nature conservation sites, are also necessary to maintain the biodiversity of the Borough. The enhancement of the wildlife network within the Borough is desirable and should be achieved by the inclusion of sympathetic measures and features in the layouts of development proposals.
- 2.13 The Borough Council published 'Wild about Eastleigh - a biodiversity action plan for the Borough' in May 2002. The document assesses the biodiversity of the Borough and identifies priority habitats and species, as well as establishing 7 priority areas where action is to be targeted.
- 2.14 The over-riding objective of the action plan is to set out ways in which the Borough's biodiversity can be conserved and enhanced. Where appropriate, the document will be a material consideration in the assessment of planning applications.

25.NC Development which will adversely affect a habitat or feature of importance for wild fauna and flora will not be permitted, unless it can be demonstrated to the satisfaction of the Council that:

- (i) the benefits of the development outweigh the adverse impacts;
- (ii) the adverse impacts are unavoidable, and
- (iii) appropriate measures are taken which would mitigate or compensate for any adverse impact.

- 2.15 Opportunities to provide appropriate connections between sites/areas covered by the other policies in this chapter will be encouraged and particular attention will be given to opportunities for the enhancement of river channels where they are associated with or linked to development sites.

26.NC Development proposals will be required to include measures to enhance the value of features and habitats of nature conservation importance where reasonable opportunities exist in connection with the development.

Local Nature Reserves

2.16 The Borough Council and the County Council own and manage a number of sites throughout the Borough for nature conservation purposes and to provide quality environments for local people. English Nature encourages local authorities to formally designate appropriate sites as 'Local Nature Reserves' thereby demonstrating a commitment to manage the land for biodiversity, to protect it from inappropriate development and to provide opportunities for local people to study and enjoy it.

27.NC Development that would prevent the designation of Local Nature Reserves at the following locations will be refused:

- i Flexford & Ramalley Copse
- ii Hamble Common
- iii Itchen Valley Country Park
- iv Moorgreen Meadows
- v Netley Common
- vi Upper Hamble Country Park
- vii Westwood Woodland Park
- viii Wyvern Meadow

3 ENVIRONMENTAL SUSTAINABILITY (ES)

This is a new chapter. It was formerly part of the Urban Renaissance chapter.

ENVIRONMENTAL SUSTAINABILITY CONTEXT

In meeting the reasonable social and economic needs of our communities for development, it is essential that we minimise any adverse environmental impacts.

Government makes it clear in Planning Policy Guidance Note 22 (PPG22), that planning decisions have to recognise the need for development with the importance of conserving the environment.

There are several links between Environmental Sustainability and other policies of the local plan and these include the following :

- C policies Countryside
- NC policies Nature Conservation
- BE policies Built Environment
- H policies Housing
- E policies Economic Development and Employment
- T policies Transport

Environmental Impact Assessments

- 3.1 Development proposals which could have significant environmental consequences may necessitate an Environmental Impact Assessment (EIA), as set out in DETR; Environmental Impact Assessment Regulations, 1999. EIA's are mandatory for some forms of development (Schedule 1 schemes) and discretionary for others (Schedule 2 schemes). If an applicant disputes a request for an EIA in respect of a Schedule 2 scheme, the Secretary of State may be requested to direct whether such an assessment is required or not. An environmental statement will need to accompany the relevant planning application.
- 3.2 The Borough Council will require an environmental impact assessment for schedule 2 scheme proposals which fall into the following categories:
- proposals which are of more than local importance, for example in terms of size, function, catchment served or traffic generated;

- proposals which give rise to particularly complex or adverse effects, for example the discharge of pollutants, the extraction of minerals or the reduction of the water table;
 - proposals in or near to sensitive sites such as Sites of Special Scientific Interest; or
 - proposals for development of a site previously subject to a contaminative use.
- 3.3 If an applicant disputes a request for an EIA in respect of a schedule 2 scheme, or should the Borough Council fail to determine whether or not an EIA is required, the Secretary of State may be requested to make a direction on the matter.

Waste Collection And Recycling

- 3.4 The Borough Council achieves one of the highest rates of recycling of domestic refuse in the country and wishes to ensure that this success is maintained and enhanced. The collection of domestic waste and recyclable materials requires the storage of two wheeled bins at every property. Developers will accordingly be required to ensure that the layout and design of all residential property can accommodate these bins conveniently and unobtrusively and that they can be accessed by collection vehicles.
- 3.5 In addition the council will seek to negotiate with developers for provision to be made in new development for neighbourhood recycling facilities for the collection of glass, to secure the development concerned. The Council has adopted a Supplementary Planning Document on the storage and collection of domestic waste and recyclable materials.

28.ES Provision should be made in the design and layout of housing developments for the storage and collection of domestic waste and recyclable materials. These facilities must be sited in locations that would not give rise to disturbance to the occupiers of residential property.

Noise and Vibration

- 3.6 The adverse effects of exposure to excessive levels of noise and vibration are well documented, generally accepted and have been recognised for many years as a material planning consideration. The advice in PPG.24: Planning and Noise must be considered when determining planning applications and identifying the suitability of a proposed end use.

- 3.7 The responsibility for providing the necessary information in support of a planning application, for example, noise impact studies, lies with the applicant. Early consultation with the Borough Council's Environmental Health Service and the Development Control Unit is advised, particularly as some construction and layout designs intended to deal with noise may not meet other planning requirements.
- 3.8 As part of the corporate strategy one of the Council's priorities is to protect and improve the Borough for the benefit of local people, now and in the future. To achieve this the Council will control new development so as to prevent unacceptable conflicts arising between noisy development and noise-sensitive developments and limit the continuing increase in background noise levels.
- 3.9 The following sections cover in more detail the two scenarios where either potentially noisy development is proposed close to existing noise-sensitive premises or where noise-sensitive development is proposed close to an existing source of noise.

Industrial/Commercial Noise

- 3.10 The Council will expect proposals for industrial or commercial development to take account of the noise impact of the development on any noise sensitive premises.
- 3.11 Where appropriate, a noise impact assessment will be required prior to consideration of an application for industrial or commercial development. The noise impact assessment will be expected to:
- identify all significant sources of noise resulting from the development and potential conflicts between the proposed use and neighbouring uses;
 - assess the likely impact both in the short and long term;
 - present recommendations for noise protection measures; and
 - make a statement of how the requirements of the Local Plan have been met.

29.ES Industrial or commercial development which would result in any noise-sensitive premises being subject to a loss of amenity by means of an excessive increase in noise and/or vibration exposure, will not be permitted.

Noise-Sensitive Development

- 3.12 In assessing a proposal for a new noise-sensitive development, the Borough Council will expect the proposal to take account of the existing noise climate and any change to noise levels which may be

reasonably foreseen. Where appropriate, a noise assessment will be required prior to consideration of an application for noise-sensitive development. The noise impact assessment will be expected to:

- identify all significant sources of noise to which the proposed noise-sensitive premises will be exposed and potential conflicts between the proposed use and neighbouring uses;
- determine into which PPG24 Noise Exposure Category the development falls (where applicable);
- assess the likely impact both in the short and long term;
- present recommendations for protecting the noise-sensitive premises from noise; and
- make a statement of how the requirements of the Local Plan have been met.

3.13 Where it is necessary to mitigate the effects of noise on a development then this should primarily be achieved through careful site layout and internal layout design. Where adequate mitigation cannot be achieved in this way then noise insulation measures and other controls, such as barriers, may be appropriate. The applicant will be expected to demonstrate to the Council that the principles of protecting noise-sensitive development from unacceptable noise levels have been followed in accordance with the planning and design advice contained within BS8233:1999. When considering the acceptability of proposals for noise mitigation reference will be made, in particular, to guidance contained in BS8233, BS4142 and World Health Organisation publications.

30.ES Proposals for noise-sensitive development which would result in the occupiers of such development being exposed to unacceptably high levels of noise and/or vibration will not be permitted.
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3.14 The Council recognises the need to follow planning policy guidance with respect to the development of previously developed land and Urban Renaissance. Where residential development is proposed where noise exposure would normally be considered unacceptable, the following policy applies.

31.ES In circumstances where the Council considers that the merits of a proposal for residential development outweigh the desirability of locating it away from an unsuitable location by virtue of noise, development will be permitted if the applicant can demonstrate that the design, layout and sound insulation meet the appropriate standards. Where permission is to be
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granted, conditions may be imposed to secure an adequate level of protection against noise.

Standards For Maximum Ambient Noise Levels (In Spaces When They Are Unoccupied) For Dwellings Subject To Transport-Related Noise

Living Area	Night-Time (2300-0700) LAeq, 8hr	Daytime (0700-2300) LAeq, 16hr	Additional Requirements
Bedrooms	30a	35b	1. Individual noise events must not normally exceed 45 dB LAmax (measured with fast time-weighting) during the night time. 2. Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Living Rooms	-	35b	Provision of suitable means of sound attenuating ventilation to allow for the fact that opening windows will render noise insulation ineffective.
Gardens d	-	55c	Balconies will need to meet the same standard unless it is clear that they are not intended to be an outdoor living area, for example due to their small size.

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

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

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

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

Construction Noise

- 3.15 Where construction works associated with the development are likely to have a substantial impact in terms of noise and/or vibration on noise sensitive premises then, in order to reduce the impact, the Council will require the works to be carried out in accordance with BS5228 and other relevant best practice guidance. A suitable scheme of noise and/or vibration control measures may be required for approval prior to works commencing.

Pollution Control

- 3.16 The Borough Council will attach considerable weight to ensuring that

new development does not give rise to unacceptable levels of pollution. Similarly appropriate controls will be used in relation to proposals in the vicinity of existing sources of pollution. Government advice in PPS23: Planning and Pollution Control (2004) makes it clear that the protection of the environment and the prevention of pollution are legitimate concerns for the Council.

32.ES Proposals for uses which may generate air, land or water pollution, will only be permitted if the Borough Council is satisfied that they have been designed to control their impact to an acceptable level.

- 3.17 The responsibility for providing the necessary information lies with the applicant. Early consultation with the Environment Agency and the Council's Environmental Health Service is advised, particularly as some construction and layout designs intended to deal with pollution control may not meet other planning requirements.
- 3.18 The Borough Council has a broad commitment to the principles of sustainable development. They are an important foundation for the Council's corporate strategy priorities for the environment, health and prosperity. Every aspect of development has a bearing on this issue and the policies and proposals in this plan address many relevant objectives:
- the provision of mixed use development has the potential to reduce the need to travel;
 - a higher density of development will reduce the greenfield land-take and will mean services and facilities are within easier reach and will increase the viability of commercially provided facilities including public transport and shops.

Local Air Quality Management

- 3.19 The Council has an ongoing duty to review and assess local air quality. Where a statutory air quality objective is likely to be exceeded then an Air Quality Management Area must be declared and an action plan developed to improve air quality. Within the Borough the main source of poor air quality is road traffic.
- 3.20 Air quality considerations will be taken into account in any of the following cases:
- where the development is proposed within, or adjacent to, an Air Quality Management Area;
 - where the development, or the associated traffic, could result in the designation of an Air Quality Management Area or the

extension of an existing Air Quality Management Area; and

- where the granting of planning permission would conflict with, or render unworkable, elements of any local air quality action plan or strategy.

33.ES Where new development appears likely to have a significant impact on air quality in the locality, or future occupiers of the development may be subject to unacceptable air quality, the Council will require a suitable air quality assessment to be carried out prior to consideration of the application.

Energy and Climate Change

- 3.21 The ever-increasing production and use of energy from fossil fuels (coal, oil and gas) is nationally and internationally the most fundamental environmental concern. About half of the UK's emissions of 'greenhouse gases' are attributable to the construction and use of buildings and 15% of the total arises from domestic energy consumption. The government is committed to achieving a 20% reduction in the 1990 level of carbon dioxide (the main greenhouse gas) emissions by 2010. The Council is determined to ensure that further development in the Borough places the least practicable demands on the environment.

34.ES Planning permission will only be granted for proposals which make an appropriate contribution towards the Government's target to reduce levels of carbon dioxide and other greenhouse gases in the atmosphere by:

- i. ensuring the use of the most sustainable construction materials and construction methods;
- ii. minimising the energy demands associated with the occupation of the development by using energy efficient equipment and incorporating high levels of insulation; and
- iii. maximising the proportion of energy that is generated from renewable sources.

- 3.22 The Council understands and supports the Government's aim of bringing brownfield land back into use and for redeveloping land with a former use ahead of previously undeveloped, or "Greenfield", land. The development of land affected by contamination must be balanced against the potential for harm to human health, the environment, property and/or pollution of controlled waters. It should be noted that

in certain circumstances sites with no former use can pose a risk due to the presence of naturally occurring contaminants. Where a development site is known or suspected to be affected by contamination or a sensitive 'end use' is proposed then the responsibility lies with the applicant to demonstrate that the land can and will be made suitable for the proposed use. This means that the applicant must provide sufficient information to satisfy the Council regarding the characterisation of the site that there is no unacceptable short or long term risk of harm to human health, the environment, property and/or pollution of controlled waters. Some sites may not be suitable for certain types of sensitive use due to the nature and/or extent of the contamination.

- 3.23 Pre-application discussions between the applicant and the Council are encouraged to allow for the clarification and identification of any implications of land contamination. This will allow for the exchange of information held by the respective parties to be considered, and for timescales to be agreed for the provision of additional information. When considering whether the risks have been adequately addressed the Council will have regard to the latest technical and procedural guidance issued by the Government to Local Authorities under Part IIA of the Environmental Protection Act 1990. Where appropriate, the applicant will be required to ensure that remediation is supervised by a competent person and certification provided by that person as evidence that remediation has been carried out in accordance with the proposed scheme.
- 3.24 Where development is proposed on, or adjacent to, sites where contamination risks are known, or strongly suspected to be significant eg. landfill sites, then the Council would normally require site characterisation and remediation scheme details, as outlined in the following section, prior to consideration of the application.
- 3.25 The information normally required by the Council to adequately consider an application for development on, or adjacent to, land either known or suspected to be contaminated, to have had a former contaminative use, or for a proposed sensitive 'end use', will include all or some of the following:
- Site Characterisation – Desk study and/or site investigations that allow for the previous use, contaminant, pathway and receptor linkages to be identified;
 - Risk Assessment – Characterisation of the risks posed to receptors from the hazards identified, and quantified as necessary; and
 - Remediation Scheme – identification of appropriate remedial works or protective measures to mitigate unacceptable risks. This will include appropriate verification, validation and

certification to ensure compliance with the scheme.

35.ES Planning permission will only be granted on land which is known or suspected to be contaminated if the applicant can provide sufficient information to adequately demonstrate that the land can and will be remediated to a standard suitable for the proposed end use and will ensure that the risk of pollution of controlled waters is minimised.

Lighting

- 3.26 Lighting can have a significant impact on people's perception of their environment, especially at night. Building facades can be altered quite dramatically by different lighting and, at night, the principal distinction between urban and rural areas is often that one is lit and the other not. The perception of our physical environment can, therefore, be altered very significantly by the ways in which it is lit, or indeed by whether it is lit at all.
- 3.27 Light spillage can be considered to be a form of pollution and an annoyance because it obscures the night sky and can cause discomfort and loss of privacy. Well designed lighting appropriately sited, on the other hand, can clearly improve public safety and improve people's perception of their environment. Whilst many forms of lighting do not constitute development requiring planning permission, there are numerous land uses such as sports pitches and car parks for which lighting is an essential element.

36.ES Permission will be refused for proposals which do not incorporate well designed lighting, where lighting is necessary. Lighting should be concentrated in those areas where it is required and spillage, either horizontally or vertically, should be minimised. The size and design of the lighting columns should not detract from the character of the locality.

Renewable Energy and the Efficient Use of Resources

- 3.28 Government policy on renewable energy is set out in Department of Energy Paper 55 – “Renewable Energy in the UK: The Way Forward”, in brief its policy is to stimulate the exploitation and development of renewable energy sources whenever they have prospects of being economically attractive and environmentally acceptable.
- 3.29 In February 2000 the Government published, “New and Renewable Energy Prospects for the 21st Century – conclusions in response to the public consultation”. This confirms that the Government’s current

target is to see 5% of UK electricity requirements being met from renewables by the end of 2003, with 10% being achieved by 2010.

- 3.30 PPS22: Renewable Energy sets out the government's planning policy position on renewable energy. Each local authority should consider the contribution their area can make to meeting need (for renewable energy resources) on a local, regional and national basis.
- 3.31 The PPS recognises a number of specific sources of renewable energy; wind, wood-fuel, hydro-electric waste combustion, anaerobic digestion and active solar systems. No requirements have been identified for large scale, strategic facilities in the Borough, but the Council would, in principle, support the provision of facilities which generate heat and power from renewable resources, provided that such proposals meet the requirements of the policies in this Plan. The Council will promote renewable energy generators and/or combined heat and power (CHP) on all new developments where it is considered likely to be economically attractive and environmentally acceptable.
- 3.32 In order to achieve sustainable development it is important that the best use of resources is achieved. Not only should sustainable patterns of development and land uses be sought but the design of individual developments should also reflect the need for sustainability.

Water Consumption

- 3.33 The adverse environmental impact of increasing water consumption on the ecology of Hampshire's rivers is also a major concern arising from the scale of new development. The Environment Agency has been pressing for measures to reduce water consumption in residential and commercial property. The Council will therefore be seeking to ensure that measures to reduce water consumption are incorporated in new buildings.

37.ES Permission will be granted for development, provided the Borough Council is satisfied that where appropriate consideration has been given to all the following issues:

- (i) the need to maximise energy efficiency, including opportunities for passive solar gain, in the layout, siting and landscaping of development;
- (ii) the need to reduce water consumption;
- (iii) the need to minimise waste during construction and in terms of materials;
- (iv) opportunities for linking the development to

renewable energy schemes; and

- (v) opportunities to extend the useful life of buildings and ensure that they are adaptable to other uses.

38.ES Proposals for renewable energy schemes will be permitted provided they meet all the following criteria:

- (i) they are appropriately designed, sited and located and do not cause unacceptable visual intrusion;
- (ii) the benefits of the scheme for the environment, economy and local community outweigh any harmful effects;
- (iii) they make use of the best available technology; and
- (iv) they are accompanied by a thorough analysis of the scheme which satisfactorily demonstrates their viability.

River Corridors

- 3.34 It is considered important that the wildlife and landscape qualities of river corridors are safeguarded and enhanced. The tidal stretch of the Rivers Itchen and Hamble are generally well protected by nature conservation designations.
- 3.35 A detailed ecological, landscape and environmental assessment of the rivers Itchen and Hamble and the coastal plain has been undertaken, in order to accurately delineate the area of the river corridors to which this policy will be applied (Landscape Assessment of Eastleigh Borough: Chris Blandford Associates: 1997).

39.ES In all the river corridors (as shown on the Proposals Map) development including reclamation, will be refused if it:

- i. reduces the capacity of flood water storage areas;
- ii. adversely affects scenic, ecological, historical or archaeological interest;
- iii. adversely affects water quality;

- iv. adversely affects fisheries;
- v. would lead to an over abstraction of water;
- vi. jeopardises safety and ease of navigation or has a detrimental impact on the regime of a watercourse; or
- vii. results in the establishment of additional houseboats.

Southampton Water and River Hamble Estuary

- 3.36 Southampton Water coastline is well protected by general nature conservation and countryside designations (see policies 1.CO and 21.NC). However, there are several locations which are subject to cliff retreat or tidal flooding.
- 3.37 The 'Standing Conference on Problems Associated with the Coastline' (SCOPAC) commissioned research by Halcrow Fox to review the latest climate predictions and the implications for the south coast, including Southampton Water. The study considered changes in climate over the next 80 years.
- 3.38 It is estimated that by 2080, there will be a temperature rise of 4.7° Celsius and a sea level rise of 84cm. In addition the Shoreline Management Plan, (March 1997), prepared by the 'Western Solent and Southampton Coastal Group', identifies several locations which are subject to cliff retreat and tidal flooding.

40.ES Proposals for development along the coastline of Southampton Water and the estuary of the River Hamble should include an assessment of the shoreline characteristics of the site. Proposals which cannot satisfactorily overcome problems of cliff retreat or tidal flooding in a sustainable way, will be refused.

Development Affecting Water Courses or Sea Defences

- 3.39 It is important that the consequences of development on sea defences and water courses and wetlands are assessed. Uncontrolled works may lead to effects such as an increased risk of flooding, erosion of the water course, increased danger to the public, restricted access for maintenance purposes and damage to the landscape and wildlife of the water environment. Issues of sustainability will be given considerable weight.

41.ES The Borough Council, in consultation with the Environment Agency, will refuse proposals in, under, over and adjacent to

watercourses, wetlands, the coast tidal defences and sea defences which would have an adverse impact on the drainage regime of watercourses and wetlands or the structural integrity of sea defences or which would have a detrimental effect on areas of wildlife or landscape importance. There will be a presumption against the diversion, culverting or canalisation of watercourses.

42.ES Proposals for development within the catchment of a watercourse or affecting wetlands will be refused unless it can be demonstrated to the satisfaction of the Borough Council that:

- i. adequate provision for the storage of water can be made on site, or on the watercourse(s) and/or wetlands can cater for the increased flows arising from the development without the need for hard-engineering 'improvements' and without increasing floodrisk downstream; and
- ii. the development will not hinder the effective maintenance of the watercourse.

Flooding and Erosion

3.40 The Borough Council will liaise with the Environment Agency on proposals which include flood prevention measures or which are located in areas at risk from flooding. Within the Borough there are a number of areas at risk from tidal or river flooding. Also important are the problems of erosion, pollution and flooding which can be caused by increased surface water run off from new development or the infilling of river floodplains. In low lying areas behind sea and tidal defences there could be a risk of flooding in the event of a breach or overtopping of defences.

43.ES Development will only be permitted within areas at risk of flooding as shown on the proposals map where the following criteria are met:

- i. it is demonstrated that the site is adequately defended from flooding, or
- ii. a flood risk assessment satisfactorily demonstrates that measures incorporated into the scheme would prevent either life being

endangered or an unacceptable likelihood of damage to property; and

- iii. it does not harm the integrity or maintenance of a flood defence structure, or inhibit the maintenance of a watercourse for the purpose of minimising flood risk, or increase flood risks elsewhere.

44.ES Proposals for extensions, replacement dwellings and changes of use within areas at risk of flooding, as shown on the proposals map, will be refused where they would increase the number of people at risk of flooding or would result in an unacceptable loss of floodplain storage.

- 3.41 The Environment Agency has recently published a series of floodplain maps and these have been used to identify the floodplain on the Proposals Map. These maps show the indicative floodplain based upon best available information. It is advised that the Environment Agency are contacted prior to any development proposal being submitted in or near the indicative floodplain, as further investigation is required as to the extent, risk and nature of the flooding.
- 3.42 Government guidance is PPG25, 'Development and Flood Risk' recognises the need for effective management of surface water in flood prevention, including the use of sustainable drainage systems (SUDS). The approval of SUDS in new development will be subject to appropriate location; standards for design; maintenance and legal responsibility, to the satisfaction of the Local Planning Authority, as advised by the Environment Agency. Guidelines for such standards are the subject of national multi-agency discussions, and any approval of SUDS systems will be consistent with these guidelines when available. It is important that developers consult with the Council and the Environment Agency about the future operation and maintenance of a proposed SUDS scheme early in the design and planning process.
- 3.43 The Environment Agency can advise where SUDS would be appropriate. SUDS are also a means of achieving some of the Eastleigh Biodiversity Action Plan objectives.

45.ES Development proposals must incorporate adequate measures for the disposal of surface water from the development including, where practicable, source control techniques and sustainable drainage systems, incorporating

defined arrangements for the future maintenance of the system.

Trees and Development

- 3.44 Trees play an important role within the environment be it urban or rural. Their presence provides a number of benefits including screening, reductions in noise and dust, a habitat for wildlife, minor climatic benefits, shelter and reduction of soil erosion. The Borough Council as local planning authority has a duty to secure the preservation and planting of trees.
- 3.45 The Borough Council will take into account the distance between proposed development and the canopies and trunks of existing healthy trees when considering planning applications. The advice given in BS.5837:1991 'Trees in relation to Construction' will also be taken into account.
- 3.46 The effects of trees on buildings (where physical damage can be demonstrated) is a legitimate reason for a householder to wish to remove a tree. They may be obliged by their insurance company to do so. Arboricultural and structural advice from suitably qualified individuals should normally be supplied as part of an application to remove trees which are subject to a Tree Preservation Order. Demonstrable damage to a building as a result of the proximity of a tree shall normally be sufficient reason to permit felling of the tree although there may well be exceptions. Damage to underground services, boundary walls and other structures will only justify felling in exceptional circumstances, where no other reasonable solution is available.
- 3.47 The desire to remove a tree because of the normal seasonal shedding of leaves, seeds or twigs or due to the obscuring of direct sunlight, interference with radio/TV signals or similar inconvenience is common. Tree surgery may provide an alternative to felling of a protected tree. This will need to be a specific operation to alleviate a specific problem.

46.ES The felling or pruning of a protected tree because it sheds leaves, seeds, fruits, flowers or small twigs or because it reduces the amount of daylight reaching the property or adversely affects transmitted signals or where the justification for the works are considered insufficient, will not be permitted.

Tree Preservation Orders

- 3.48 The Borough Council may make tree preservation orders on any woodland or trees in private ownership which are of public amenity value, if their removal would have a significant impact on the environment and its enjoyment by the public and if the Council

considers the trees to be under threat.

47.ES Permission will not be granted for development which would involve the loss of trees which are the subject of a Tree Preservation Order.

Tree Surgery for Protected Trees

3.49 The necessity for tree surgery has to be very carefully considered. Very heavy pruning or uncontrolled lopping may not be tolerated by many species. Trees subject to such treatment may become diseased, dangerously weakened or even die as the result of inappropriate works. For an explanation of the terms used please see the glossary.

48.ES The removal of branches from protected trees by crown lifting or crown thinning will only be permitted if carried out in line with good arboricultural practice and on appropriate species.

49.ES Reduction of protected trees will only be permitted on mature trees which are showing clear signs of dieback or on those which are significantly storm damaged, to renew vigour and permit the establishment of a replacement in anticipation of the need to fell.

50.ES Topping or lopping of protected trees will not be permitted unless it is part of a traditionally established programme of management and will not harm the health or appearance of the tree(s).

51.ES All tree works must be carried out in accordance with BS3998: Recommendations for Tree Works and other current good arboricultural practice.

Replacement Planting

3.50 Plans for replacement planting should be submitted to the Borough Council at the time of the original application, or later if so agreed. Replacement trees, of a species to be agreed by the Council, should be planted for those necessarily removed from a building site to accommodate development at a ratio of a minimum of three new trees to every one removed, where space permits. This is intended to ensure that at least some of the replacements attain a degree of maturity and compensate for the loss of the original tree(s).

4 URBAN RENAISSANCE AND THE BUILT ENVIRONMENT (BE)

BUILT ENVIRONMENT CONTEXT

It is essential that we meet the reasonable needs of our communities for development and that we meet those needs in ways which:

- Make our towns and villages more rather than less attractive places to live.
- Protect and conserve as much countryside as possible

These objectives will only be met if new development achieves high standards of design with as much of it as possible being accommodated on previously developed land in built-up areas.

There are several links between built environment and other policies of the local plan and these include the following:

- C policies Countryside
- LB policies Listed Buildings, archaeology
- H policies Housing
- E policies Economic Development and Employment
- T policies Transport
- OS policies Public Open Space, Sport & Recreation
- ES policies Noise, pollution, water consumption, trees

4.1 Built Environment Objectives

It is important that the quality of development is of the highest standard and that an attractive environment is provided in which people will want to live, work and play. In particular the Council aims to:

- make our towns and villages more attractive places to live in by bringing about urban renaissance
- make the most effective use of previously developed land within built-up areas
- achieve good design and good quality materials, hard landscape and planting
- prevent conflict between incompatible land uses
- protect elements of the built environment and public realm which are of value, including trees.

- place more emphasis on the needs of pedestrians, cyclists, and public transport users, rather than car drivers.
- promote environmental improvements and introduce more public art into built up areas.

Hampshire County Structure Plan (Review) 1996-2011

- 4.2 Under Structure Plan Policy UB1, priority will be given in Local Plans to policies and proposals which achieve urban regeneration by, amongst other things, the re-use of derelict, outworn or under used land or buildings.

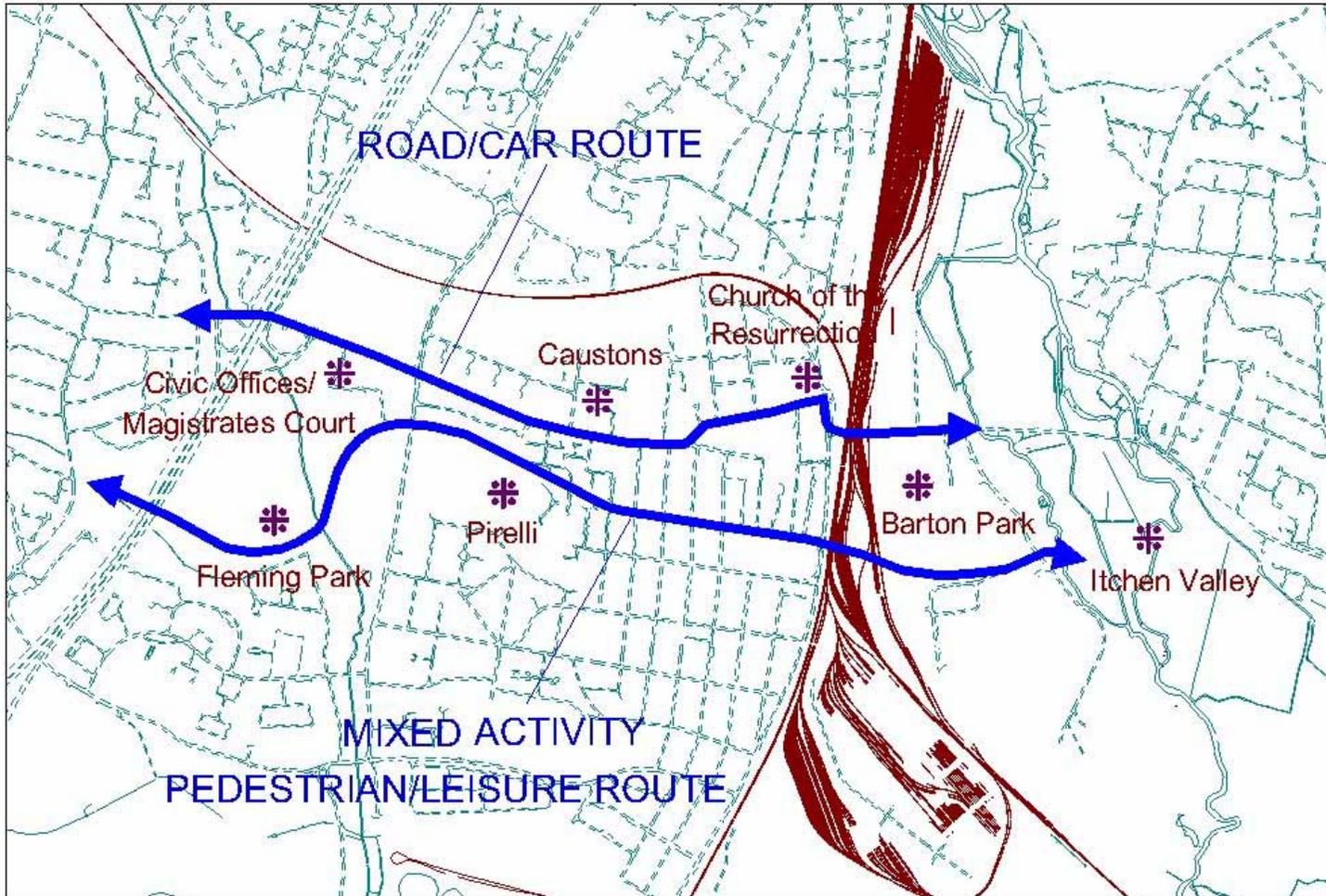
The East/West Corridor, Eastleigh

- 4.3 Within Eastleigh town there are significant potential opportunities for redevelopment within a corridor running west from Barton Park to the point where the M3 crosses Leigh Road. This area is described as 'The East/West Corridor'. Plan 4 illustrates the opportunities which may present themselves in the short, medium and long terms for redevelopment along this corridor, which would help to:

- improve the link between town centre and other redevelopment opportunities shown on the plan
- consolidate these opportunities
- improve links between Fleming Park and the Itchen Valley via the Pirelli Quarter and the town centre
- improve links westwards from the town centre, increasing the attractiveness of the town centre to residents of Chandler's Ford and the Pirelli Quarter
- make the most effective use of urban land.

The Transport Links

- 4.4 Another important element of the Council's strategy for the renaissance of Eastleigh relates to the need to improve and enhance road, bus, cycle and pedestrian links. This will improve accessibility and the attractiveness of routes between the town centre and its residential catchment as well as between residents and open space, recreation and countryside areas. On existing links there is a need for the following:



Plan 4
Eastleigh Town Centre - East/West Corridor

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- Improved connections between parts of the town south of the railway line and parts of the town to the north. (See also policy 92.T, Archer's Road railway crossing).
- Environmental improvements to existing routes and improved connections between new developments proposed south of South Street and the town centre.
- Environmental improvements to Leigh Road between the ambulance station and Passfield Avenue traffic lights.
- Environmental enhancements to the Factory Road area between the Pirelli Quarter and the Swan Centre.
- Environmental enhancements to Leigh Road between the Pirelli Quarter and the town centre.
- Improvements to Blenheim Road and the southern elevation of the Swan Centre and the creation of a bus link through the Pirelli Quarter to the Swan Centre.
- If appropriate redevelopment opportunities occur at Barton Park they will be expected to provide a landmark building at the eastern end of the vista along Factory Road, Wells Place whilst the Pirelli redevelopment will be expected to provide landmarks at the western end of that vista.
- A redevelopment at Barton Park must provide new pedestrian links: extending the station footbridge and creating a new link from the Factory Road/Wells Place axis.

4.5 In the long-term it is planned to provide a further new link from Fleming Park, through the Pirelli Quarter towards the town centre. It is intended that this link will be extended eastwards from the town centre to provide a recreational cycle/pedestrian link to the countryside east of Eastleigh.

North-South Links

4.6 The development site south of South Street and Monks Way (see policy 77.H) is relatively close to Eastleigh Town Centre. However in order to maximise the number of residents of this site who will walk and cycle to the town centre, existing north/south road links need to be environmentally enhanced to make them more attractive. It would also be desirable, in order to better integrate housing south of Chestnut Avenue with the remainder of the town, for a new pedestrian route to cross the Eastleigh College campus.

4.7 Improved cycle and pedestrian links between the development site south of South Street and Monks Way to Southampton Parkway train station and to Southampton City's cycle and pedestrian network will

also be provided.

- 4.8 In addition, in association with development off Toynbee Road, improvements will be sought to the Archers Road railway bridge to improve cycle and pedestrian access to the town centre from existing housing areas north of the railway.

Eastleigh Approach Roads

- 4.9 If more effective use is to be made of Eastleigh Town Centre and its pedestrian catchment area by accommodating more intensive uses and more people, then greater encouragement will need to be provided for people to walk and cycle in this area. The main approach roads into the Town Centre will require environmental enhancement in the form of tree planting; providing attractive street furniture; public art; signing; hard and soft landscape treatment; traffic calming and improvements to access for pedestrian and cyclists. This is intended to reduce the rate of growth in road traffic generated by new housing in this area as well as contributing to its physical renaissance.

52.BE Development on the following approaches to Eastleigh town centre, namely Leigh Road, Twyford Road, Bishopstoke Road and Southampton Road, which would give rise to increased demands for pedestrian and cycle linkages with Eastleigh town centre will be permitted, subject to contributions being sought towards appropriate improvements to facilities for pedestrians and/or cyclists.
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- 4.10 The Government's objectives to reduce the growth of road traffic and emissions may be achieved by reducing distances between peoples' homes, workplaces, shops, schools and entertainment facilities. To reduce these distances we have to consider increasing densities of development and encouraging more of a mix of development types. In particular, it makes good sense to have the highest densities of development closest to the broadest range of facilities and major public transport facilities.

Eastleigh Town Renaissance Quarter

- 4.11 In line with the above concepts the Council has identified a 'Renaissance Quarter' in Eastleigh town (see Plan 5), which is considered to have the potential to accommodate a net addition of about 300 dwellings to the Borough's housing stock during the plan period.
- 4.12 It is accepted that new housing developments should contribute to quantitative improvements to public open space where the development justifies it. This principle has also been extended to include contributions to qualitative improvements. Within Eastleigh it is intended to further extend this principle to include other 'public-realm'

improvements, on the basis that high quality public-realm can fulfil some of the functions traditionally met by formal public open space. This approach is not intended to place additional obligations on developers, but rather, to allow the Council to be more flexible in the use of public open space contributions which the development justifies.

- 4.13 It is important that we make the most efficient use of land in our existing built-up areas, however this will not take place at the expense of the distinctive character of existing residential areas. It is considered that in the interests of maintaining a legible form to our urban areas, it would be inappropriate to allow those neighbourhoods outside the designated area to be randomly “pepper-potted” with high density schemes which may be out of character or incongruous in their context. For these reasons the Council is seeking to concentrate the highest densities of development within the designated area where public transport and other facilities are most accessible.

53.BE The Council will permit appropriate ‘people-intensive’ redevelopment within the Eastleigh Town Renaissance Quarter, identified on the Proposals Map. Within this area the Council will refuse permission for proposals which do not make optimum use of the land. Buildings should be predominantly 3 storey and residential densities at least 50 dwellings per hectare. The quarter should accommodate a mix of residential, office and community uses. Further retail development will not be permitted within the area.

54.BE Within the Eastleigh Town Renaissance Quarter, where appropriate and necessary, the Council will negotiate with developers to make financial contributions to public transport improvements in the locality, to the management of on-street parking, to public open space provision or improvements off-site or to other ‘public realm’, and to improvements to social and community facilities.

Frontages To Eastleigh Recreation Ground

- 4.14 That part of Romsey Road between the Church of the Resurrection and the Police Station has a particular character which should be respected by any new development. The character is defined partly by the scale and style of the large Edwardian properties; partly by their relationships to one another and the spaces between; partly by the distance they are set back; partly by the remaining boundary walls to Romsey Road and by their relationship to the Recreation Ground.



Plan 5

Eastleigh Town Renaissance Quarter

Eastleigh Borough Local Plan Review (2001-2011)

- 4.15 That part of Leigh Road which fronts onto the Recreation Ground, has a particular role in helping to provide a backdrop and a setting for the Recreation Ground, as does Romsey Road. The character of these two frontages differs but they contribute equally to the setting of the Recreation Ground. Particular attention must be given to the relationship between proposed new developments and the Recreation Ground (see also policies 130.TC and 131.TC).

55.BE	Permission will only be granted for development fronting the Recreation Ground which respects the existing context in terms of the scale, height and massing of buildings and their relationship to the Recreation Ground.
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Barton Park

- 4.16 The comprehensive redevelopment of Barton Park has the potential to make a significant contribution to the town centre strategy and emerging area action plan. Parts of Barton Park industrial estate are close to Eastleigh town centre and the railway station. Provided new links are created, the site would be suitable for more people intensive uses which support the town centre and railway station (see Plan 6). There is a need for large scale office and some leisure uses in Eastleigh and there are no available sites of sufficient size closer to the town centre to meet this need. Large scale leisure uses will complement the smaller scale facilities that the strategy envisages around the recreation ground. Uses will not be promoted on the site which would compete with the town centre. In this context, a leisure scheme was permitted in 2005 adjacent to the Swan Centre in the town centre, which included a 9 screen cinema and bowling alley. Barton Park should not adversely affect the viability of this facility. The retail impact of the Barton Park redevelopment proposal as a whole will be assessed. This should include negative impacts and positive impacts. The latter are likely to be greater, the more attractive the links to the town centre are.
- 4.17 Some modern industrial units should be created to retain a diverse employment base in inner Eastleigh. If new links to the town centre cannot be created, the site will not be suitable for people intensive uses.
- 4.18 If a new pedestrian link is provided across the railway station, Barton Park becomes an 'edge-of-centre' site for large scale leisure uses and office uses and primarily an 'out-of-centre' site for retail uses. Without the new pedestrian link, only about half of Barton Park is an 'edge-of-centre' site for large scale leisure uses and office uses (with the remainder being 'out-of-centre') and all of Barton park is "out-of-centre" in terms of retail uses. This is based on the definitions in PPS6 Annex A.

- 4.19 The redevelopment of all or part of the railway sidings and the eastern railway platform, if feasible, is considered desirable for Barton Park to be fully integrated to the town centre.
- 4.20 Barton Park and the railway sidings are bisected by one of the Southampton Airport public safety zones. The use of land within the zone should be restricted in accordance with the advice in Department for Transport Circular 1/2002: "Control of Development in Airport Safety Zones", to warehousing, open storage, long stay and employee car parking (over 6 hours) landscaped public space or similar activities involving very small numbers of people.
- 4.21 A transport assessment will be required. It must identify measures to maximise the accessibility of the site by public transport, by cycle and on foot and to accommodate all travel movements. Car parking should conform to Hampshire County Council's latest maximum standards for highly accessible locations. The transport assessment may demonstrate that certain uses on the site will not be acceptable until the completion of the Chickenhall Lane link road as a through route. Other junction improvements are also likely to be necessary.
- 4.22 Until the Barton Park Special Policy Area is comprehensively redeveloped, it will be regarded as an existing employment site to which policies 117.E and 118.E apply.

56.BE A redevelopment of Barton Park must provide a mix of uses which include: (i) offices; (ii) if feasible, a visitor attracting facility which will not compete with existing or proposed facilities in Eastleigh town centre and (iii) employment uses falling within Classes B1 and B2, including premises suitable for 'start-up' firms. Retail units selling non-bulky goods will not be permitted.

Retail units for the sale of bulky goods will only be permitted on the site if there is a demonstrable retail need, a more suitable site cannot be identified and the retail impact is acceptable.

57.BE A redevelopment of Barton Park must meet all the following criteria:

- i. conform to an appropriate development brief and master plan for the site;
- ii. integrate directly, both physically and in perception, with the railway station and Eastleigh town centre, by:
 - a. creating a new distinctive landmark bridge providing a direct, safe and attractive pedestrian

- and cycle route from Barton Park to the railway station and the town centre shopping area; and
- b. If feasible, including all or part of the adjacent railway sidings within the redevelopment.
 - iii. locate the office, other people intensive and visitor orientated uses closest to the railway station and town centre;
 - iv. comply with the requirements of the airport public safety zone, not increase and if possible decrease the overall associated risks across the site, in relation to the number of people on the site;
 - v. provide a transport assessment demonstrating that measures provided will maximise travel by public transport, cycle and on foot and satisfactorily accommodate all travel movements; and
 - vi. not adversely affect the River Itchen SAC, SSSI or SINC.

Urban Greenspace

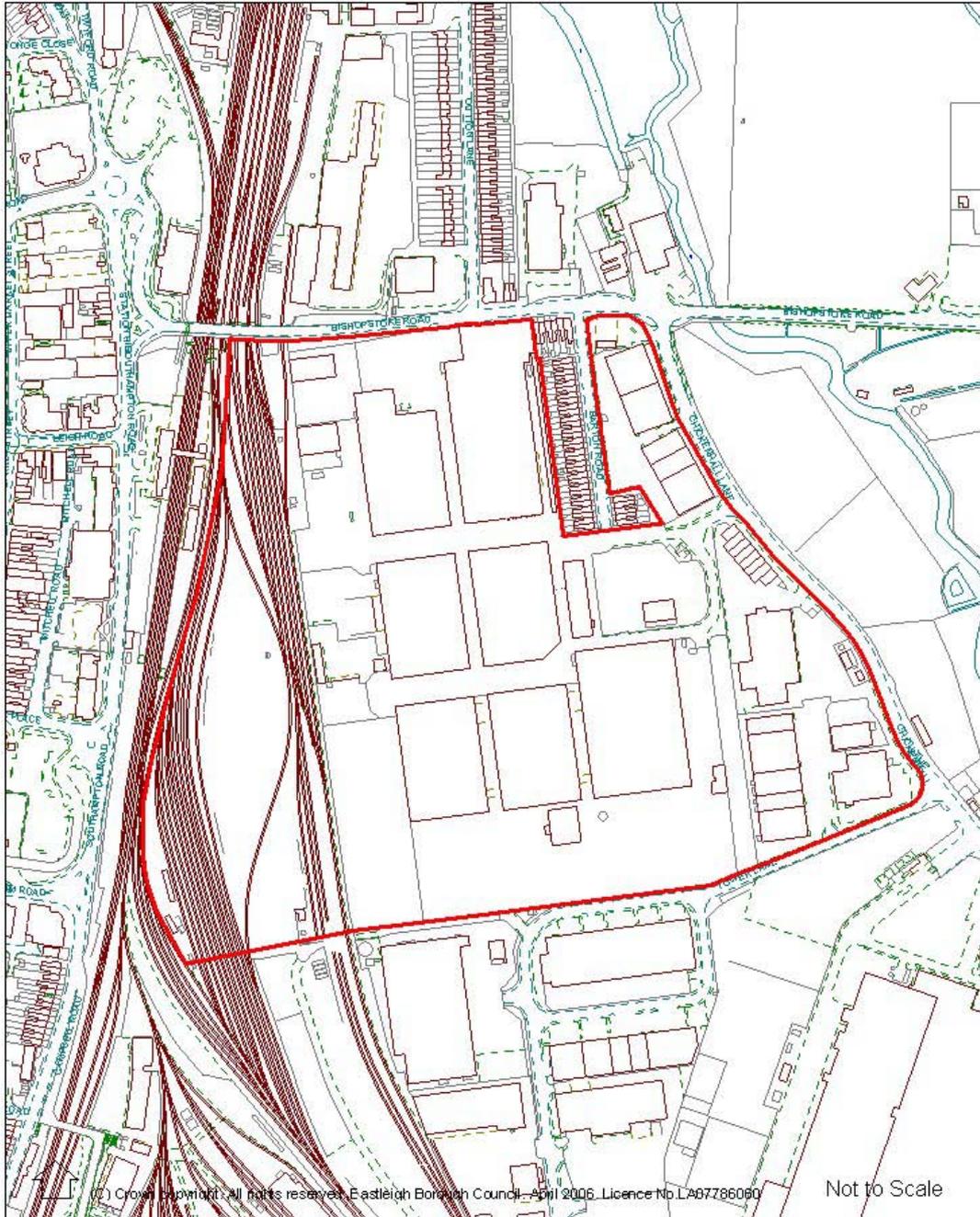
- 4.23 As part of its commitment to making the Borough a more attractive place in which to live those green spaces within its built-up areas which contribute to the attractiveness of these areas will be retained, protected from development pressures and where appropriate enhanced. To allow biodiversity to thrive in the urban environment, enhancements might include creating wildlife habitats less intensively managed than public open spaces, with ponds, wet grassland and nettle patches, rough grassland and scrub, managed to enhance biodiversity.

58.BE The Council will not permit development of a greenspace which is identified on the Proposals Map, unless as part of a comprehensive redevelopment it is replaced by greenspace of equal or improved amount, quality and accessibility.

Making More Effective use of Land

- 4.24 It is important to recognise that Government policies aimed at making more effective use of urban land and increasing housing densities are likely to give rise to increase pressures to permit development at higher densities than are characteristic in an area. Whilst the Council will continue to expect development proposals to acknowledge and respond to their context, this does not imply slavishly copying existing development. It does, however require the application of sound design

principles.



Plan 6

Barton Park

Eastleigh Borough Local Plan Review (2001-2011)

Use of Compulsory Purchase Orders

- 4.25 There will be instances when the Council will wish to be proactive in bringing forward land for development or redevelopment. In those cases the Council may seek a development partner or consortium with the necessary skills and resources to effect the development and make use of its powers of compulsory purchase to assemble the necessary land.

Promoting Good Design

- 4.26 The Council is strongly committed to the promotion of good design in all developments which require planning permission as well as in those public spaces between buildings over which the Council itself has some direct responsibility. Applicants for planning permission will be expected to demonstrate how they have taken account of the need for good design in their development proposals and that they have had regard to the relevant development plan policies and supplementary design guidance, in accordance with the Government's Planning Policy Statement 1: Delivering Sustainable Development. All applications for development which involve construction should be accompanied by a Planning Statement in accordance with the Council's Supplementary Planning Guidance.
- 4.27 The Council will produce supplementary planning documents from time to time, in consultation with its communities and other relevant interests. Detailed development briefs may be prepared in relation to the development of specific sites; area action plans may be prepared to guide development in such areas as Eastleigh Town Centre and the main transport corridors radiating from it and other local centres.
- 4.28 The plan should be read as a whole and alongside policy 59.BE, policies 19.CO, 20.CO, 28.ES, 89.T, 100.T, 101.T, and 102.T are likely to be particularly applicable in assessing proposals. The Council's Supplementary Planning Guidance on Residential Amenity in the Borough of Eastleigh, is also a material consideration.

59.BE Development proposals which are in accordance with the other policies in this plan will be permitted provided they meet all the following criteria:

- i. they take full and proper account of the context of the site including the character and appearance of the locality or neighbourhood and are appropriate in mass, scale, materials, layout, density, design and siting, both in themselves and in relation to adjoining buildings, spaces and views, natural features and trees worthy of retention;
- ii. they make the most efficient use of the land;

- iii. they incorporate an appropriate mix of dwelling type and land-use where appropriate;
- iv. they provide a high standard of landscape design and appropriate planting where required. Development should use native plants in landscape schemes to benefit biodiversity. Development adjacent to or within the urban edge must not have an adverse impact on the setting of the settlement in the surrounding countryside;
- v. they have a satisfactory means of access and layout for vehicles, cyclists and pedestrians including appropriate links to surrounding footpaths, cycleways and public transport services;
- vi. include, where appropriate, provision for the secure storage of bicycles;
- vii. they are an appropriate use for the locality and avoid unduly interfering, disturbing or conflicting with adjoining or nearby uses, especially in terms of noise, fumes, dust, overlooking, loss of daylight, loss of outlook, vibration, or from floodlighting or security lighting;
- viii. they make adequate provision for the storage and collection of refuse and where appropriate include facilities for the collection of recyclable materials;
- ix. they include, where appropriate, measures which provide shade and protection from the sun; and
- x. new development should reduce the potential for criminal activity and anti-social behaviour by the use of appropriate design.

Road and Rail Corridors

60.BE Permission will not be granted for development along major road or rail corridors, which adversely affects the quality of the environment. Permission will be granted for appropriate development which incorporates a high standard of design, materials and planting and mitigates the impact of the development when viewed from the corridor(s).

Homezones

- 4.29 The Government is currently promoting the concept of making urban areas more attractive places to live in by discouraging the dominance of traffic in mainly residential areas. It is seeking to encourage the creation of home-zones where the design of streets forces vehicles to travel at little over walking pace and where pedestrians can safely use these streets.
- 4.30 While this approach is not always appropriate, it is nevertheless a concept which the Council wishes to promote.

61.BE The Council will permit appropriate development which incorporates the home-zone concept.

Crime Reduction

- 4.31 Section 17 of the Crime and Disorder Act 1998 effectively requires all local authorities to do all that they reasonably can to prevent crime and disorder in their areas.
- 4.32 In February 1994 the DoE published Circular 5/94, 'Planning Out Crime'. This circular gives advice to local authorities about planning considerations relating to crime prevention and states that crime prevention is capable of being a material consideration in determining planning applications. It also states that local plans should establish principles for the design, layout and landscaping of new residential and commercial development. Consideration should be given by developers to incorporating measures to reduce crime through designing an appropriate layout and including desirable security measures (see policy 59.BE).

Access for People with Disabilities

- 4.33 The needs of people with disabilities in public buildings are now recognised and are controlled under the provisions of the Chronically Sick and Disabled Persons legislation and the Building Regulations (1991) and not under the provisions of Town and Country Planning legislation. Any new building which is for public use must be designed to provide for the needs of disabled people. Nevertheless access for people with disabilities from the public domain into buildings intended to be publicly accessible is a material planning consideration and will be taken into account in determining proposals for the construction of new buildings to which the public can be reasonably expected to have access, or for alterations to existing buildings in that category.

62.BE The Borough Council will expect the needs of people with impaired mobility and/or vision to be taken into account in the design and layout of public access to buildings, car parks, open spaces and other routes such as footpaths.

Car Park Design

- 4.34 Several types of development such as offices, factories, leisure facilities, institutional uses and out of town shops require extensive areas of car parking. The impact of such areas needs to be contained and all car parks and the pedestrian links from the car parks to the destination(s) (eg. shopping area, leisure facility, employment area) should be designed to be as attractive as possible, and incorporate permeable surfaces where appropriate while bearing in mind the need for appropriate security measures.

63.BE Proposals for car parking associated with new development will only be permitted where they meet all the following criteria:

- i. they secure a high quality of planting to screen or soften the view of car parks from adjoining development;
- ii. they provide planting within car parks to avoid large areas of unrelieved paving or surfacing;
- iii. they minimise the impact of lighting, especially on adjoining areas at night;
- iv. they segregate vehicles and pedestrians as far as possible in the interests of safety and pedestrian comfort, creating clearly defined pedestrian routes across the car park;
- v. they create secure environments which discourage crime,
- vi. they are surfaced in a material which is appropriate to the locality; and
- vii. pedestrian links from the car park to main destinations are safe and attractive.

Overhead Electricity Lines

- 4.35 Where possible electricity lines should be placed underground at the developer's expense as part of the infrastructure works associated with new development. Where development is proposed beneath or in close proximity to an existing high voltage electricity line, care should be taken in the layout, orientation and design of the development to limit the visual impact of any overhead power lines and pylons by careful siting of buildings and the arrangement of the spaces between those buildings.

64.BE Planning applications for development close to overhead electricity transmission lines will be expected to demonstrate that the design, orientation and siting of buildings and the landscaping of the site has regard to the amenity of potential occupiers and the need to avoid the creation of unattractive environments.

Telecommunications

- 4.36 Planning Policy Guidance Note 8 'Telecommunications', issued by the Government in August 2001 states that local plans should "normally include criteria-based policies to guide telecommunications developments". In certain circumstances particular sites for major telecom development may be allocated in the local plan and the Council is undertaking further work to assess whether or not such an approach is appropriate in the Borough.

65.BE Proposals for telecommunications equipment will only be permitted where:

- (i) there are no satisfactory alternative sites in the locality available for the equipment;
- (ii) there is no reasonable possibility of sharing existing facilities;
- (iii) in the case of radio masts there is no reasonable possibility of erecting antenna on an existing building, mast or other structure;
- (iv) it is sited, designed and where appropriate, landscaped so as to minimise its visual impact;
- (v) there will be no unacceptable affect on the setting of a Conservation Area or Listed Building;and
- (vi) applicants have supplied evidence that the base station meets the ICNIRP guidelines for public exposure.

Information and Communications Technology

- 4.37 The Council wishes to ensure that as many new developments as is practicable are equipped with the necessary ducting and cabling to facilitate business-standard information and communications technology installation and use in domestic and commercial property throughout the area from the outset. This will also do away with the need for external television aerials. Efforts will also be made to secure efficient and unobtrusive siting for transmitters for the mobile telephone networks.

66.BE Where practicable the Council will require new development to be equipped with the necessary ducting and cabling to facilitate business standard information and communications technology installation and use from the outset.

Advertisements

- 4.38 The attractiveness of streets in the centre of towns and villages can be enhanced or marred by the quality of signs which advertise the activities within buildings. It is therefore important that criteria exist relating to amenity and public safety, against which applications under the Town and Country Planning (Control of Advertisements) Regulations can be assessed. Stricter policies apply within Conservation Areas (see policy 172.LB) and in the countryside, where advertisements (particularly illuminated ones) will rarely be appropriate, although discreet signs may be justified.

67.BE Consent will be granted for the display of a hoarding, sign or advertisement provided it meets all the following criteria:

- i. it does not detract from the character of the locality and it is appropriate to its surroundings in terms of design, size, materials, colour, positioning and the extent of existing signage;
- ii. if illuminated, the amount of illumination does not detract from the character of the locality,
- iii. it does not create a risk to public safety; and
- iv. the site is not in a Conservation Area, where policy 172.LB applies.

Village Design Statements

- 4.39 The Council will support the preparation of village design statements by those local communities which express a wish to have them. Where design statements have been prepared and adopted by the Borough Council they will be a material consideration for the purposes of development control.

Notifiable Installations

- 4.40 Certain sites and pipelines are designated as notifiable installations by virtue of the quantities of hazardous substance present. The siting of such installations will be subject to planning controls, for example under the Planning (Hazardous Substances) Regulations 1992, which aim to keep these installations separated from housing and other land uses with which they might be incompatible from the safety viewpoint. The Borough Council will consult the Health and Safety Executive, as appropriate, about the siting of any proposed notifiable installations.
- 4.41 The area covered by the Local Plan currently includes two installations handling notifiable substances, the B.P. Oil premises at Hamble-Le-Rice and the Lordswood to Purbrook gas pipeline (see Plan 7). Whilst such installations are subject to stringent controls under existing health and safety legislation, it is considered prudent to exercise particular care over the kinds of development permitted in their vicinity. For this reason the Health and Safety Executive has suggested consultation distances of 250 metres for the B.P. Oil premises and 6 metres for the pipeline. In determining whether or not to grant planning permission for a proposed development within these consultation distances the Borough Council will consult the Health & Safety Executive about risks to the proposed development from the notifiable installation.

68.BE	Permission will be refused for developments which unacceptably increase the level of risk to the public by reason of their proximity to any notifiable installation.
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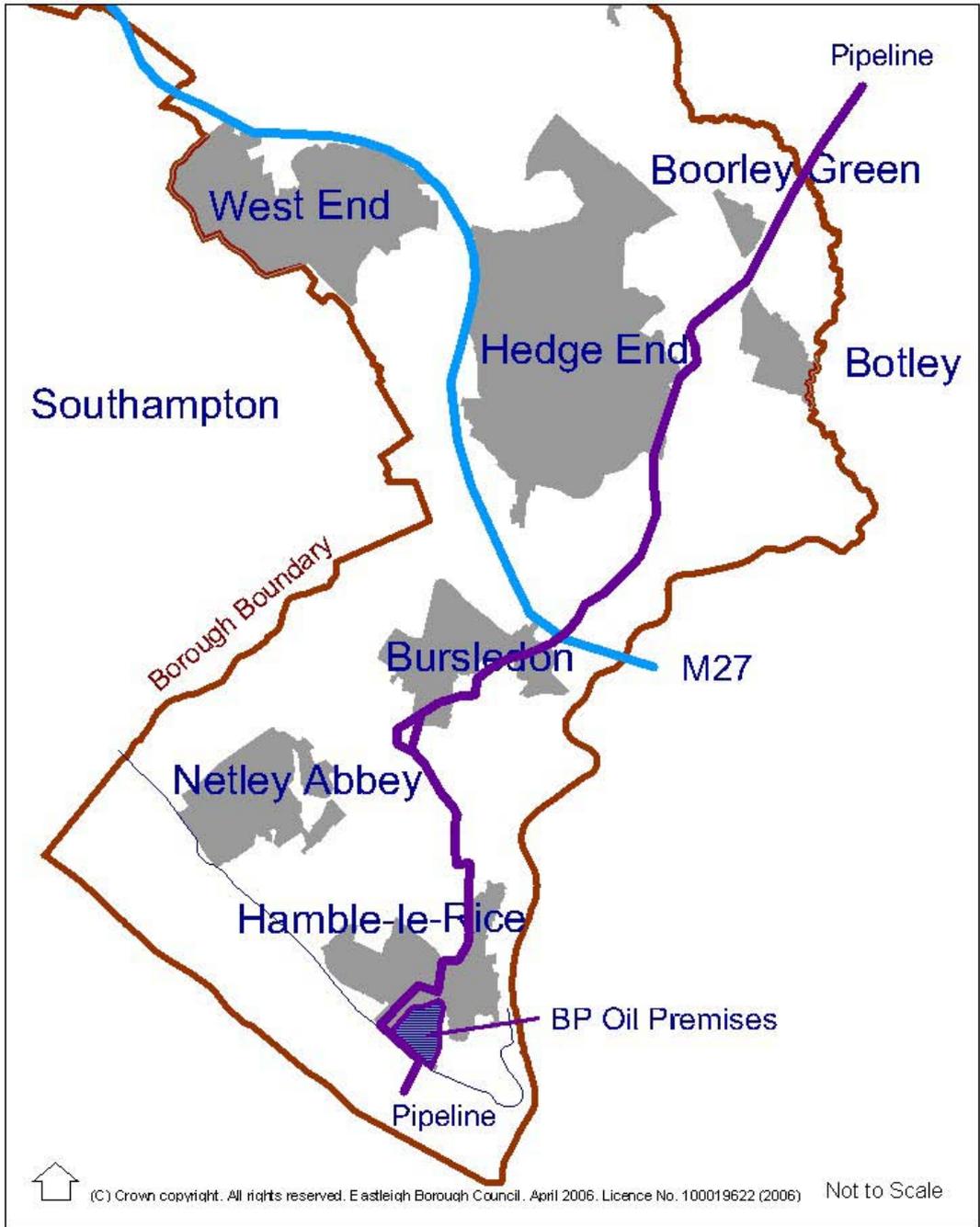
Southampton International Airport Safeguarding

- 4.42 The Civil Aviation Authority has published safeguarding maps for Southampton International Airport. This is to ensure that development proposals in the area do not adversely affect the safe use of the Airport or the functioning of the direction-finding beacon on the site. The Council undertakes necessary consultations with the airport operator or with the National Air Traffic Service (in the case of the beacon) on all relevant planning applications and advises applicants of the implications of any infringement of the safeguarded area.

Southampton International Airport Public Safety Zone

- 4.43 Separately from the safeguarded areas, the Department for Transport in July 2002 established new Public Safety Zones (PSZs) at the northern and southern ends of the runway. The southern PSZ lies entirely within Southampton City. The individual risk contours represent the risk of death to a person on the ground from an aircraft accident. Public Safety Zones are established to restrict development and to control the number of people on the ground at the risk of death or injury in the event of an aircraft accident on take-off or landing (see para 4.20). The Public Safety Zone at the northern end of the runway is shown on the proposals map and is based on the landing threshold at that end of the runway. Decisions taken on planning applications which include development within the PSZ must demonstrate that they have taken into account the advice given in Circular 1/2002 'Control of Development in Airport Public Safety Zones.'

69.BE Development proposals which increase the population living or working in the Southampton International Airport Public Safety Zone will not be permitted.
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Plan 7

BP Oil Premises and Pipeline

Eastleigh Borough Local Plan Review (2001-2011)

5 HOUSING (H)

HOUSING CONTEXT

“The Government intends that everyone should have the opportunity of a decent home that there should be a greater choice of housing the focus for additional housing should be existing towns and cities New housing and residential environments should be well designed and should make a significant contribution to promoting urban renaissance and improving the quality of life”. (Planning Policy Guidance Note 3: Housing, 2000).

In order to improve quality of life generally and meet the other objectives of this plan it is important that new housing is located in places where jobs, shops and public transport are reasonably accessible. This will help to reduce travel demands and car use.

There are clearly links between the housing and other policies of the plan including the following:

E	policies	Employment
BE	policies	Urban Renaissance and the Built Environment
C	policies	Countryside
T	policies	Transportation
IN	policies	Infrastructure provision
OS	policies	Public Open Space, Sport and Recreation

Government Policy

- 5.1 The most recently published Government planning policy relating to housing is contained in Planning Policy Guidance Note 3: Housing, March 2000 – updated 2005, which attaches much greater importance to good design; to issues of social inclusion and creating mixed communities; to making better use of previously developed land; to promoting higher densities, less car parking and a general review of those standards which most affect density of housing development. It is a fundamental requirement of Government policy that local planning authorities should plan to meet the housing needs of the whole community.

Structure Plan Policies

- 5.2 The Hampshire County Structure Plan 1996-2011 (Review) housing requirement has two elements. Policy H2 of the Structure Plan requires additional housing to be provided for, to meet part of the county wide “baseline” housing supply. Policy H4 requires Eastleigh Borough to identify a reserve housing provision in addition to the baseline requirements referred to above. Policy H3 proposes a Major Development Area to the South East of Eastleigh.

The Borough Council's Housing Objectives

- 5.3 The Council will ensure that sufficient additional housing is planned for during the period 2001-2011, to ensure general conformity with in the Hampshire County Structure Plan 1996-2011 (Review). The Council will ensure that its housing policies help to create or maintain mixed and balanced communities and that they do their best to address the needs of all sections of the community, including those in need of "affordable housing". The Council will ensure that as many of the necessary dwellings as possible will be accommodated within existing built up areas or on land already committed for development. The Council will monitor housing supply in order to test the performance of its housing policies.
- 5.4 The County Structure Plan Review 1996-2011 explicitly requires at Policy H3 that 3000 dwellings should be provided in a Major Development Area (MDA), and Policy H4 says that reserve housing provision will be identified to accommodate a further 1000 dwellings in the MDA. In accordance with Government Planning Policy Guidance, the Council has considered how much further development could reasonably be accommodated on previously developed land in accordance with DETR good practice guidance, December 2000. This has led the Borough Council to conclude that it will not be necessary to accommodate a major development area during the period 2001-2011.

The Current Policy Context

- 5.5 Since publication of the Hampshire County Structure Plan 1996-2011 (Review), the Government has updated its planning policy guidance regarding housing (PPG3: Housing - March 2000) and has issued new Regional Planning Guidance for the South East (RPG9 - March 2001). It is important that this local plan complies with PPG3 and RPG9 as well as being in general conformity with the Structure Plan.
- 5.6 PPG3 and RPG9 "increase the emphasis on concentrating new development in places well served by public transport, within urban areas and on previously developed sites, before considering the option of developing on greenfield sites" (para 2.5 RPG9).
- 5.7 Planning Policy Guidance Note 3 introduced a requirement for local planning authorities to conduct urban capacity studies and the Department of the Environment, Transport and the Regions published good practice guidance for such studies in December 2000, "Tapping the Potential".
- 5.8 Although it predates both PPG3 and RPG9 the Structure Plan adopts a basic strategy very much in conformity with their policies in that it seeks to concentrate new development as close as possible, in the main, to existing major settlements, with maximum use being made of previously developed land. However, whilst an assessment of urban

capacity across the County was undertaken to inform the structure planning process, that assessment was not conducted in the way now advocated in the Government's good practice guidance.

- 5.9 The Borough Council published an Urban Capacity Study Position Statement in August 2001 for consultation purposes. The Urban Capacity figures used to inform this Plan derive from the subsequent publication, Urban Capacity Study November 2002.

Housing Provision

- 5.10 In 2004/2005 the local plan inquiry Inspector heard and considered all the issues relating to housing and sustainable development: the delivery of new homes; urban regeneration; reducing the need to travel; and protecting countryside. In her consideration of "Overall Housing Provision" she recommended that the Council should identify sites for about a further 1,155 dwellings in addition to those identified in the Second Deposit Plan. On the basis that this would be in general conformity with the Structure Plan. The Inspector acknowledged that this assessment was a snap shot in time which would need to be reviewed at the Proposed Modifications stage.
- 5.11 The realistic potential for urban housing supply has increased significantly since the last evidence was presented to the Inspector.
- 5.12 Therefore sites for the full 1,155 dwellings are identified, with a mixture of urban sites and three greenfield sites.
- 5.13 Further information is contained in the Council's "Proposed Modifications Housing Provision Background Paper".

70.H The Council will make the following provision for new housing in the period September 2001 to March 2011, as follows: Baseline: 5608 dwellings; Reserve: 395 dwellings. In order to be in general conformity with the Hampshire County Structure Plan 1996-2011 (Review).

Housing Numbers

- 5.14 A fuller explanation of these tables, and the detailed components of supply, are contained in the 'Proposed Modifications Housing Provision' background paper. Provision = number of dwellings expected to come forward.
- 5.15 The key points are that the Plan:
- Has identified 1,400 dwellings more than the Structure Plan baseline requirement (Row 14).

- Is 700 dwellings short of identifying the full Structure Plan reserve requirement (Row 22)
- Has met the full reserve requirement set by the Inspector, with an additional margin of 300 dwellings (Row 27 and above Row 10).

Baseline Requirement: 1996 – 2001 - 2011

1	Structure Plan Baseline Requirement, 1996 - 2011	6295
2	Net Completions, 1996 - 2001	2085
3	Residual Structure Plan Baseline Requirement, 2001 - 2011	4210
4	Inspector's Baseline Provision, 2001 - 2011	4860
5	Inspector's Baseline Provision as a Surplus over Structure Plan Baseline Requirement	+650

Additional Reserve Requirement: 2001 – 2011

6	Structure Plan Reserve Requirement, 2001 - 2011	2500
7	Inspector's Reserve Requirement, 2001 - 2011	1155
8	Inspector's Baseline Surplus + Reserve Requirement	1805
9	Inspector's Baseline Surplus + Reserve Requirement as a Deficit against Structure Plan Reserve Requirement	-695

Total Provision of Sites at Proposed Modifications Stage, 2001 - 2011

5.16 The major sites that contribute to this provision are set out at the end of this section.

(Row 10 is 297 dwellings lower than the actual number to reflect a margin for change that the Inspector considered appropriate)

10	Baseline Provision of Sites	5608
11	Reserve Provision of Sites	395

Balance at Proposed Modifications Stage

Baseline Balance (against Structure Plan)

12 (see 3)	Residual Structure Plan Baseline Requirement, 2001 - 2011	4210
13 (see10)	Proposed Mods. Baseline Provision, 2001 - 2011	5608
14	Proposed Mods. Baseline Provision as a Surplus over Structure Plan Baseline Requirement	+1398

Baseline Balance (against Inspector's expectation)

15	Inspector's Baseline Provision, 2001 - 2011	4860
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(see 4)		
16 (see 10)	Proposed Mods. Baseline Provision, 2001 - 2011	5608
17	Proposed Mods. Baseline Provision as a Surplus over Inspector's Baseline Provision	+748

Reserve Balance (against Structure Plan)

18 (see 6)	Structure Plan Reserve Requirement, 2001 - 2011	2500
19 (see 14)	Proposed Mods. Surplus over Structure Plan Baseline	+1398
20 (see 11)	Proposed Mods. Reserve Provision	+395
21	Proposed Mods Total Provision Towards SP Reserve Requirement	1793
22	Proposed Mods. Total Provision Towards SP Reserve Requirement as a Deficit Against Actual Structure Plan Reserve Requirement	-707

Reserve Balance (against Inspector)

23 (see 6)	Inspector's Reserve Requirement, 2001 - 2011	1155
24 (see 17)	Proposed Mods. Surplus over Inspector's baseline Provision	+748
25 (see 11)	Proposed Mods. Reserve Provision	+395
26	Proposed Mods. Total Provision Towards Inspector's Reserve Requirement	1143
27	Proposed Mods. Total Provision Towards Inspector's Reserve Requirement as a Deficit Against Actual Inspector's Reserve Requirement	-12

Major Sites (50+ net gain in dwellings expected between 2004 – 2011).

*The asterixed sites have not received planning permission from the Council; and/or (in the case of sites M & Q) are awaiting Allotments Act approval. Their inclusion represents a technical view from staff as to what can realistically be delivered. Most of these sites were considered by the Inspector, who reached the same technical

conclusion on deliverability (save for a few sites where there have been changes since the inquiry).

- 5.17 The following major sites contribute to the baseline provision of sites (row 10):

	Site	Dwellings
A	Leigh House Hospital, Chandler's Ford	70
B	The Mount, Church Road, Bishopstoke*	111
C	Pirelli Phase 1	427
D	Pirelli Phase 2*	196
E	Former Caustons, Brookwood Avenue, Eastleigh	97
F	West of Ensign Way, Hamble	72
G	East of Ensign Way, Hamble	67
H	Botleigh Grange, Hedge End	103
I	Dowd's Farm, Hedge End	670
J	Urban Renaissance Quarter, Eastleigh	173
K	EHA Developments, Eastleigh*	90
L	Crestwood School, Shakespeare Road, Eastleigh	80
M	Woodside Avenue allotments, Eastleigh*	100
N	24-28 Hursley Road, Deans Centre, Chandler's Ford	58
O	Wildern Mill, Hedge End*	180
P	Sportsman PH, West End	54
Q	South of South Street, Eastleigh*	432
R	The Gardens Redevelopment, Eastleigh (see technical note in background paper)	52
S	Hendy Ford, Chandler's Ford	150
T	Kings Copse School, Hedge End*	100
U	Aquamarine, Bishopstoke	56

- 5.18 The following major sites make up the complete reserve provision of sites (row 11):

V	Fair Oak Lodge / Quobleigh Pond, Fair Oak*	230
W	Hardings Lane, Fair Oak*	100
X	Romill Close, West End*	65

Mixed Use Development

- 5.19 The Government suggests that Local Planning authorities should promote developments which combine a mix of land-uses, including housing, either on a site or within individual buildings such as flats over shops. The Council considers that whilst mixed use development can be beneficial, especially in town and local centres, by reducing the need to travel; introducing more vitality and giving better opportunities to create a more distinctive character to our houses and villages, great care and sensitivity needs to be exercised to avoid mixed use developments from including incompatible activities which might

conflict with other activities or reduce the attractiveness of urban areas as places to live.

71.H The Council will encourage mixed use developments where appropriate and will consider the need for a mix of uses on a site by site basis with the objectives of reducing the need to travel and introducing vitality into urban areas.

Housing Densities

- 5.20 The Government says, in Planning Policy Guidance Note 3: Housing, March 2000, that local planning authorities should avoid the inefficient use of land to reduce the level of land-take in order to help to sustain local services or public transport and, thereby, to reduce social exclusion. The Government advocates critical examination of the various space standards which are applied to new development with a view to avoiding housing development of less than a density of 30 dwellings per hectare, net, and encouraging housing development at between 30 and 50 dwellings per hectare net.
- 5.21 Furthermore, Government is encouraging local planning authorities to seek greater intensity of development in locations with good public transport accessibility such as, for example, the Eastleigh Renaissance Quarter. The reason why the Quarter has been identified as such is largely due to its good accessibility. The Council wishes to concentrate higher density developments in areas which are well served by public transport and from where a wide range of services like shops, schools and medical facilities can be easily accessed by means of transport other than the car. Whilst the Council is keen to optimise the use of land when it is developed, it is also sensitive to the importance of protecting the characteristics of urban areas which people value, which in some cases is a result of relatively low densities.

72.H In areas which are close to good public transport provision and from where shops, schools and other facilities which meet day to day needs are easily accessible, the Council will expect net residential developments to achieve the maximum residential density compatible with the protection of reasonable residential amenity up to or beyond 50 dwellings per hectare if appropriate. Permission will not be granted for proposals which do not achieve optimum densities. Only in exceptional circumstances will the Council accept densities of less than 30 dwellings per hectare where it is considered to be in the best interests of protecting the amenity of the area. On sites of less than 10 dwellings, where the amenity of the area is particularly dependent on lower density development, the Council will be prepared to consider densities as low as 30 dwellings per hectare.

5.22 The Borough Council defines net housing density in the following way:

Net density is calculated by dividing the net developable area by the number of proposed dwelling units. Net developable area includes only those areas which will be developed for housing and directly associated uses. This will include:

1. Access roads within the site;
2. Private garden space;
3. Car parking areas to serve the development;
4. Incidental green space; and
5. Children's play areas, where they are to be provided.

It excludes:

1. Major distributor roads;
2. Schools and the sites of other community buildings;
3. Open spaces serving a wider area;
4. Significant landscape buffer strips and noise attenuation mounds;
5. The canopy spread, or potential canopy spread of trees worthy of retention;
6. Other landscape or water features worthy of retention.

Creating Mixed Communities

5.23 PPG3: Housing (2000) states local planning authorities should seek to create mixed communities with a better mix of house size. Some recent developments in the Borough have provided predominantly one type of house size so have not helped to create mixed communities.

5.24 The Council's Supplementary Planning Guidance (2003) defines an appropriate mix of housing on new development. The Council will seek, in new housing developments, for about 35% of dwellings to be of 2 bedrooms or less; about 50% of dwellings to be of 3 bedrooms; and about 15% of dwellings to be 4 bedrooms or more. These are targets for negotiation on individual proposals. This Supplementary Planning Guidance will be a material consideration in the determination of relevant planning applications.

73.H Housing proposals for 15 dwellings or more will be required to provide appropriate mix of dwelling types.
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Affordable Housing

- 5.25 The Government recognizes that the need for affordable housing is a material planning consideration. It sets out policy in PPG3: Housing (2000); Circular 6/98: Planning and Affordable Housing; RPG9: Regional Planning Guidance for the South East (2001) and the South East Regional Housing Statement (2002). Further refinements of Government policy on the provision of affordable homes in the South East, and the role of the planning process in facilitating this are anticipated, and will be taken into account.
- 5.26 House prices in the Borough are high and many households find it difficult to afford housing on the open market. The Council's housing needs survey (2003 and updated in 2004) clearly identifies a high level of need for additional affordable housing. The survey identified 2,906 concealed households in the Borough, 81% of whom could not afford to buy a home. The survey report assessed that there would be an annual requirement for 672 affordable homes to be built to meet the backlog of existing housing need and to meet new housing need over the plan period to 2011.
- 5.27 The Council's policy is set out in more detail in the draft Supplementary Planning Guidance on Affordable Housing (2003), and is justified by its housing needs survey (2003, updated 2004). Both will be further updated as appropriate.
- 5.28 Developers are urged to seek the Council's advice regarding the provision of affordable housing (and planning obligations in general) prior to purchasing land. Failure to take account of the implications for the economic viability of meeting the aims of the Plan policies on affordable housing at site acquisition stage, will not be considered a justifiable reason for reducing affordable housing provision.
- 5.29 Affordable housing will not be regarded as affordable unless the selling price or rent is significantly lower than average for that type of property on the open market locally, such that it can be afforded by households below the income threshold described in 5.33 below.
- 5.30 Affordable housing particularly includes subsidised housing for social rent, subsidised shared equity housing, subsidised key worker housing and subsidised housing for sale. (This list is illustrative but not exhaustive). The Council will seek to determine the tenure mix within the affordable housing element of a development based on identified needs and priorities.
- 5.31 It is anticipated that the affordable housing provided in the Borough will

be provided by registered social landlords (housing associations) or other affordable housing providers. Prospective developers are encouraged to work from an early stage in partnership with such an association and in consultation with the Council's Housing Services Unit in evolving housing development proposals.

- 5.32 The affordable housing provision must be affordable to households on a range of incomes below the threshold at which they can afford to access the cheapest appropriate open market housing.
- 5.33 The income threshold is the income required for a household to buy or rent open-market housing in the Borough, calculated on the basis that the cost of buying or renting should not exceed 25% of gross household income.
- 5.34 On the basis of the housing needs survey and valuation issues, the Council's target is that 35% of new dwellings on sites to which this policy applies should be affordable. This should not be regarded as either a maximum or minimum figure but as the starting point for negotiations on the appropriate level of provision.
- 5.35 The precise proportion of housing to be affordable on individual sites, and the mix of types of affordable housing on sites will be negotiated with the applicant in the light of this target, taking account of a number of factors. These include the latest Government policy, Council Housing Strategy, Supplementary Planning Guidance and Housing Needs Survey; local needs; the site's location and circumstances; and the extent of other requirements placed on the development. It is recognised that some sites involve unforeseen and/or exceptional development costs and in these cases the Council will be flexible in negotiating realistic affordable housing targets (see also paragraph 5.28). However, any proposal for a development that would under-provide affordable housing against the Plan's target should be justified by substantive evidence.
- 5.36 The Council will seek an element of affordable housing on all sites capable of accommodating 15 dwellings or more. It considers that this threshold is justified by the high level of housing need demonstrated by the Housing Needs Survey (2003, updated 2004) and the limited opportunities that would otherwise be available to help in meeting this need. The Council will also seek a proportional contribution towards affordable housing in respect of sites of fewer than 15 dwellings or less than 0.5ha when local circumstances justify this. Such circumstances may include:-
- Areas of the Borough where affordable housing needs are highest.

- Where the location is particularly sustainable in respect of, for example; proximity to shops, schools, community facilities and good public transport.
 - Where the number of sites for 15 dwellings or more coming forward is likely to be limited in a particular area of the Borough.
- 5.37 The Council considers that all sites of 0.5 hectares or more will be capable of accommodating 15 dwellings or more (30 dwellings to the hectare). Smaller sites will be capable of accommodating 15 dwellings when they are close to town, district or local centres, or to public transport routes, because it is appropriate to develop at higher densities. The size of a site will be taken to include adjacent land, if it is available and suitable for development.
- 5.38 The Council will only accept that the affordable housing element is provided off site in exceptional circumstances, and where it can be provided on another site equally or more accessible to schools and other local facilities and public transport.
- 5.39 Affordable housing must be integrated within the overall development. This means it should be provided in a series of small clusters throughout the development ('pepper-potting').
- 5.40 The requirement to provide affordable housing will apply whether or not Housing Corporation or other grant support is available. If grant funding is not likely to be available by the time the development is due to start the Council would seek to negotiate, either:
- a) A tenure mix that could be delivered with nil public subsidy.
 - b) A lower on-site target for the provision of affordable homes together with a financial contribution to off-site affordable homes.
 - c) The provision of affordable homes by the developer on another site.
 - d) A financial contribution in lieu of the affordable homes provision or some combination of the above to be determined by the Local Planning Authority.
- 5.41 The Council will use its reasonable endeavours to facilitate the provision of funding for the development of the affordable housing provision. Details of funding mechanisms are set out in the draft Supplementary Planning Guidance.

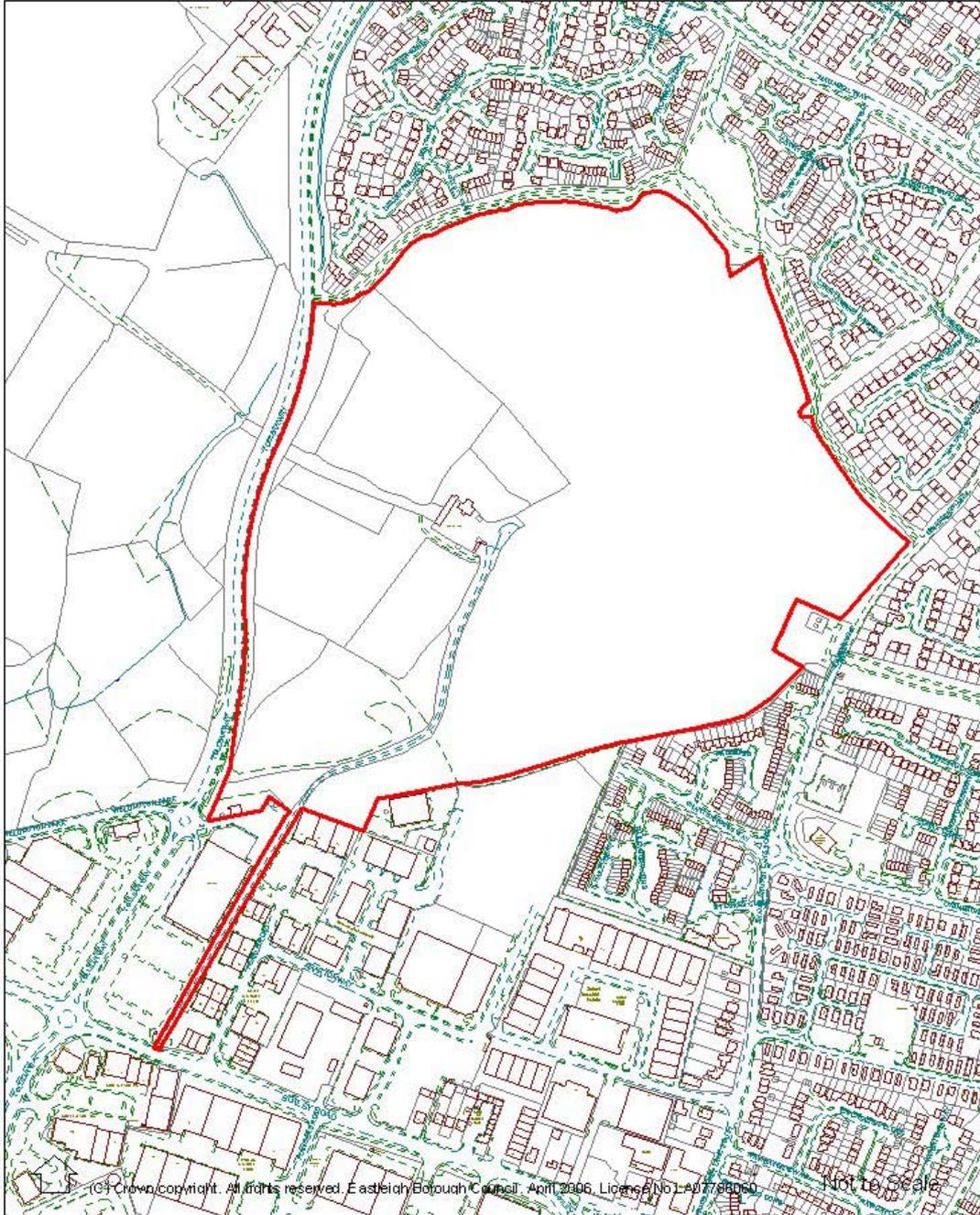
74.H Affordable housing is housing the cost of which is significantly lower than average for the type of property on the open market locally, such that it can be afforded by households below the income threshold where the cost of housing would be in excess of 25% of gross household income. To secure the provision of affordable housing, the Borough Council will seek to ensure all of the following:

- i. that a target of 35% of the new dwellings provided on sites which meet the other criteria set out below are affordable;
- ii. that affordable dwellings are provided on all sites capable of accommodating 15 or more dwellings and in special circumstances that affordable dwellings are provided on smaller sites, these circumstances are:-
 - a. where sites are located in parts of the Borough with the highest level of need for affordable housing, or
 - b. where the location is particularly sustainable in respect of proximity to shops, schools, community facilities and good public transport, or
 - c. where the number of sites for 15 or more dwellings that come forward is likely to be limited in a particular area of the Borough.
- iii. a mix of types of affordable dwellings; and
- iv. that the affordable elements are integrated with the whole development.

Where the Council considers that on a specific planning application an insufficient proportion of affordable dwellings is proposed, it will refuse planning permission.

Smaller Sites Meeting the Thresholds

- 5.42 It is particularly important that smaller sites are developed to their optimum and that developers are not allowed to depress the yield of a scheme in order to avoid the need to provide some affordable housing. Development schemes on sites where affordable housing thresholds are reasonably achievable should achieve those thresholds.



Plan 8

Dowd's Farm, Hedge End. Special Policy Area

Eastleigh Borough Local Plan Review (2001-2011)

75.H Planning permission will not be granted for housing development where the Council considers that the number of units being proposed is insufficient to make most effective use of the land. This will include instances where the affordable housing threshold is not reached but where the Council considers that it reasonably could be.

Housing Allocations

- 5.43 The Council proposes to meet the majority of its housing requirement during the plan period through the redevelopment of previously developed land. The main focus of this activity will be Eastleigh town where such redevelopments will enable significant investment to be channelled into a range of environmental and transportation improvements.
- 5.44 The additional population is likely to improve the commercial viability of the town centre and of public transport services, potentially triggering significant improvements to facilities. It will also help to fund new investment in local schools.
- 5.45 It is not possible, however, for the entire housing requirement to be met in this way and the Council has identified what it considers to be the two most sustainable and appropriate sites for development as planned extensions to the north-west of Hedge End and to the south of Eastleigh.
- 5.46 These two sites, Dowd's Farm, Hedge End and land south of Monk's Way and South Street, Eastleigh are to be brought forward as soon as practicable. A third, much smaller site, is proposed at Whitetree Farm, Fair Oak. Development of about 1 hectare of land at Whitetree Farm will accommodate about 45 dwellings and will provide the Parish with land for public open space and a cemetery.

Dowd's Farm, Hedge End

- 5.47 Development of the site for mixed use, including about 500 homes, could bring about a number of benefits to the local area, including the provision of land for a new Primary school and an area of public open space for enjoyment by both the existing and new residents of the area as an Urban Park (see Plan 8).
- 5.48 A development brief for the site was adopted in December 2002.

76.H Development will be permitted on land at Dowd's Farm, Hedge End, as shown on the Proposals Map, subject to all the following criteria being met:

- i. development being carried out in accordance with a development brief to be adopted by the Borough

	<p>Council. The brief will establish, amongst other matters, precisely how much of the site is to accommodate housing, the general location of the proposed Primary School site and the extent and location of public open space;</p>
ii.	<p>an appropriate mix of housing type and size, which will be determined as part of the brief preparation;</p>
iii.	<p>the need for any social or community buildings or other provision to be met either on site or elsewhere to meet likely future needs will be considered as part of the development brief;</p>
iv.	<p>an area of 1.2ha being set aside for a new Primary school;</p>
v.	<p>land being made available for a contiguous area of 6ha of land for public open space in the form of an Urban Park, in addition to other incidental areas of public open space;</p>
vi.	<p>adequate provision being made to improve transportation infrastructure, social and community facilities including equipped play areas, and financial contributions for the future maintenance of such facilities and for Public Open Space. Financial contributions are likely to be necessary to bring about the above provisions and towards the provision of the Primary school building. The precise requirements will be set out in the development brief; and</p>
vii.	<p>30% of all dwellings provided should be for affordable housing.</p>

Land South of Monks Way and South Street, Eastleigh

- 5.49 Land between Lakeside Country Park and Monks Way, Eastleigh (see Plan 9), currently accommodates a number of allotment gardens. To the south of these allotment gardens the remainder of the site is unused, although there is a need to safeguard some of this land to accommodate part of the Chickenhall Lane Link Road.
- 5.50 The site is very well located to accommodate further housing; the town centre is within level walking distance. However no development will take place until suitable replacement allotments have been provided. Provision may need to be made for an access spine road to run close to and parallel with the southern boundary of the site with an access to Southampton Road. A development brief has been prepared for this

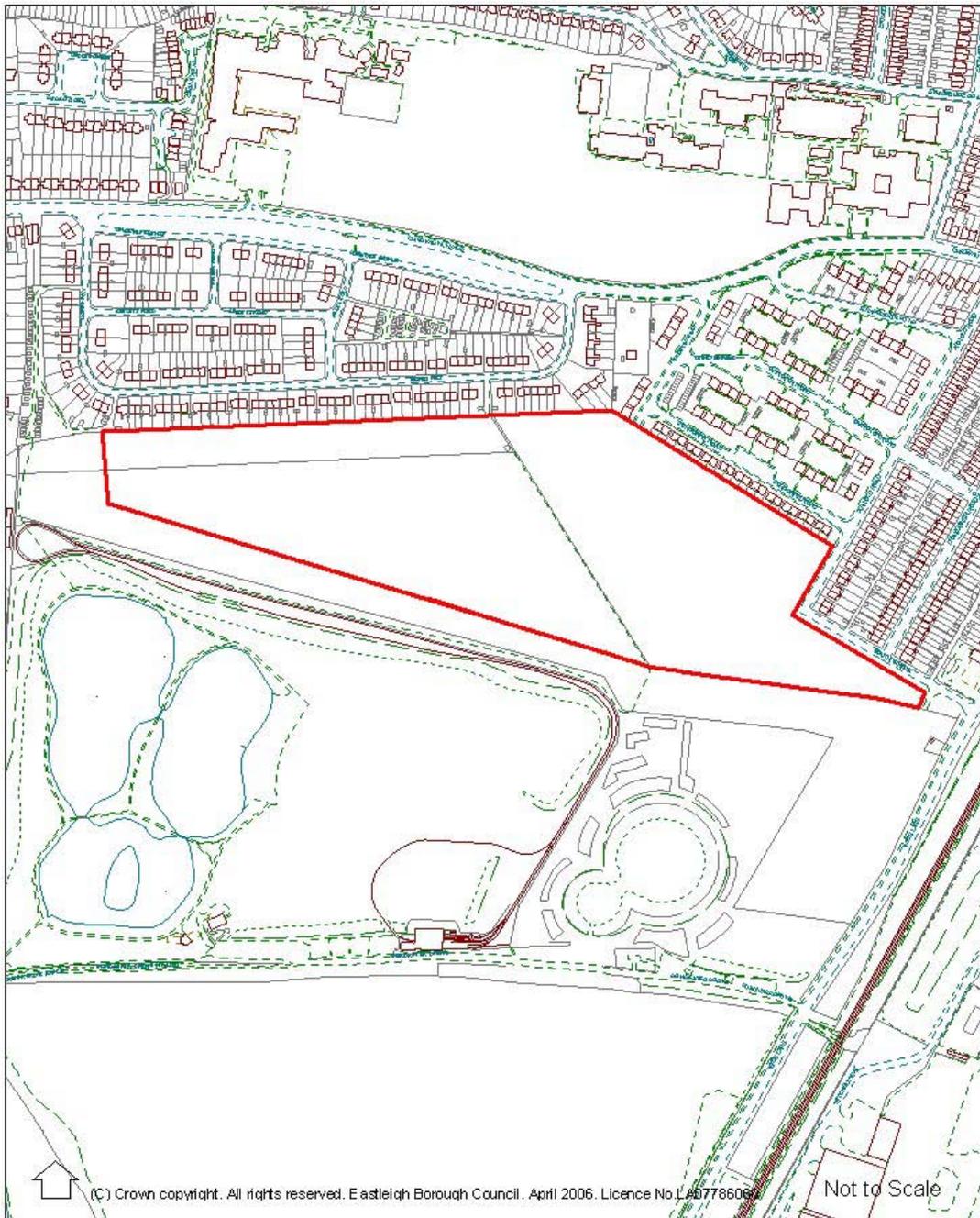
site and it will be a material consideration in the termination of planning applications.

- 77.H Development will be permitted on land south of South Street and Monks Way, Eastleigh, as shown on the Proposals Map, subject to all the following criteria being met;
- i. development being primarily for residential purposes. It is anticipated that the site will accommodate approximately 430 dwellings but the precise size of the development will be determined by design and layout considerations, especially the achievement of a high quality interface with the southern and eastern boundaries of the site;
 - ii. development will not commence until suitable replacement allotments have been provided and are ready for occupation;
 - iii. permission will only be granted for proposals which establish a new urban edge of particularly high design quality in terms of landscape planting and architectural treatment;
 - iv. financial contributions will be required, to improve education provision in the locality; to improve accessibility between the site, the town centre and local schools; for public open space; for public transport facilities; to undertake improvements to public open space provision at Lakeside Country Park and for local environmental improvements;
 - v. land will need to be safeguarded to enable the future provision of the Chickenhall Lane Link Road; and
 - vi. the Council's target is for 35% of the dwellings on this site to be affordable.

Land at Whitetree Farm, Fair Oak

5.51 A shortfall of public open space and the need for a new cemetery have been identified in the parish of Fair Oak and Horton Heath. The opportunity has arisen to provide these requirements on an area of nearly 20 hectares at Whitetree Farm (see Plan 10), but in order to facilitate their provision some enabling development will be necessary.

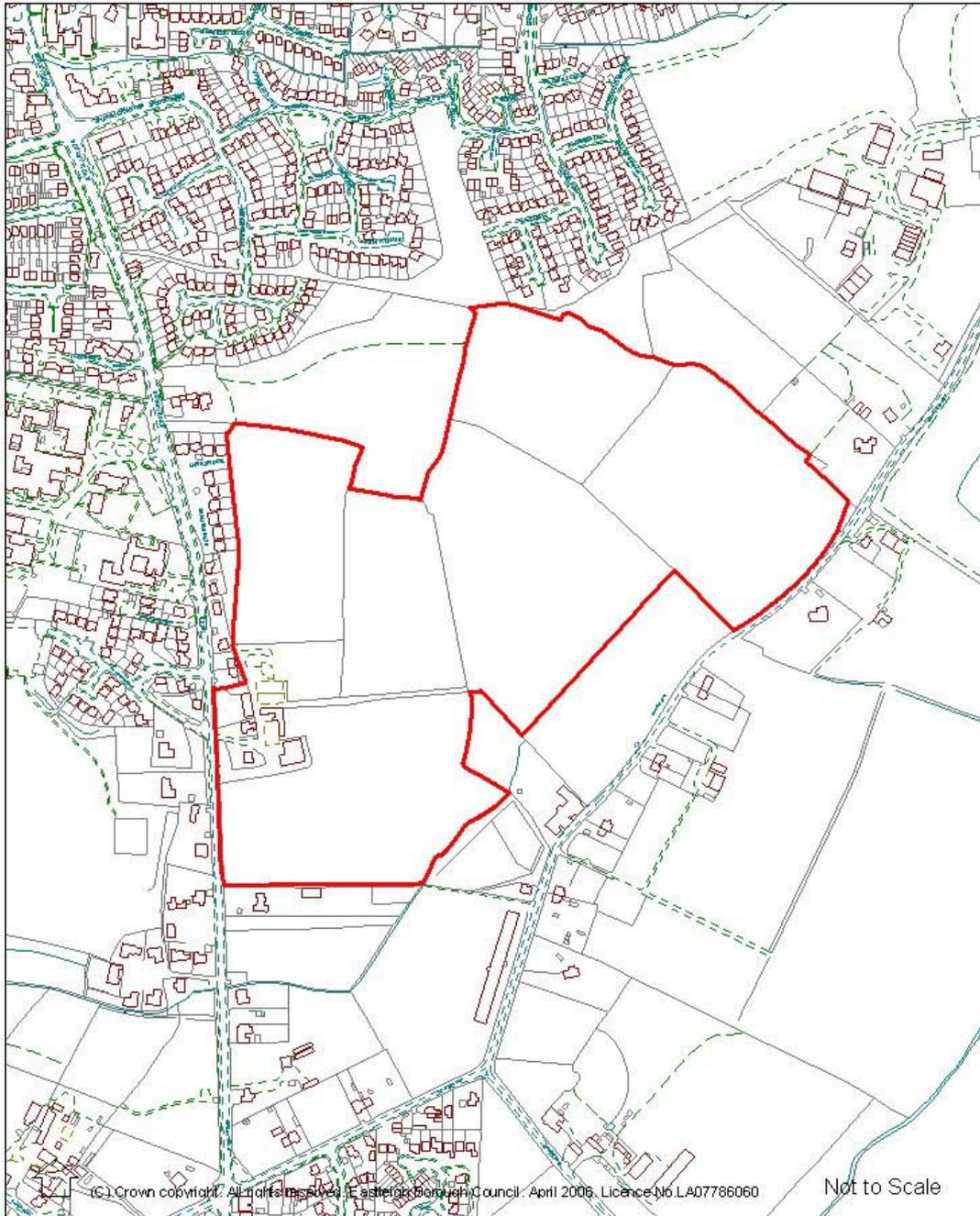
5.52 The area will remain outside the urban edge but is designated a Special Policy Area. This will help to ensure that all the benefits proposed will be achieved.



Plan 9

South Street, Eastleigh.

Eastleigh Borough Local Plan Review (2001-2011)



Plan 10

Whittree Farm, Fair Oak

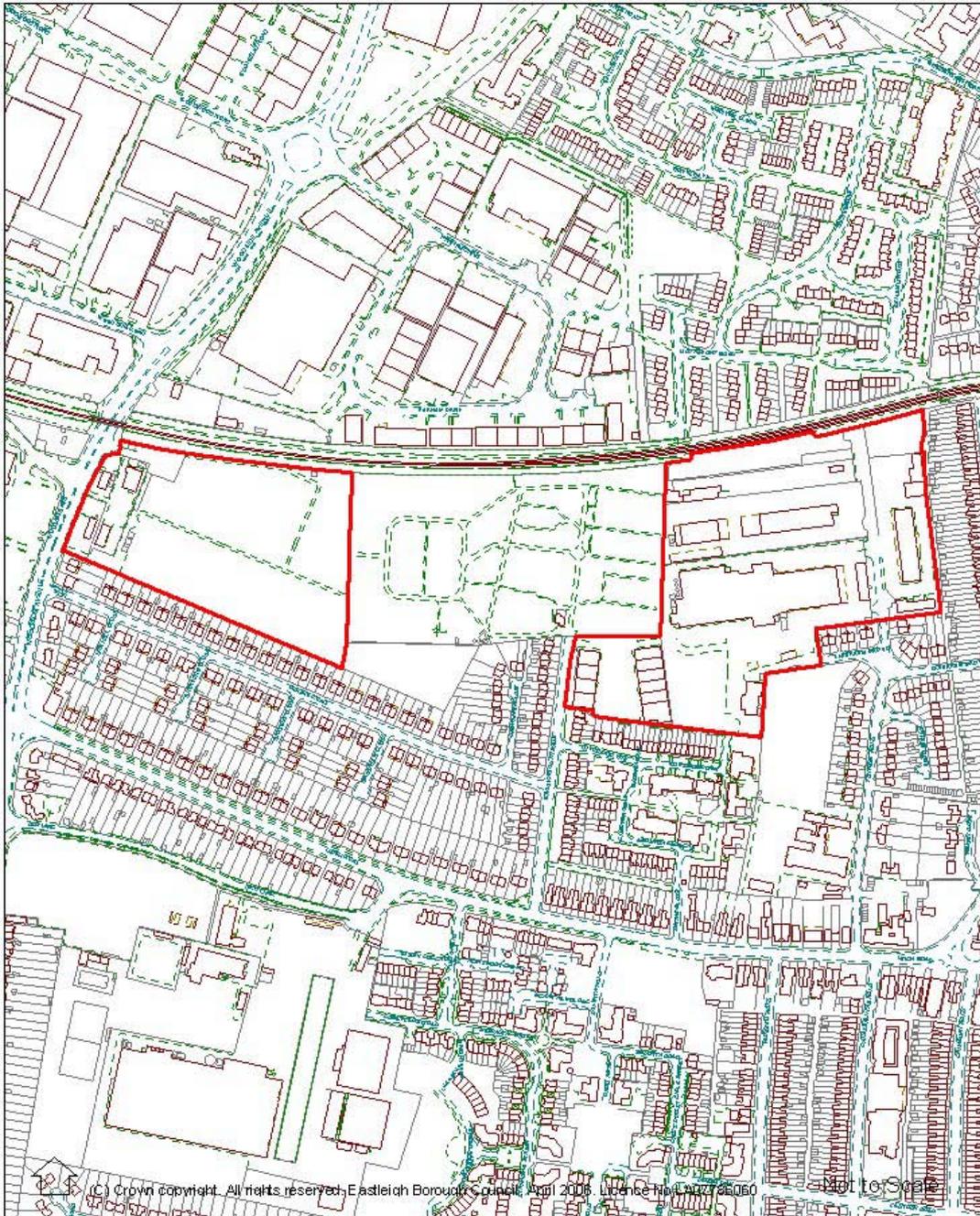
Eastleigh Borough Local Plan Review (2001-2011)

78.H Planning permission will be granted for about 45 dwellings on land at the western edge of the Whitetree Farm Special Policy Area, Fair Oak provided all the following criteria are met:

- i. the development is carried out in strict compliance with a Development Brief to be approved by the Borough Council. The Brief will include provision for residential, public open space, employment and cemetery uses;
- ii. 40% of the residential development is affordable housing;
- iii. the submission of a satisfactory land contamination assessment;
- iv. the submission of a satisfactory Transport Assessment; and
- v. the satisfactory conveyance to Fair Oak and Horton Heath Parish Council of the land identified for public open space and cemetery use.

Land off Woodside Avenue, Eastleigh

- 5.53 Land to the north of Kipling Road, between Woodside Avenue and Brookwood Road cemetery is currently in use as allotment gardens, a household waste recycling facility and to accommodate community uses. Part of the site is reserved for an extension to the cemetery.
- 5.54 The site is close to Eastleigh Town Centre and its more intensive use would help to add vitality to the town centre and to avoid further development on greenfield sites. It is well located for housing and, at its western end, for employment (see Plan 11).
- 5.55 The land will not be developed until suitable replacement allotments have been provided. A small area of land in the south-east corner of the site will be retained to allow cemetery extension and of land fronting Woodside Avenue will be developed for employment purposes. The Council has adopted a development brief to guide the future development of this land. The development brief will be a material consideration in determining any planning application relating to this site.
- 5.56 The Council will assist in the relocation of existing uses fronting Woodside Avenue and with the relocation of the household waste recycling facility to a larger more appropriately located site.



Plan 11

Woodside Avenue and Toynbee Road, Eastleigh

Eastleigh Borough Local Plan Review (2001-2011)

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

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

Significant Brownfield Opportunity Sites

5.57 There are a number of significant sites within existing built-up areas on which the Council will promote or support redevelopment for mainly housing use. These sites are described below.

Land off Toynbee Road, Eastleigh

5.58 The northern end of Toynbee Road is occupied by a number of employment uses, the largest of which is British Bakeries. Employment activities on this land began when the site was on the edge of town. By modern standards these uses are poorly located because their only vehicular access is through a residential street, past a primary school and they generate significant heavy vehicle movements.



Plan 12

Pirelli/Passfield Avenue (Phase II)

Eastleigh Borough Local Plan Review (2001-2011)

5.59 The Council considers that the whole of this land (see Plan 11) would be better used for housing purposes. Redevelopment for housing would entail the satisfactory relocation of a number of existing uses and the Council acknowledges that this is unlikely to be achieved within the timescale of this plan. However the Council will continue to pursue its objectives of securing high quality comprehensive redevelopment of this land for mainly housing. Redeveloping some of these employment uses and not others would be problematic and unlikely to result in the most appropriate form of development, therefore a comprehensive approach to all the land is necessary.

Pirelli/Passfield Avenue (Phase II)

5.60 In September 2001 the Council adopted a development brief relating to the easternmost 11.7ha of the Pirelli General Cables site in Leigh Road, Eastleigh. It is expected that the remainder of this site will become available for redevelopment (see Plan 12) and it is critical that its future is considered comprehensively in the context of its surroundings. To this end the Council will adopt a development brief to guide future redevelopment of the site. The development brief will be a material consideration in determining any planning application relating to this site. It is anticipated that the site will accommodate approximately 400 dwellings and an element of B1(b) employment floorspace. The development brief will clarify the site's capacity to accommodate housing, employment, public open space and community provision.

80.H Development will be permitted on land currently occupied by Pirelli General off Passfield Avenue, as shown on the Proposals Map, subject to all the following criteria being met:

- i. redevelopment will be for primarily residential purposes with retention of the existing office premises, the provision of additional employment floorspace, public open space and community provision;
- ii. financial contributions will be required to improve education provision in the locality; to improve accessibility between the site and the town centre, particularly for cyclists and pedestrians, for recreation and public transport facilities, and for public open space and community provision off-site;
- iii. additional provision will need to be made off-site to compensate for any loss of existing community buildings and social and recreational facilities on site; and
- iv. the Council's target is for 35% of the dwellings on this

site to be affordable.

Non-conforming Use Sites

- 5.61 There are a number of sites within the built-up areas of the Borough which are in lawful uses which may continue indefinitely. A small number of these uses are considered to be incompatible with their surroundings, and or on land which the Council would prefer to see in housing use.

Hendy Ford, Bournemouth Road, Chandler's Ford

- 5.62 The Council is actively seeking to relocate this business to an alternative site in the locality thus releasing this land for housing. Should wholesale relocation not prove feasible then a mixed development of a new car showroom fronting Bournemouth Road and housing on the remainder of the site would be acceptable.

Nuttall's Yard, Allbrook

- 5.63 This is an established business use in a sensitive location, adjoining housing and open countryside close to the Borough boundary.
- 5.64 The use is visually prominent and it generates heavy vehicle movements through the adjacent residential areas. The users have every right to continue with their current use of the site. However, should the opportunity arise the Council would wish to encourage redevelopment of this site for housing.
- 5.65 In respect of all the above sites, in negotiating for suitable provision of affordable housing and other planning obligations, account will be taken of valuation considerations, including the potential costs of relocation where this arises.

Central Precinct, Chandler's Ford

- 5.66 The Council wishes to promote comprehensive redevelopment of this site.
- 5.67 Whether or not any redevelopment takes place here is a matter for existing tenants and landowners to decide. However from the Council's point of view the Central Precinct building is considered ripe for replacement and providing that an appropriate shopping frontage is incorporated into any redevelopment, and subject to the other policies in this plan, the Council will give existing owners whatever assistance it can to secure an appropriate redevelopment. Any redevelopment should ensure that the main road frontage is primarily retail with the remainder of the site in residential use.

HAMPSHIRE COUNTY RESERVE SITES

- 5.68 The County Council's Structure Plan provides that over and above the baseline requirement for housing in the Borough an additional reserve provision be identified, the release of which can be managed if monitoring reveals that there is a compelling need for this additional housing to be brought forward.

81.H The following sites are proposed as reserve housing sites, in accordance with policy H4 of the Hampshire County Structure Plan 1996-2011 (Review):-

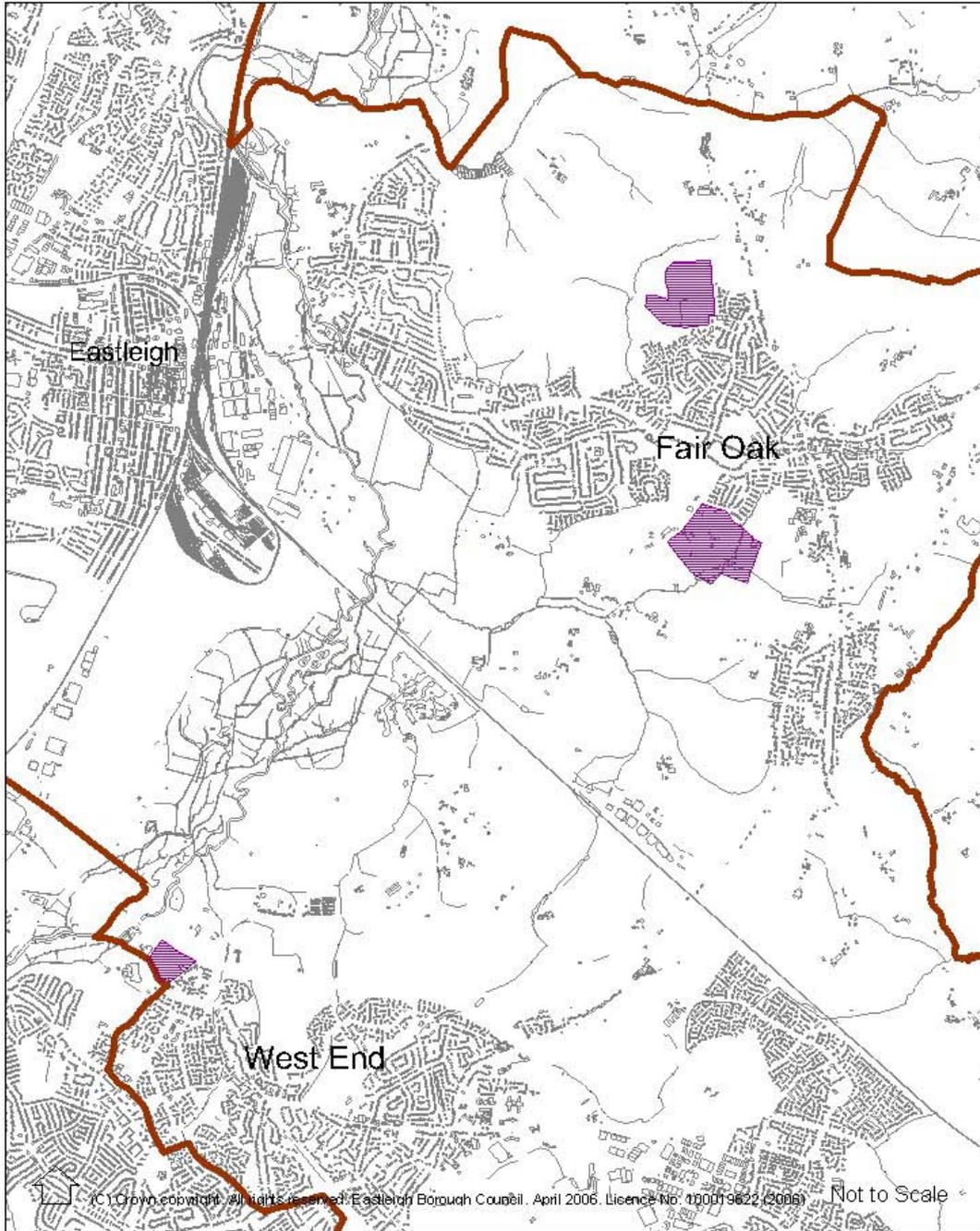
- i. Land at Hardings Lane, Fair Oak;
- ii. Land at Fair Oak Lodge/Quobleigh Pond and St Swithun Wells Church, Fair Oak; and
- iii. Land west of Romill Close, West End, as shown on the Proposals Map

The Council will have to be satisfied that there is a robust justification for the release of any of these sites. Until then, planning permission for housing development on these sites will not be granted, and other development which would prejudice their possible use for housing will not be permitted.

- 5.69 In addition to the above policy which establishes the general circumstances under which planning permission will be granted for the development of reserve sites, the following policies set out more site specific requirements which would also need to be satisfied before the grant of planning permission (see Plan 13).

Hardings Lane, Fair Oak

- 5.70 This site lies on the northern edge of Fair Oak, to the east and south-east of Stoke Park Wood and Crowdhill Copse. The site as a whole extends to an area of some 13ha, bounded by Hardings Lane to the south, a public footpath to its east and woodlands to its north and west boundaries. However not all of the site is suitable for housing. The remainder of the site would be given over to Public Open Space use. Existing non-conforming business uses at the southern end of the site would be removed as part of any development. It is estimated that this site might accommodate about 100 dwellings. However, the precise mix and disposition of land uses will be determined in consultation with local communities who will be involved in the preparation of a development and design brief.



Plan 13

Reserve Housing Sites

Eastleigh Borough Local Plan Review (2001-2011)

82.H Subject to the provisions of policy 81.H, development will be permitted on land north of Harding Lane, Fair Oak, as shown on the Proposals Map provided all the following criteria are satisfied:

- i. no housing development shall take place on the site except within the area indicated as such on the development brief, the remainder of the site being dedicated as Public Open Space;
- ii. planning permission shall not be granted for housing development on this site until:
 - a. a development brief has been adopted which determines precisely the disposition of land uses on the site. The main uses will be open space and residential
 - b. a detailed timetable and specification of works to remove the non-conforming uses from the southern part of the site and reinstate that land has been agreed with the Local Planning Authority; and
 - c. a detailed timetable and specification of works and a reasonable commuted payment for the long-term maintenance of the Public Open Space facilities has been agreed with the Local Planning Authority.
- iii. the Council's target is for 35% of the dwellings on this site to be affordable.

Fair Oak Lodge/Quobleigh Pond and St Swithun Wells Church,
Fair Oak

5.71 This site extends to about 20.26ha and is located immediately to the south of Dean Road, Fair Oak, fronting the eastern side of Allington Lane. There are a number of existing uses on the overall site, including a church and its car park, the King's School and Rockford House. The site as a whole consists mainly of undeveloped land and is shown on the Proposals Map. It could accommodate about 230 dwellings.

83.H Subject to the provisions of Policy 81.H, development will be permitted on land at Fair Oak Lodge/Quobleigh Pond and St Swithun Wells Church, Fair Oak, as shown on the Proposals Map provided all the following criteria are satisfied:

- i. the submission of a satisfactory timetable and specification for:
 - a. the dedication of land, including Quobleigh Pond and woods, to public ownership together with a specification of works to be undertaken at the developer's expense prior to dedication and a commuted sum for future maintenance of the land to be dedicated; and
 - b. a detailed landscape scheme demonstrating how the impact of development on the local landscape will be satisfactorily mitigated.
- ii. the Council's target is for 35% of the dwellings on this site to be affordable.

Land to the West of Romill Close, West End

5.72 This site is located immediately to the west of Romill Close, West End, between Swaythling Road/Mansbridge Road and the M27 motorway. The development potential of the site as a whole is constrained by the need to protect the landscape setting of the motorway corridor at this point; the need to protect future residents from motorway noise and the need to retain important trees and elements of the landscape structure of the site.

5.73 Taking these constraints into account the site has a net developable area of about 1.5 hectares. It is estimated that it could satisfactorily accommodate about 65 dwellings.

84.H Subject to the provisions of Policy 81.H, development will be permitted on land west of Romill Close, West End, as shown on the Proposals Map provided all the following criteria are satisfied:

- i. the submission of satisfactory details of noise mitigation measures, including an acoustic study, and of a scheme of landscape planting; and
- ii. the Council's target is for 35% of the dwellings on this site to be affordable.

Conversion to Flats

- 5.74 It is recognised that the demand for small 'starter' homes can to some degree be met by the sub-division of appropriate existing properties. It is essential, however, that any such conversions meet the necessary standards for amenity, car parking, access, design, layout and other environmental considerations. Normally they would be particularly suited to high activity areas and areas of declining population. In particular additional care will be needed where conversions involve listed buildings or buildings in conservation areas.
- 5.75 In determining its suitability for conversion, the size of a property to be converted will also be a consideration. The property should be of a sufficient size to produce adequate space standards and the provision of standard amenities (ie. bath or shower room and kitchen facilities for each separate unit to be created) and the layout should be such as to provide adequate ventilation, daylighting and aspect for living areas. The design should allow at least two external walls for each separate unit in order to provide adequate ventilation.

<p>85.H Planning permission will be permitted for the conversion of detached, semi-detached and end of terrace dwellings to units of smaller accommodation, provided the property to be converted is over 100 sq metres in gross floor area. Planning permission will not be granted for the conversion of mid-terrace properties or those of less than 100 sq.metres in gross floor area. Proposals will be assessed against the relevant design policies as well as all the criteria listed below:</p> <ul style="list-style-type: none">i. an appropriate level of private outdoor amenity space per unit created will be required;ii. car parking areas should be visually unobtrusive and should be situated more than 3 metres from the nearest point of any dwelling unit; proposals should not include tandem parking which is intended for the use of more than one dwelling;iii. the proposed intensity of use of gardens (eg. for car parking) should be carefully considered, to avoid adverse effect on neighbours;iv. intrusive features, for example rear fire escapes or external access stairways must be sympathetically designed and where there may be problems of overlooking, housed in a covered structure;v. the cumulative impact of the proposal with other similar proposals must not adversely effect the character of the area or have unacceptable
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environmental, amenity or traffic implications or result in the significant loss of houses for family accommodation; and

- vi. car parking shall be provided in accordance with the relevant standards.

Houses in Multiple Occupation (HMO)

- 5.76 The aim of the Borough Council is to protect the amenities of occupants and neighbouring properties and to ensure that the proposals for the conversion of properties to HMOs do not have a detrimental effect on the area's character, especially in terms of traffic and parking. A definition of Houses in Multiple Occupation and the criteria against which they will be assessed is given in the Council's Guidance Note on HMO's published in 1994.

86.H Proposals for the sub-division of a residential property for the purposes of multiple occupation will be permitted provided all the following criteria are met:

- i. they should provide a satisfactory living environment for the occupants in terms of size, layout, facilities, noise, parking, and safety;
- ii. they should not detract from the character of the area or the amenities of neighbours in terms of noise and disturbance, loss of privacy and appearance of the property. Only detached, semi-detached and end of terrace properties will be considered appropriate for sub-division;
- iii. they should not overload existing roads and parking facilities; and
- iv. the sound insulation between any unit of accommodation and any other unit of accommodation or non-residential part of the building or adjacent buildings shall be to a standard not less than that specified in Approved Document E of the Building Regulations 1991 (1992 Edition).

Travelling Showpeople

- 5.77 Department of the Environment Circular 22/91, "Travelling Showpeople", requires local authorities to consider the needs of travelling showpeople. Showpeople are self-employed businessmen who travel the country holding fairs, usually in the summer months. In the winter, however, they require a permanent base for the storage and repair of their equipment and for residential purposes. Such sites should have good vehicular access and be convenient for schools, health services and other community facilities. Therefore sites in the countryside are unlikely to be acceptable.
- 5.78 The Council must be satisfied that the proposal is for genuine showpeople and an application will be judged against the relevant policies of this Plan, including those relating to the countryside, environmental protection (eg. noise), design, layout and highway requirements.

Gypsy Sites

- 5.79 In November 1994 the Criminal Justice and Public Order Act repealed local authorities' duty to provide gypsy sites. Nevertheless Circular 01/2006 makes it clear that the land use requirements of gypsies should still be met and need to be considered in formulating development plan policies. The intention is that sites will, in future, be provided increasingly by the private sector, although local authorities retain a discretion to provide sites themselves.

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| <p>87.H Proposals for gypsy sites will be permitted provided all the following criteria are met:</p> <ul style="list-style-type: none">i. they should be within a reasonable distance of schools, medical services, shops and other facilities;ii. they should make appropriate provision for access and parking; andiii. they should not have an unacceptable impact on the character or appearance of the countryside. |
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Land at Scotland Close, Fair Oak

- 5.80 Land to the south of Scotland Close and Bradshaw Close, Fair Oak, has been poorly restored after filling and is unused. However, until the degree of any contamination has been clarified, the extent or character of development there cannot be specified. Possible uses comprise

housing, educational or institutional use and recreation, although built development will be inappropriate on the higher land. Department of the Environment guidance regarding development on contaminated land, contained in Waste Management Paper 27, identifies a hierarchy of preferred uses on such land. With regard to this land and the uses proposed, a recreational use is to be preferred above educational or institutional uses and these in turn are to be preferred above a residential use. The Council will have regard to this guidance and to the results of a thorough geotechnical study of the extent of contamination on the land in determining the acceptability of any development proposals and the remedial works that are necessary. Access for non-residential uses would be from Knowle Lane, which may need improvement. Existing woodland should be retained and landscaping provided on land not developed.

88.H Provided that a geotechnical study has been carried out which demonstrates that development can be carried out with safety, planning permission will be granted for housing or educational, institutional or recreational development on land south of Scotland Close and Bradshaw Close, Fair Oak (as shown on the Proposals Map) which incorporates all of the following:

- i. a scheme for dealing with any pollution;
- ii. the restriction of built development to the lower, north-western part of the land;
- iii. a landscaping scheme for the undeveloped parts of the site;
- iv. the management and improvement of existing woodland; and
- v. any necessary off-site highway improvements.

6 TRANSPORT AND ACCESSIBILITY (T)

TRANSPORT CONTEXT

The Council is keen to continue its integrated approach to land use and transport planning and it recognises the need to reduce traffic levels and encourage the use of public transport.

There are several links between Transport and Accessibility and other policies of the local plan, including:

- CO policies Countryside
- BE policies Urban Renaissance, the Built Environment
- H policies Housing
- E policies Economic Development
- TC policies Town Centres and Shopping
- R policies Public Open Space, Recreation
- TA policies Tourism and the Arts
- OS policies Sport and Recreation
- ES policies Environmental Sustainability

Transport and Accessibility Objectives

6.1 Transport and Accessibility are seen as key policy areas and both are a major concern of local residents. The Council, in partnership with Hampshire County Council, will work towards achieving the following objectives:

- to reduce the need to travel, especially by car
- to reduce the number of accidents on our roads, particularly those involving vulnerable road users
- to encourage further provision and use of public transport, including the improvement of existing services and facilities
- to ensure the location of new development is in places which are or can become widely accessible by means of transport other than the car
- to improve provision for cycling and walking
- to give priority to provision to the needs of pedestrians, cyclists and public transport users

- to meet the targets of the Road Traffic Reduction Act 1997
- to encourage where appropriate the transfer of freight from road to rail.

Integrated Transport

- 6.2 Transport planning policy at a national and local level has changed radically over recent years. Central Government has placed a clear obligation upon local traffic authorities and local planning authorities to move away from the traditional 'predict and provide' culture towards a wholly integrated approach to land use and transport planning. This process was underpinned by the publication of the White Paper 'A New Deal for Transport: Better for Everyone' in July 1998 and 'The Future of Transport' in July 2004, and with the replacement of the annual Transport Policies and Programme (TPP) submission for local transport capital funding by the five year Local Transport Plan (LTP).
- 6.3 Statutory obligations to reduce the levels of traffic on local roads have already been placed upon local traffic authorities under the provisions of the Road Traffic Reduction Act (RTRA) 1997. This Act obliges each local traffic authority (in Eastleigh's case that is Hampshire County Council) to produce a report containing an assessment of existing traffic levels on those roads for which it is the highway authority and a forecast of expected growth in those levels. The Report contains targets for reducing the level of local road traffic in their area or its rate of growth. Hampshire County Council submitted its Road Traffic Reduction Act Report (2000) to the Department of the Environment, Transport and the Regions in July 2000. The report sets out targets for a reduction in forecast traffic growth in the area covered by the Southampton Area Transport Strategy (SATS), which wholly encompasses the Borough of Eastleigh. These targets are set out below and can also be found in the Borough of Eastleigh Transport Strategy which is available as supplementary planning guidance.

Traffic Reduction Targets (Table 3)

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| <ul style="list-style-type: none"> • To reduce forecast traffic growth by 75% by 2020; • By 2010 (compared with the average 1994-98) to achieve: <ul style="list-style-type: none"> a 40% reduction in the number of people killed or seriously injured in road accidents; a 50% reduction in the number of children killed or seriously injured; |
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a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle per kilometres.

- To achieve the objectives of the National Air Quality Strategy and the Council's Air Quality Review and Assessment Report;
- To contribute to the UK's climate change target;
- Reduce the proportion of single occupancy car trips by 20% by 2020;
- Increase public transport use by one third by 2020;
- Increase use of cycles by 5% by 2005 and 10% by 2020 on 1994/96 levels;
- Increase in satisfaction rating of cycle facilities;
- Increase of one third in walking;
- Reduce the number of long stay public parking spaces in urban areas by 5% between 1993 and 2005 and by a further 10% by 2020;
- Reduce the number of long stay parking spaces at existing non-residential developments between 1993 and 2005;
- No new long stay public car parks to be built in the area covered by the South West Hampshire Transport Strategy;
- To increase the re-allocation of road space for alternative modes;
- Increase public support for more sustainable travel choices by 25% by 2010 (as monitored by TRANSPOL surveys)
- To encourage implementation of Workplace Travel Plans for existing businesses.

6.4 Additional strategy documents and planning guidance issued by central government, e.g. The National Air Quality Strategy, National Cycling Strategy, Planning Policy Guidance 13: Transport (March 2001) Planning Policy Guidance 3:Housing (March 2000) and Regional Planning Guidance for the South-East (March 2001), emphasise and endorse this new approach to land use and transport planning, and place further obligations upon local highway and local planning authorities to consider this advice and guidance in their Local Transport

Plans and Local Plans. Also relevant is the Council's Air Quality Review and Assessment Report.

- 6.5 The Transport Act (2000) defines the authorities which are to be local transport authorities (Hampshire County Council) and imposes a duty on those authorities to prepare and publish a local transport plan setting out their policies for the promotion of safe, integrated, efficient and economic transport facilities in their area, and to develop a bus strategy.
- 6.6 The Act provides for a statutory form of "Quality Partnerships Schemes" between bus operators and local transport authorities in the interests of promoting quality public transport, helping limit traffic congestion and improving air quality. The Act enables local transport authorities to require bus operators to co-operate in the provision of joint ticketing, and places a duty on local transport authorities to secure the provision of bus passenger information in their area. Local authorities have the power (subject to the Secretary of State's consent) to enter into "Quality Contracts schemes", whereby they specify bus services in a particular area and let contracts for their provision to bus operators.
- 6.7 The Act enables local transport authorities outside London to introduce road user charges and workplace parking levies to help tackle congestion in towns and cities, and requires spending of revenues on measures for improving local transport.
- 6.8 Eastleigh Borough Council has advocated the philosophy of integration between land use and transport planning for several years. The Council is an active partner in the Partnership for Urban South Hampshire (PUSH). This group has endorsed the recent Solent Transport Strategy, which replaces SATS, for inclusion in the new local Transport Plan 2006-2011. In consultation with the local highway authority and local communities has developed its own integrated local transport strategy for the borough: The Borough of Eastleigh Transport Strategy (BETS). The BETS forms the basis of Eastleigh Borough Council's contribution to the five year Hampshire Local Transport Plan. It also sets out the Borough Council's policies relating to Quality Bus Partnerships and workplace parking levies or road user charges.
- 6.9 The significant changes to the planning and provision of transport at a local level summarised above have resulted in Eastleigh Borough Council placing more emphasis on the integrated approach to the management and development of the transport network in the borough. The obligations placed upon local authorities by the RTRA also mean that any development proposal, no matter what the scale, will need to be assessed in the context of its impact upon traffic reduction targets for the Southampton Area Transport Strategy area, particularly the headline target of a 75% reduction in traffic growth by the year 2020. The presumption is that any development that adds traffic to the network should fund in whole or part, measures that will ameliorate this impact and assist in meeting RTRA targets. This approach requires a

close working partnership with the local highway authority and developers.

Highway Network

6.10 Following guidance issued in the Transport White Paper and in accordance with the “Toolkit” approach proposed by the Highways Agency (who has responsibility for motorways and other trunk roads), the strategic road network within the Borough will no longer be considered in isolation. The Highways Agency will manage the trunk road network, and will encourage local authorities to manage local roads, as part of a series of transport networks that have good connections (integration) between them. The integrated approach to both the strategic and local road network will be supported if all investment is assessed against the criteria outlined in the White Paper. Since new roads and increases in highway capacity can lead to more traffic, adding to the problem not reducing it, all plausible options will need to be considered before a new road is built or existing road capacity is increased. Carefully targeted improvements to existing roads will be considered; generally as part of wider packages including proposals to ameliorate safety and environmental problems, to manage demand and where necessary to provide access to new allocated development. It will be necessary to consider traffic calming and measures to reduce traffic in conjunction with, and as alternatives to, the construction of bypasses.

89 .T New roads and highway investment in the Borough of Eastleigh will be assessed against all the following criteria:

- i. Integration - ensuring that all decisions are taken in the context of national transport policy, the Hampshire County Structure Plan (Review), the Southampton Area Transport Strategy and at a local level the Borough of Eastleigh Transport Strategy (BETS);
- ii. Safety - to improve safety for all, but particularly vulnerable road users;
- iii. Economy - supporting the Borough’s sustainable economic activity in appropriate locations and getting good value for money;
- iv. Environmental Impact - protecting and enhancing the built and natural environment;
- v. Accessibility - improving access to everyday facilities for those without a car, or wishing to access these facilities by modes other than the car (paying particular attention to the needs of the

mobility impaired) and getting good value for money; and

- vi. Consistency - with the Council's objectives outlined in paragraph 6.1 above.

90.T In accordance with Policy T.23 of the Hampshire County Structure Plan 1996-2011 (Review), permission will be granted for additional roadside facilities serving the Strategic Road Network provided that all the following criteria are met:

- i. there is a demonstrated need;
- ii. the proposal does not adversely affect the landscape character, or areas of nature conservation interest;
- iii. the proposal, together with any improvements that the developer proposes to make to the highway network, must be acceptable to the appropriate highway authority; and
- iv. this Council is satisfied that the proposals are acceptable in planning and highway terms and that the need for facilities does not compromise other objectives of this Plan.

Transport Schemes

- 6.11 A number of transport schemes are proposed which will enhance access opportunities, improve the performance of the transport network and enable development to take place. In general these improvements will not require the acquisition of land outside the existing highway or railway boundary. These schemes are an important part of the Borough Transport Strategy and developer's contributions will be sought to assist with the funding of these and other works directly resulting from the impacts of the development.

91.T Where appropriate land for the following major transport schemes will be safeguarded for implementation:

- i. construction of railway "chord" at Eastleigh;
- ii. public transport priority route from Hedge End/West End to Southampton Centre;
- iii. Eastleigh Cycle Route Network;

- iv. the South Hampshire track-based public transport system utilising the railway line from Fareham to Woolston which runs through Bursledon, Hamble and Netley;
- v. Chickenhall Lane Link Road;
- vi. Botley Bypass;

In addition land will be safeguarded for:

- vii. a bus-based park and ride site at Windhover (Bursledon);
- viii. a car park to serve Hamble railway station;
- ix. a vehicular link off Electron Way, to serve Chandler's Ford railway station; and
- x. a cycle route along the western side of Hamble Lane between Jurd Way and the Windhover roundabout and a link footpath between Cranbury Gardens and Jurd Way, along Hamble Lane.

Implementation of the road schemes listed in sub paras v and vi will be subject to each one meeting the criteria listed in Policy 89.T.

92.T The following Local Transport Plan proposals will be permitted and developer contributions will be sought to support their implementation:

- i. A27 Bursledon to Romsey bus priority/pedestrian/cycle access scheme;
- ii. Central Eastleigh Transport Plan;
- iii. Eastleigh Network Management, including the following schemes listed by area:

Bishopstoke, Fair Oak and Horton Heath

Mortimers Lane - Traffic calming (extension of existing scheme)

Church Road and Riverside - Traffic management/calming

Sandy Lane - Traffic management/calming/improved pedestrian crossing facilities

Bursledon, Hound and Hamble

Long Lane - School Safety Zone (Bursledon Infants and Junior School)

Dodwell Lane - Traffic calming and pedestrian improvements

Hamble Village Centre - parking management/improved facilities for public transport

Windhover Roundabout – full signalisation

Hamble Lane/Portsmouth Road - corridor/junction improvements

Grange Road/Woolston Road - junction improvements

Grange Road/Portsmouth Road - junction improvements

Chandler's Ford and Hiltingbury

Winchester Road - Traffic management

Hiltingbury Road/Winchester Road - junction improvements to include improved facilities for pedestrians and cyclists

Hursley Road - Traffic management

Brownhill Road/Merdon Avenue/Kingsway - School Safety Zone (Merdon Junior School)

Bodycoats Road - School safety zone/cycleways

Oakmount Road - Traffic Calming

Eastleigh

Allbrook Hill - Traffic calming/environmental improvements

Archers Road railway crossing - improved pedestrian/cycle access

Campbell Road Bridge - improved pedestrian facilities

Hedge End, West End and Botley

Hedge End Town Centre traffic management;

Traffic calming measures within Botley Village in association with completion of the Botley Bypass;

Maunsell Way - Traffic management/calming/pedestrian improvements

Sherborne Way/Hobb Lane/Freegrounds Road - Traffic calming/school safety zone.

Granada Road - new footway

Kings Copse Avenue - new footways

Southern Road (West End) - new footway

High Street/Holmesland Lane (Botley) - junction improvements

Chalk Hill (West End) - traffic calming

West End Road/A27 - junction safety improvements

- iv. Eastleigh Quality Bus Partnership (see Proposals Map). To include roadside infrastructure improvements plus bus priority and/or junction improvements at the following congestion points on Quality Partnership routes:

Derby Road
Mansbridge Road
Falkland Road/Leigh Road
Exit from Eastleigh Bus Station

Hamble Lane/Portsmouth Road
Bishopstoke Road/Riverside
Bishopstoke Road (bus priority)
Leigh Road/Woodside Avenue
Southampton Road/Derby Road
Passfield Avenue/Nightingale Avenue
Passfield Avenue/Derby Road

- v. Eastleigh Cycle Route Network (see Proposals Map)*
- vi. Improved pedestrian links to town centres, district centres, local centres and other key destinations;

- vii. Eastleigh Borough School Travel Plan Initiative**;
and
- viii. Intelligent Transport Systems including Variable Message Signs serving Eastleigh Town Centre and real time passenger information on Quality Bus Partnership corridors.

* The Council's Joint Area Committee adopted the Borough Cycling Strategy on 1 October 1998. This is currently under review and further information regarding the Borough Cycling Strategy and Borough Cycle Network is available in the Borough of Eastleigh Transport Strategy.

** The Council is keen to examine every opportunity to develop safe routes to school and/or school safety zones with all schools participating in, and making a commitment to, the Eastleigh Borough School Travel Plan Initiative.

Park and Ride and Parking at Transport Interchanges

6.12 In the Borough of Eastleigh Transport Strategy, consideration has been given to policies relating to three types of park and ride that are found, or may be proposed in the Borough. These are:

- Large scale bus based park and ride schemes (500 spaces plus) with full public access;
- Park and Ride at rail stations; and
- More informal smaller scale bus-based park and ride schemes, sponsored by individual employers or introduced as part of Green Travel Plans

Large Scale Bus Based Park and Ride

6.13 It is a medium-term objective of the Southampton Area Transport Strategy to develop a number of bus-based park and ride sites around the city. The Hampshire County Structure Plan, in policy T.16 identifies two locations within the Borough, at Windhover and Stoneham.

6.14 PPG:13: Transport indicates that park and ride should only be introduced as part of a comprehensive integrated area transport strategy. The strategy should include public transport improvements, traffic management and parking controls.

6.15 A report in 2002 identified two specific park and ride sites at Windhover (Bursledon) and Stoneham. The Council is satisfied that the

Windhover site is the most appropriate in the locality and it is therefore identified on the Proposals Map. However, since the 2002 Report, circumstances at Stoneham have changed. Southampton Football Club are no longer looking to relocate to Stoneham and the relationship between park and ride, airport parking and parking at Parkway railway station has changed. Also the consequences of redeveloping well used sports pitches has not been assessed. Consequently a specific site at Stoneham has not been identified but policy 93.T will apply.

- 6.16 Both the sites lie in the countryside and strategic gap and therefore it is essential that any proposals are of the highest standard of layout and design, they include appropriate planting and appropriate facilities for customers and they keep the amount of built form to the minimum essential for the successful operation of the scheme.
- 6.17 Until such time as park and ride proposals are approved the two sites will remain subject to policies 1.CO and 2.CO on the countryside and strategic gaps.

93.T The development of an appropriate park and ride site near junction 5 of the M27 (Stoneham) will be permitted provided the Council is satisfied that an appropriate analysis of all potential sites in the locality has been undertaken. A planning application must be accompanied by a comprehensive Transport and Environmental Impact Assessment and must meet the criteria in policy 94.T.

94.T A bus-based park and ride site is safeguarded at Windhover (Bursledon) (see Proposals Map). Development of this site will only be permitted if the following criteria are met:

- i. the proposal would demonstrably promote more sustainable travel patterns; would be fully integrated with off-site measures for public transport improvements, traffic management and parking controls, and includes appropriate on-site management measures;
- ii. the proposal would achieve high-quality soft and hard landscaping that respects the setting of the site; and
- iii. the proposal would provide sheltered pedestrian waiting areas, toilets, cycle parking, lighting and security measures but that no other buildings or structures would be permitted, except for purposes that are essential to the operation of the park and ride site.

Parking At Rail Stations and Southampton International Airport

- 6.18 The Borough of Eastleigh is already host to the largest park and ride rail station in Hampshire at Southampton Airport (Parkway). Southampton International Airport is the region's premier business airport.
- 6.19 The benefits of large-scale parkway stations in reducing traffic levels on local roads are considered to be questionable. A station such as Southampton Airport Parkway attracts vehicles from an extensive area and there is every probability that vehicles are driving past local stations to reach it. Whilst the park and ride service provided at stations may well reduce the number of cars driving on up to London and possibly the Midlands, there is little doubt that it is a substantial attractor of traffic on local county roads and particularly roads within the Borough of Eastleigh.
- 6.20 Any future expansion of parking at Southampton Airport Parkway will need to be considered in the context of the fact that parking capacity still exists at Eastleigh station, and at the Borough Council long stay multi-story car park adjacent to Eastleigh station and that public transport access to Eastleigh station is far better than to Parkway. Also the platforms at Eastleigh Station are more accessible to those with mobility impairments and following the replacement of old slam door rolling stock, the quality of trains serving Eastleigh are equivalent to those serving Parkway.
- 6.21 The traffic impacts of all proposed parking increases at rail stations within the borough and particularly any proposed increase in parking capacity at Southampton Airport (Parkway) must be considered in the context of the statutory obligations placed upon the local highway and planning authorities by the Road Traffic Reduction Act.
- 6.22 Any increase in parking capacity is likely to increase the demand for seats on peak services which may lead to further overcrowding on peak hour trains. It would be helpful in determining any planning application therefore, if as part of a comprehensive transport assessment the train operating company (TOC) could indicate what capacity improvements will be provided on train services to match the proposed increase in parking capacity at Parkway station.

95.T Planning applications for increases in parking at Southampton Airport Parkway Station will only be considered in the context of a comprehensive Transport Assessment. This assessment must be supported by a detailed origin and destination survey of existing users, which includes travel patterns to the station by car and from the station by rail. The Council will pay particular attention to the impacts such increases in parking and associated extra traffic will have on local roads and whether alternative stations offering similar levels of passenger rail services are being bypassed. Planning permission will only be granted if the Council is satisfied that it has been conclusively demonstrated that the transport and environmental benefits of the proposals outweigh the adverse effects. Any proposal would also have to meet the requirements of policy 62.BE on access for people with disabilities.

96.T Improved interchange facilities at other local rail stations, including appropriate increases in parking, will be permitted providing the improvements are justified within the context of a Transport Assessment associated with the proposed development.

6.23 Southampton International Airport caters primarily for a regional business travel market and flights from the airport serve many of the principle European destinations. The nature of its main customer base means that the majority travel to and from the airport by car. If passenger growth continues in line with the airport operator's forecasts then increases in the number of long and short stay parking spaces at the airport are likely to be required in the near future. Southampton International Airport, in accordance with DFT guidance and in partnership with local authorities, transport operators and interest groups (Air Transport Forum), has produced an Airport Surface Access Strategy (ASAS), the underlying aim of which is to encourage passengers and staff to use public transport for trips to and from the airport. However, it has been accepted that given the wide catchment of passengers using the airport, improved access for all modes of transport will need to be developed to enable airport services to expand. The airport operator, British Airports Authority has certain permitted development rights including airport parking. Increases in parking at the airport will not therefore require planning permission. However, the Borough Council would expect to be consulted regarding any proposed increases in parking at the airport.

97.T When being consulted regarding any proposals to increase the number of parking spaces at Southampton International Airport the Borough Council expects the increase to be justified within the context of the Airport Surface Access Strategy and the achievement of modal share targets set out in the Surface Access Strategy should not be compromised by the proposals. The Borough Council also expects any proposals to be supported by a Transport Assessment.

Informal Smaller Scale Park and Ride Schemes

- 6.24 Larger employers within the borough are already operating informal park and ride services in an effort to reduce on site parking pressures. The benefits in terms of traffic reduction and changes in commuting habits resulting from these schemes are likely to be very limited, as the principal mode of transport to work remains the car. Informal employer based park and ride schemes will lie outside the remit of the formal planning process unless of course planning permissions are required.

98.T Planning permission will only be granted to employer based park and ride schemes, if the scheme is put forward as part of a Work Place Travel Plan (WPTP) This WPTP must set targets (agreed by the planning authority and highway authority) for reductions in single occupancy car based commuting and business trips A planning obligation, possibly in the form of a bond, or cash deposit, as part of a Section 106 agreement, will be placed upon the developer to underwrite the cost of identified transport improvements linked to the WPTP if they fail to meet these agreed targets. The presumption will be against granting permissions for off-site park and ride sites where this provision is adding to the employers existing dedicated parking stock.

Freight

- 6.25 The ability to move freight and service the needs of commerce and retail premises is an essential part of the process that contributes to the economic well being of the borough. Appropriate lorry routes are set out in the County Council's publication "Lorries in Hampshire". However, there is local concern about the problem of lorries using inappropriate roads, particularly through residential areas. The County Council, in response to many of these concerns, has entered into a Quality Freight Partnership with the Hampshire Economic Partnership and the Freight Transport Association. This is an initiative that is supported by the Borough Council. The importance of freight movement and its management in a sustainable manner is identified in

the BETS where the distribution of goods and services is weighed against concerns about the quality of the urban and rural environment. The increased use of the rail network to move freight will be supported.

99.T The conversion of an existing rail yard into a rail freight interchange or the provision of a new interchange at an appropriate location, will be permitted providing the transfer of goods or the provision of a new interchange does not result in lorries using inappropriate routes to access and leave the railhead and safety at Southampton Airport is not compromised. The redevelopment of any part of an existing rail yard to another non-rail based use will be resisted unless it can be demonstrated that the use of the rail infrastructure is no longer viable. Alternative uses that are related to and contribute towards sustainable transport, will be considered.

Transport and New Development

- 6.26 It is important that all new development should be compatible with the aims and objectives of the Borough of Eastleigh Transport Strategy and should not compromise the obligations placed upon the highway authority by the RTRA 1997. Development should also meet the relevant criteria on sustainable development and the management of travel demand as set out in PPG 13 and policies T1-T7 of the Structure Plan (Review).

100.T Development which accords with other relevant policies of this Plan will be permitted provided it meets all the following criteria:

- i. it is, or could be well served by public transport, cycling and walking;
- ii. it includes measures that minimize its impact on the existing transport network;
- iii. that where a large number of journeys are likely to be generated, the development is located to minimize travel demand and provide a choice of transport mode; and
- iv. that where appropriate a Transport Assessment in accordance with the thresholds set out in Table B of the Hampshire Parking Strategy and Standards is included with the proposals.

- 6.27 The thresholds above which a transport assessment will be required are set out in Table B of the Hampshire Parking Strategy and Standards – Spring 2002. The 2002 Parking Strategy and Standards have been adopted as Supplementary Planning Guidance to the County Structure Plan (Review) and this Local Plan. The Transport Assessment should address how the development will comply with the constraints placed upon the highway authority as a result of the Hampshire County Council RTRA Report.
- 6.28 Where a proposed development requires off-site highway and/or transport improvements to be implemented, or in the case of a small scale development that contributes additional traffic to the network, the developer, (in negotiation with the highway authority and local planning authority), will be expected to fund these improvements in full and if necessary contribute an additional sum towards meeting RTRA targets through the process of implementing the Local Transport Plan and/or transport proposals set out in this local plan.
- 6.29 In association with new residential development proposals developers will be expected to explore, in partnership with the local highway authority and local planning authority, opportunities to bring forward 20mph zones, or homezones, on roads within residential areas.
- 6.30 The headline Road Traffic Reduction Act (RTRA) target for the Borough of Eastleigh is a 75% reduction in forecast traffic growth by 2020. Developers will therefore be expected to submit, as part of a Transport Assessment or a traffic statement associated with smaller scale residential development (including a single dwelling), a set of proposals designed to reduce the traffic impact such that the achievement of the headline RTRA target for the Borough is not compromised as a result of the impacts of that development. The level of any financial contribution will be related to the impact of the development and an appropriate level of mitigation for that impact, set in the context of achieving the RTRA targets for the area.

101.T Development which results in additional traffic on the local road network greater than the levels of growth permitted by the RTRA targets for the Borough of Eastleigh will:

- i. only be permitted if the Council is satisfied that there is a proven need for the development in the location proposed and;
- ii. be subject to the provision of contributions towards the implementation of the Local Transport Plan and/or other transport proposals set out in this local plan. Any such contributions will be set at a level appropriate to the scale and impact of the development.

- 102.T Development requiring new or improved access will be permitted provided it does not:
- i. interfere with the safety, function and standard of service of the road network; or
 - ii. have adverse environmental implications and is to the adopted standard of the highway authority.

Green Travel Plans

- 6.31 The Council may require developers bringing forward planning applications for developments of a scale below the thresholds set out in Table B of the approved Hampshire Parking Strategy and Standards (Spring 2002) to commit to producing and implementing travel plans with the development proposals. This may apply for example where there are potential cumulative effects or where a travel plan will help address a particular local traffic problem associated with the planning application, which might otherwise have to be refused on local traffic grounds.
- 6.32 Applicants for schemes of 50 or more dwellings will be expected to consider the provision of informal Green Travel Plans. When considering a planning application the weight given to a travel plan will be influenced by the degree to which it can be secured through a planning condition or planning obligation and the extent to which it materially affects the acceptability of the development proposed.

- 103.T Developers bringing forward planning applications for commercial, retail, education, health, care, and leisure uses, where the scale of development is above the thresholds set out in Table B of the approved Hampshire Parking Strategy and Standards – Spring 2002, are required to commit themselves to producing and implementing travel plans with the development proposals to reduce car travel to work and journeys in the course of work.

Parking

- 6.33 It is recognised that motor vehicles, both private cars and commercial vehicles, provide mobility and support the economic life of the area. Development proposals should ensure that appropriate off-highway parking space is provided by the developer in line with the advice in the adopted Hampshire Parking Strategy and Standards (2002). The County Council has moved away from prescribed parking standards for the amount of parking required at different types of development to a maximum provision, the need for which will be assessed against the

accessibility of the development by modes other than the car e.g. public transport, cycling and walking. The Borough Council may consider favourably a higher level of parking provision than the standards permit, where the applicant has demonstrated through a transport assessment that a higher level of parking is needed.

- 6.34 Accessibility of a development is therefore a material consideration that will be used to determine the level of car parking provision to be made in any particular development. Development proposals will need to provide appropriate off-highway parking to meet the operational needs of the development and the number of spaces permitted above this number will be assessed according to the accessibility criteria, up to the maximum permissible level for that type of development.

Accessibility Contours

- 6.35 The Council has published an accessibility profile plan for the Borough which will be regularly updated. It provides an indicative picture of the Public Transport Accessibility Levels (PTAL's) within the Borough.
- 6.36 The following parameters are used in the accessibility contour calculation.
- all bus stops and rail stations within 15 minute walk
 - frequency of bus and train services at the individual stops and stations in the given time period
 - average waiting times at the stop or station
 - average walking time based on 80 metre per minute
 - a measure of the attractiveness (reliability and preference) of the services
 - the contours are generated based on 300 square metre grids covering the whole of the Borough and
 - the accessibility calculations assume walking distances 'as the crow flies' and do not take into account physical barriers like rivers, walls, slopes and impenetrable woodlands.
- 6.37 For the purposes of assessing relevant parking standards, four levels of contour have been defined. These are zones 1, 2, 3 and 4 which equate to high, medium, low and very low levels of accessibility respectively.
- 6.38 The maximum parking standards stated in the "Hampshire Parking

Strategy and Standards 2002” relate to the low accessibility category. Depending on the land use, parking levels will be adjusted in accordance with the following table:

Accessibility Zone			
Land Use	3 and 4	2	1
Residential, education, health, car, leisure	100%	75%	50%
Retail	100%	88%	75%
Employment (incl. non-residential care staff)	100%	65%	30%

- 6.39 Areas of extremely high accessibility, for example in a town centre location close to a transport interchange, zero parking will be encouraged if circumstances permit.

104.T Planning permission will only be granted for appropriate development which provides adequate off-highway parking up to the maximum standard set out in respect of the accessibility of that development. When considering the level of parking appropriate for a retail or leisure development in or on the edge of a centre, the Council may consider parking provision additional to the relevant maximum standards but only where it can be clearly demonstrated that it will serve the centre as a whole and assist the vitality and economic viability of the centre.

105.T Within town, district and local centres where it is not possible or environmentally desirable to meet the relevant parking standards on site, development, which accords with other policies in this Plan, may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.

- 6.40 The Borough Council and the County Council will facilitate the provision and control of public parking in the Borough as one of the ways in which the integrated transport system proposed in the Borough Transport Strategy (BETS) will be implemented. In order to reduce car commuting to that necessary for businesses and for operational purposes, the public car parking in Eastleigh town centre and other district centres will be predominantly for short-term use. The presumption will be against the development of new long stay car parks for public use unless a sound justification in the context of the aims and

objectives of the BETS can be made. In Eastleigh Town Centre, district and local centres and elsewhere in the Borough, reduced parking standards at new residential and business (including retail) developments will be supported by on-street parking management proposals designed to prevent the incidence of overspill parking occurring on local streets.

106.T	When new residential development is proposed in areas of the Borough where a residents parking scheme or other form of controlled parking zone is in operation, occupiers of new properties will not be eligible to apply for on street parking permits or to park on the highway other than in spaces allocated to the development as part of the planning permission.
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Parking for Powered Two Wheelers

6.41 Powered two wheelers (motor cycles, scooters and mopeds) can assist in the reduction of congestion as they take up less road space and can manoeuvre through traffic. Powered two wheelers are however, three and a half times more likely to be stolen than any other vehicle on the road. Therefore it is considered important that secure parking for powered two wheelers is provided at all developments where off highway parking is provided.

107.T	When granting planning permission for developments that include off highway parking the Borough Council will attach a condition to secure the provision of secure parking for powered two wheelers.
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Taxis

6.42 The Council recognizes that taxis have an important role to play in the local public transport network, particularly in assisting those without a car to access retail and leisure opportunities. At present taxi-ranks are provided at Eastleigh Bus and Rail Stations, Lower Market Street, the Town Hall Centre, Parkway Station, the Barleycorn at Hedge End and at the Hedge End Retail park. The Borough Council will give due consideration to proposals for improving facilities for taxis, private hire cars and passengers at all town and district centres and other important locations.

7 THE ECONOMY (E)

THE ECONOMY CONTEXT

A balance needs to be struck between:

- Providing development to maintain economic competitiveness and low unemployment;
- Protecting the environment and reducing the need to travel.

The Borough's corporate strategy, 2000-2003 sets the Council's priorities. These include:

- Environment: "We will protect and improve the Borough for the benefit of local people now and in the future.
- Prosperity: "We will strive to achieve a vibrant local economy which benefits all local people".

There are several links between the Economy and other policies of the local plan including:

- CO policies: Countryside
- BE policies: Urban Renaissance
- H policies: Housing
- T policies: Transport
- TA policies: Recreation & Tourism
- ES policies: Environmental Sustainability

Objectives

7.1 The Council's objectives are to:

- Avoid too much or too little economic growth: balancing growth with the needs of the labour force.
- Improve economic competitiveness.
- Protect the environment.
- Reduce the need to travel by car.
- Prioritise the redevelopment of urban sites.
- Locate office development in town centres.
- Secure premises for 'start-up' firms.
- Promote social inclusion.

- 7.2 Government planning guidance, the South East England Development Agency's strategy, the Structure Plan review the Local Transport Plan and the Council's own Prosperity Strategy set a policy framework for this chapter. This framework seeks to meet people's needs by promoting competitiveness and protecting the environment and to promote a choice of sites for businesses.

The Borough Council's Approach

- 7.3 The Council's approach is set out in the local plan background paper: "Employment Land Provision (December 2002)". Future economic needs can only be forecast broadly. The aim is to promote a reasonable choice of sites without promoting excessive development which would undermine the quality of the environment. Enough employment land has already been identified within the wider Southampton sub region and within Eastleigh Borough to meet the future growth in the labour force over the plan period and to replace employment land which this plan proposes be redeveloped. However, within Eastleigh Borough this depends on the land north of the Airport becoming available, which will happen once the Chickenhall Lane Link Road is built. The provision of this road will also facilitate the redevelopment of sites in inner Eastleigh and hence the town's urban renaissance.
- 7.4 The structure plan identifies a major development area to the south east of Eastleigh. This included 35 hectares of employment land to support the economy and to provide jobs for the new community, either within the major development area or on existing employment allocations. This local plan does not provide for the major development area, so there is no need to provide this specific employment land. The existing employment allocations within the Borough already meet the need to support the economy.

Types of firm: 'Clustering' and Enterprise Hubs

- 7.5 Any new firm will provide employment and supply contracts. However firms which form 'business clusters' will do most to raise competitiveness. These are firms which provide the impetus for improved performance in the local supply chain, which develop the specialist skills of the labour force; which create a market for other firms and research institutes to specialise; and which exchange information and expertise with other local firms. The South East England Development Agency (SEEDA) strategy promotes this concept through 'Enterprise Hubs' and a 'Wired Region' of interconnected firms. The Southampton Enterprise Hub, centred on Chilworth Science Park, has been designated to support hi-tech firms and foster links with Southampton University. Firms in this hub may make a special contribution to competitiveness and may require premises in the Borough.

Transport

- 7.6 Employment proposals must comply with the transport policies of this plan. They must include proposals to reduce traffic growth in line with Road Traffic Reduction Act targets; include a travel plan; and comply with the Highway Authority's parking standards.

Start-Up Premises and Training Measures

- 7.7 Government policy promotes competitiveness and social inclusion, the provision of premises for start-up firms and training measures. The Council will seek contributions from employment development, and from the redevelopment of employment to other uses, for the provision of start-up premises and training measures. The Council sets out its justifications for doing so in the local plan background paper: "Section 106 Agreements for Training Measures and start-up Business Units" (October 2001). The necessity for contributions will be assessed on a case by case basis, in accordance with the scale and effect of development, in line with Government Circular 1/97 on planning obligations.
- 7.8 'Start-up' premises provide suitable space for new 'start-up' firms in terms of size, tenure, shared overheads and support facilities. The Council already manages Wessex House in Eastleigh for 'start-up' office premises.
- 7.9 This plan allocates land at the Fire Service Headquarters for industrial development including an element of start-up premises. The Council is also considering providing start-up premises adjacent to new office development south of Chestnut Avenue. Employment developments can contribute towards start-up premises at these locations, or provide their own start-up premises on site. Firms developing premises solely for their own use do not need to provide premises for start-up firms. Training programmes should be agreed between the developer or occupier, the Council and its training partners.

108 .E	Provision will be sought from new employment development, and from the redevelopment of employment land for other purposes, where appropriate, to provide or contribute towards premises for 'start-up' businesses and to training provision. Where such measures are considered necessary but are not provided, planning permission will not be granted.
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Leigh Road - Offices

- 7.10 The Pirelli Leigh Road site is being redeveloped. The north eastern part of the site fronts a main road (Leigh Road) and is within an easy walk of the town centre. This part of the site should therefore be

developed for offices. The Leigh Road frontage can accommodate about 8,500m² of offices.

109.E The north east part of the Leigh Road frontage of the Pirelli site must be developed for around 8,500m² of office floorspace.

General Business and Industrial Development

- 7.11 General business and industrial development refers to use classes B1, B2 or B8 as defined in the 1987 Town and Country Planning (Use Classes) Order, as amended in March 1995, and includes B1a office development as well as industrial and storage development. A number of sites in the Borough have permission for B1, B2 and B8 development together.
- 7.12 However future permissions on out-of-centre sites will be granted so as to exclude B1a office development and remove permitted development rights accordingly, because the sequential approach must apply to B1a office uses. B1a uses will only be permitted on 'out of centre' sites if the applicant can demonstrate that the sequential approach has been satisfied.

Fire and Rescue Service HQ, Eastleigh

- 7.13 The plan seeks to prioritise the redevelopment of urban sites. The grounds of the Fire & Rescue Service is a site which could be developed for industry without undermining residential amenity. It is located away from most residential areas and can be accessed by heavy goods vehicles without passing through residential areas. It should be developed for employment to promote more jobs within the urban area, so reducing the need to travel. To promote a greater choice of jobs in the urban area and to meet the needs of emerging businesses, a proportion of the premises should be suitable for 'start-up' and 'move on' firms. A development brief has been prepared for this site, which will form a significant material consideration in the determination of any planning application for the site.

110.E B1(b) or B1(c) industrial development will be permitted at the Fire & Rescue Service Headquarters grounds, Leigh Road, Eastleigh, as shown on the proposals map, provided the development includes a proportion of 'start-up' and 'move-on' units. Office B1(a) uses will only be permitted on the part of the site fronting Leigh Road.

Railway Works, Eastleigh

- 7.14 The Alstom rail maintenance works lie to the south east of Eastleigh town centre and south of the Eastleigh to Fareham railway line. The works provide an important source of manufacturing employment in Eastleigh. The site should remain in employment use. Any development, which generates more road vehicle movements, should not occur until the Chickenhall Lane link road is completed. In addition to the criteria set out below, a development must comply with the transport policies of this plan. Redevelopment will offer the opportunity to define a precise route to be safeguarded for the Eastleigh rail chord. This opportunity should be taken in the planning of any redevelopment.

111.E Industrial development or redevelopment will be permitted in the Railway Works Special Policy Area as shown on the Proposals Map, provided all the following criteria are met:

- i. it can be demonstrated to the satisfaction of the Borough Council that the land is not required, either now or in the longer term, for railway use;
- ii. it contributes, where appropriate, to the provision of training measures and premises for 'start-up' businesses;
- iii. any development which generates and increase in road vehicle movements should not occur until the Chickenhall Lane Link Road is completed as a through route and access to the site is gained from that road, not Campbell Road. Financial contributions will be sought towards the Chickenhall Lane Link Road at an appropriate level commensurate with the scale and nature of the proposed development;
- iv. land is safeguarded for the Eastleigh rail chord;
- v. it includes a rail link for the movement of freight;
- vi. it does not adversely affect, directly or indirectly, the Itchen Valley Special Area of Conservation; Site of Special Scientific Interest; or Site of Importance for Nature Conservation;
- vii. it does not adversely affect the amenity of the residents of Campbell Road and
- viii. it does not conflict with the safe operation of the Airport.

Pirelli Land, Chickenhall Lane, Eastleigh

- 7.15 Pirelli own vacant expansion land to the south east of Eastleigh town centre to the north of the Eastleigh to Fareham railway line which is suitable for industrial development.

112.E Employment development within Use Classes B1 (b), B1 (c), B2 and B8 will be permitted in the Pirelli land Special Policy Area, as shown on the proposals map, provided all the following criteria are met:

- (i) land is reserved for the Chickenhall Lane Link Road and a contribution is made to that road unless a transport assessment demonstrates this is not necessary;
- (ii) the capacity of the Itchen floodplain is maintained and it conforms to policy 40.ES;
- (iii) It does not adversely affect the amenity of the residents of Campbell Road; and
- (iv) it does not adversely affect, directly or indirectly, the Itchen Valley Special Area of Conservation; Site of Special Scientific Interest; or Site of Importance for Nature Conservation.

Wide Lane/Mitchell Way, Eastleigh

- 7.16 Small scale industrial development on vacant land adjacent to the junction of Wide Lane and Mitchell Way will be acceptable provided it does not have an impact on the wider strategic gap and provided a route is reserved for the proposed cycleway.

113.E Industrial (B2) uses will be permitted on the land adjacent to the junction of Wide Lane and Mitchell Way at Southampton Airport, as shown on the proposal map, provided all the following criteria are met:

- i. the development does not exceed one storey in height;
- ii. the development accommodates 'start-up' industrial units; and
- iii. if necessary a route is reserved for a cycleway.

Sites Previously Identified

- 7.17 The following sites, identified in the previous Plan, all have planning permission for business or industrial development but have not yet been fully implemented. However, Government guidance in relation to industrial (as opposed to office) development has not fundamentally changed in recent years and the Council considers that the sites below continue to comply with Government guidance and its own objectives. The local plan background paper "Employment land" illustrates that these sites need to be maintained for employment use in order to meet future needs.

Southampton International Airport Special Policy Area

- 7.18 The northern business park consists of land owned by BAA plc (approximately 22 hectares) and by Network Rail (approximately 8 hectares). In 1992 outline planning permission was granted for employment development on that part of the northern business park now owned by BAA plc, and for the associated part of the Chickenhall Lane Link Road. The Council also resolved to grant planning permission for employment development on the Network Rail land and for the remainder of the Chickenhall Lane Link Road, but the permission has not been issued because the associated legal agreement has not been resolved.
- 7.19 The outline planning permission and associated legal agreement include a requirement for the phased completion of the Chickenhall Lane Link Road as a through route.
- 7.20 Reserved matters for the section of the northern business park and the Chickenhall Lane Link Road that have outline planning permission have yet to be approved.
- 7.21 Since outline planning permission was granted there have been significant changes to policy which affect the site: airport safety regulations have changed and the River Itchen has been designated a Special Area of Conservation. Therefore any application to extend the time for submitting reserved matters to the existing outline permission will be considered under policy (114.E below), in order that these new considerations can be taken into account.
- 7.22 A key objective of the Borough and the County Council is to secure the construction of the Chickenhall Lane Link Road as a through route from Bishopstoke Road to Wide Lane. The scheme is a proposal in both the Structure Plan and the Local Transport Plan. The Link Road is a major transport project and depends upon a combination of public funding and developer contributions in order to be viable. The Link Road as a through route will provide access to the northern business park - a strategic employment development. It will also deliver wider benefits: facilitating employment redevelopment close to Eastleigh town centre and reducing traffic and pollution in the town. This is set

out in the local plan background paper “Employment Land Location Strategy”. Because of the strategic importance of the Link Road the Borough and County Councils will work in partnership with other agencies and with the key landowners and developers concerned in order to deliver the road as a through route at the earliest opportunity.

- 7.23 With regard specifically to the Northern Business Park, it is necessary for the Chickenhall Lane Link Road to be secured as a through route for three reasons. Firstly, the site is appropriate for employment development because it is adjacent to the large Eastleigh urban area. Therefore the Link Road needs to be secured to the north to allow Eastleigh’s workforce to easily get to the site and to reduce the need to travel. Secondly, it will allow workforce traffic to reach the development without passing through inner Eastleigh. Thirdly the employment development requires direct access to the motorway without passing through inner Eastleigh. Therefore the Link Road needs to be completed to the south to link to the M27 motorway.
- 7.24 Therefore, other than 4 hectares of airport-related development, the Council consider that employment development should not proceed until it is clear that the Link Road can be secured as a through route i.e. once the funding is assured and once the necessary third party land has been acquired. The development must also reserve land within the site to ensure the Chickenhall Lane Link Road can be completed as a through route, and it must make appropriate financial contributions towards the provision of the Link Road.
- 7.25 The Council will accept that some development can occur on the northern business park prior to the completion of the Chickenhall Lane Link Road, subject to a satisfactory transport assessment and provided that the ultimate provision of the road as a through route is assured.
- 7.26 The Council also wishes to secure a mix of employment opportunities on the site, to support Eastleigh’s skills base. The B1-B8 employment can be provided at a higher density with less soft landscaping than originally envisaged, so this can allow for some 4 hectares of airport related development. Only development within this 4 hectares will be allowed to proceed before it is clear that the Link Road can be secured as a through route. Gross site areas are expressed below.
- 7.27 Up to 50% of the site can be developed for office development. There is a need for further office development, which cannot all be accommodated closer to the town centre. This is a strategic/prestige site which would benefit from a mix of employment uses including office development. In particular office development will generate more commercial value and so do more to help fund the Chickenhall Lane link road and the regeneration benefits it will bring to Eastleigh.

114.E Planning permission will be granted for B1, B2 and B8 employment development and for airport related development on the northern business park, as identified on the proposals
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map, provided all the following criteria are met:

- i. any detailed development proposals, whether for all or part of the site, are prepared in the context of a strategic masterplan for the whole of the northern business park approved by the local planning authority;
- ii. a minimum of 26 hectares of general employment land (B1, B2 or B8) is provided, as demonstrated by the masterplan;
- iii. a maximum of 4 hectares of land for airport-related development is provided adjacent to the existing airport boundary, as demonstrated by the masterplan;
- iv. any B1a office floorspace constitutes no more than 50% of the total B1, B2 and B8 floorspace within the site as a whole or within the individual sections of the site owned by BAA and Network Rail respectively;
- v. provision is made on the whole site for a total of 5,000 square metres of 'start-up' and 'move-on' business units, in proportion to the development carried out within the site as a whole or within the individual sections of the site owned by BAA and Network Rail respectively;
- vi. the airport-related development must incorporate safeguards to ensure that the amenity of residents who are affected by airport operations, and the amenity of people using the Itchen Valley Country Park, are not adversely affected by any increase in operational activity that the development would facilitate;
- vii. airport related car park development must conform to policy 97.T;
- viii. in accordance with policy 91.T, appropriate land is safeguarded for the construction of the Chickenhall Lane Link Road as a through route;
- ix. in accordance with policies 91.T and 192.IN, the development contributes to the design and construction of the Chickenhall Lane Link Road as a through route; and for any necessary off-site transport improvements e.g. to junction 5 of the M27; both as determined by a full transport

assessment;

- x. except within the 4 hectare area defined by the masterplan for airport-related development, no employment development shall commence until the funding is assured and the land has been acquired to complete the Chickenhall Lane Link Road as a through route;
- xi. development within part of the site may be permitted to proceed prior to the completion of the Chickenhall Lane Link Road as a through route provided the developer contributes to the sections of the Chickenhall Lane Link Road which are required to adequately serve the development, and contributes to necessary off-site transport improvements, both as determined by a full transport assessment;
- xii. provision is made for unconstrained access from adjoining sites to the Chickenhall Lane Link Road subject to a contribution from those sites to the link road, including the provision of necessary land;
- xiii. the proposals include appropriate landscaping within the site, together with the provision of a mounded and planted tree buffer with a minimum width of 30 metres along the eastern boundary of the land;
- xiv. arrangements have been made for financial contributions towards the continuation and development of the employment training scheme within the local area, directly related to the proposed development;
- xv. arrangements have been made for the provision of off site footpaths and cycleways to serve the developments, for improvements to and the management of the Itchen Valley Country Park where necessary to mitigate the impact of the development;
- xvi. in respect of the Network Rail site, arrangements have been made for the future management in perpetuity of the wetland area between the eastern boundary of the land and the River Itchen in the interests of nature conservation;
- xvii. an environmental impact assessment is submitted and an appropriate assessment under the Habitats Regulation is undertaken which identify and implement mitigation measures to demonstrate the

proposal will not adversely affect, directly or indirectly, the Itchen Valley Special Area of Conservation; Site of Special Scientific Interest; or Site of Importance for Nature Conservation; and

- xviii. the proposal complies with the latest airport safety regulations and aerodrome safeguarding requirements.

7.28 Southampton International Airport provides important transport connections and is one factor in the success of the South Hampshire economy. The Airport's operations also need to be controlled in respect of the amenity of local residents; surface transport implications; and the strategic gap. Within the existing Airport boundary some airport related development has permitted development rights under the GPDO.

115.E Development proposals within the Southampton International Airport Special Policy Area, as shown on the proposals map will be permitted subject to all the following criteria being met:

- i. they are necessary for the improvement of operational efficiency, operational and passenger safety and passenger convenience at the Airport;
- ii. they would not physically or visually diminish the Eastleigh – Southampton strategic gap;
- iii. they incorporate appropriate safeguards to ensure that the amenity of local residents and the users of the Itchen Valley Country Park are not adversely affected;
- iv. they include provision where appropriate for the improvement of Southampton Airport Parkway railway station; and
- v. they do not involve any effective extension of the runway.

Land at Knowle Lane, Fair Oak

7.29 Planning permission has been granted at Deer Park Farm, Knowle Lane for a transport and coach depot (which has been implemented) and for industrial/warehouse development (partially implemented). The site is outside the urban edge and the permission was granted as an exception to normal planning policies in-order to assist in the relocation

of badly sited or unauthorised industrial uses.

- 116.E Proposals for the use of land at Knowle Lane, Fair Oak, as shown on the proposals map, for the relocation of industrial uses that are badly sited or are unauthorised on their present sites within the Borough will be permitted subject to all the following criteria being met:
- i. arrangements being made for the cessation of the industrial use of the present sites;
 - ii. appropriate arrangements being made to ensure that the local highway network can safely accommodate the traffic likely to be generated by the development;
 - iii. the provision of landscaped and planted buffer areas on the boundaries of the site to minimise the visual impact of the development; and
- i. the uses concerned not adversely affecting the residential amenity of the occupiers of nearby properties; and
 - ii. no adverse impact direct or indirect, on the nearby sites of importance for nature conservation.

Existing Employment Areas

- 7.30 This section includes policies to control changes in established employment areas.
- 7.31 The aim is to provide enough jobs to meet the needs of the labour force, and to enhance competitiveness. Therefore it is important to retain the allocated development sites for employment use, subject to the following three policies. However the mainstay of economic activity which supports the labour force and competitiveness is that which already takes place on established major employment sites. The sites identified on the proposals map as existing employment sites are served by the necessary infrastructure for industrial development. It is important to allow the additional development on these sites required to maintain their competitiveness.
- 7.32 It is also important to retain the sites in employment use to secure a diverse choice of employment, an aim of the Council's Prosperity Strategy. Sites should be maintained in each local area of the Borough to maintain local choice and reduce the need to travel. 'Local area' means one of the five local committee in the Borough.
- 7.33 An employment assessment has been undertaken which demonstrates that the employment sites identified on the proposals map need to be retained for employment purposes. A housing urban capacity study

has identified those other employment sites which are suitable for housing development and the plan allocates these accordingly. The requirements of PPG3 paragraphs 42 and 42a (January 2005) have been met with regard to reviewing employment sites. As a result the redevelopment of those remaining employment sites which are identified as such on the Proposals Map will only be permitted if it is in accordance with the following three policies.

117.E Proposals for new development or redevelopment for employment purposes (use classes B1, B2 or B8) within the existing employment sites identified on the proposals map will be permitted, provided they do not conflict with policy on the location of office development.

118.E The redevelopment or change of use of an existing employment site, or the development of an allocated employment site, as identified on the proposals map, for uses other than B1, B2 or B8 employment purposes will only be permitted if:

- i. it does not, either by itself or cumulatively with other changes on the same employment site adversely affect the employment base either by markedly reducing the potential choice of employment in the local area or by significantly reducing the range and variety of premises or sites available for employment purposes within the local area; or
- ii. it would result in land use, amenity or environmental benefits sufficient to outweigh any material harm to the employment base of the Borough.

7.34 Sites in inner Eastleigh close to the town centre in industrial use could be redeveloped for predominantly more people intensive office/residential uses provided the industrial use can be relocated to an 'out-of-centre' site, and/or there is no significant effect on the employment base of the local area. This process can ensure more people live or work within reach of town centres and public transport, and remove heavy goods vehicles from inner residential areas, helping to secure an urban renaissance. (Redevelopment could retain smaller elements of appropriate industrial units, in order to maintain a wide mix of uses). Sites close to Eastleigh town centre are those which are within a reasonable walking distance (eg. 500m-700m) of the town centre boundary. Policies 56.BE and 57.BE apply to the Barton Park area.

119.E Redevelopment of industrial sites close to Eastleigh town centre to a mix of predominantly high density office/residential mixed uses will be permitted provided all the following criteria are met:

- i. the site is suitable for office/residential use in terms of access and amenity;
- ii. the employment base of the local area is not markedly reduced;
- iii. some wider mix of employment is maintained on the site; and
- iv. the proposal conforms to policies and on Barton Park.

7.35 These industrial sites close to Eastleigh town centre are nevertheless still identified as employment sites. It would not be appropriate for these sites to be redeveloped for more people intensive uses until alternative sites have become available for the industrial firms that occupy them, or unless it is clear that their redevelopment would not adversely affect the employment base of the local area.

7.36 This approach to the redevelopment of industrial sites will not be taken outside of sites close to Eastleigh town centre. It is not appropriate to remove most industrial areas from major settlements. They provide for a greater choice of jobs close to where people live, reducing the need to travel.

Smaller Employment Areas

7.37 The Council aims to give preference to the redevelopment of urban sites so will also permit development for employment use elsewhere within the urban edge provided it does not adversely affect residential amenity or the highway network. In addition there are a number of individual or small groups of existing businesses where by their nature and location it is appropriate to apply these same criteria, rather than, as for the major sites, take a less restricted approach. Subject to these criteria the Council will support the development required by these businesses. Nevertheless it would be appropriate for these uses to displace to new employment allocations facilitating a redevelopment more compatible to its surrounding residential environment, helping to secure an urban renaissance.

120.E Within the urban edge, proposals for B1, B2 and B8 uses on new sites and proposals for the redevelopment or extension of existing industrial, office and business sites which are not identified on the proposals map, will be permitted provided all the following criteria are met. They:

- i. cause no demonstrable harm to the amenities and environment of occupiers of nearby existing or proposed housing;
- ii. do not generate traffic which would result in unacceptable traffic levels on adjoining roads or endanger other road users; and
- iii. do not conflict with policy 134.TC on the location of office development.

The redevelopment of industrial sites not identified on the proposals map to residential use will be permitted provided:

- iv. a residential use is appropriate to the surroundings;
- v. it does not involve the loss of a site which, in terms of amenity, is particularly suitable for an industrial use; and
- vi. the employment base and range of industrial premises in the local area is not markedly reduced.

Dutton Lane and Laburnum Grove/Toynbee Road, Eastleigh

7.38 The residential amenity of Dutton Lane, Eastleigh is adversely affected by heavy lorries and other traffic gaining access to the industrial land north of Bishopstoke Road. No intensification of industrial activity should be permitted on this land until an alternative access is provided. An alternative access may run from Chickenhall Lane, through the Barton Park industrial estate, and under the Bishopstoke road bridge. However if the Barton Park industrial estate is redeveloped for non-industrial use this is unlikely to be appropriate.

121.E Development in the Dutton Lane industrial area or its vicinity, which leads to an increase in traffic on Dutton Lane, an increase in noise or loss of amenity to local residents, will not be permitted.

7.39 The residential amenity of Laburnum Grove and Toynbee Road, Eastleigh is also adversely affected by heavy lorries and other traffic gaining access to nearby industrial sites. It is hoped that these sites, close to the town centre, are also redeveloped for more people intensive uses, which would have the added benefit of removing heavy industrial traffic from the area.

122.E Development proposals which give rise to increased traffic from the industrial sites north of Laburnum Grove/Toynbee Road, Eastleigh and which would cause increased noise or loss of amenity to local residents will not be permitted.

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Employment in the Countryside

- 7.40 Policies 15.CO and 17.CO provide guidance on how proposals for the alteration or extension of existing employment sites in the countryside, or the re-use of buildings in the countryside for employment purposes, will be considered.

Chalcroft Distribution Park

- 7.41 The site was previously the Royal Navy Victualling Depot. It became surplus to Ministry of Defence requirements and the existing buildings are currently used for light industrial and storage purposes.
- 7.42 The site has a rural location, poor road connections, and the majority of it is surrounded by a woodland belt designated a site of importance for nature conservation. Together these circumstances preclude a more intensive redevelopment of the site (although if it could rely on the railway for access this would be taken into account).

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| <p>123.E</p> | <p>Proposals for the alteration, extension or change of use of existing land and buildings at the Chalcroft Distribution Park will be permitted provided all of the following criteria are met:</p> <ul style="list-style-type: none">i. no development should extend beyond the curtilage of the existing site;ii. they would not result in an increase in heavy goods vehicles or other traffic movements which would be detrimental to the surrounding highway network; andiii. they would not adversely affect the site of importance for nature conservation. |
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Boatyards

- 7.43 The boatyards on the River Hamble are an important part of the economy and a tourist and recreational facility. It is important that the facilities are kept up to date with modern standards and technologies where necessary through new development, provided it does not adversely affect the environment. The area of riverside land which is suitable for boatyard development is finite; so the existing boatyards should be restricted to boat related uses. Their development for any other use would also change the character of the river and could have a detrimental landscape impact, place pressure on the road network, and erode the residential and recreational amenity of the area. However, in exceptional circumstances and where it can be demonstrated that using a part of the boatyard for a non boat related use is necessary to secure the viability of the remaining boatyard or

marina, a modest amount of floorspace may be permitted for non boat related use. The exact proportion acceptable for non boat related use will depend on design, environmental and highway considerations, and is unlikely ever to be greater than 25% to 30% of total floorspace. PPG.25 on Development and Flood Risk also applies.

124.E At boatyard and marina sites on the River Hamble, (as shown on the proposals map) in-order to protect the character of the river and its environs and to safeguard waterside sites for boatyard uses, the Borough Council will permit development associated with boat building, fitting out, maintenance and repair of boats and ancillary uses, provided that it does not:

- i. jeopardise the safety and ease of navigation on the river or have a detrimental impact on the regime of the river;
- ii. adversely affect a special area of conservation, special protection area, site of special scientific interest, site of importance for nature conservation, nature reserve, or other areas of nature conservation, as shown on the proposals map;
- iii. conflict with the character of the river and its environs by virtue of the uses proposed, location, layout, scale, design or materials;
- iv. cause a reduction of water quality.

Exceptionally, development or redevelopment may be permitted incorporating a modest amount of floorspace not restricted to boat-related uses, where the Council is convinced that such a use is needed to secure the future of a boatyard or marina.



8 TOWN AND LOCAL CENTRES (TC)

TOWN AND LOCAL CENTRES CONTEXT

The Council is committed to making its town and local centres attractive places at the heart of their communities and to reduce the need to travel further afield to facilities.

The Eastleigh town centre strategy proposes development to enhance the town, develop its distinctiveness and contribute to the urban renaissance. Improvements are also proposed for the district and local centres.

There are several links between Town and Local Centres and other policies of the Local Plan including:

- | | |
|---------------|--|
| • BE policies | Urban Renaissance, the Built Environment |
| • E policies | Economic development |
| • H policies | Housing |
| • T policies | Transport |
| • TA policies | Tourism and the Arts |
| • ES policies | Environmental Sustainability |

Objectives

8.1 The policies in this chapter will apply to uses which could potentially be accommodated in, or have an impact on, town centres. This principle is translated into the main examples below which are not intended to be exhaustive. Most of the uses are defined in PPS6 paragraphs 1.8 and 1.9 and include:

- Retail (including warehouse clubs, factory outlet centres and trade counter uses);
- Leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
- Offices, both commercial and those of public bodies; and
- Arts, culture and tourism (theatres, museums, galleries and concert halls, hotels and conference facilities)
- In addition housing will be an important element in mixed use schemes.

8.2 The Council's objectives are to:

- sustain and enhance the vitality and viability of its town, district and local centres
- reduce the need to travel, especially by car.
- Maintain an efficient, competitive and innovative retail sector, by focussing new development first on town and local centres.

Retail Centres

8.3 The identified centres in the Borough are as follows (see the following plans):

Large town centre:

Eastleigh town centre

District Centres:

Hedge End centre

Fryern centre, Chandler's Ford

Village and Local Centres:

- The Precinct, Bournemouth Road and Hursley Road, Chandler's Ford
- Boyatt Shopping Centre, Eastleigh
- Fair Oak village centre
- West End village centre
- Botley village centre
- Bursledon/Lowford village centre
- Hamble village centre
- Victoria Road and Station Road, Netley Abbey

Neighbourhood Parades:

- Hiltingbury Road (West), Chandler's Ford
- Hiltingbury Road East, Chandler's Ford
- Ashdown Road, Chandler's Ford
- Twyford Road, Eastleigh
- Falkland Road, Eastleigh
- Nightingale Avenue, Eastleigh
- Riverside, Bishopstoke
- Whalesmead, Bishopstoke
- Sandy Lane, Fair Oak
- Townhill Way, West End
- St Luke's Close, Hedge End
- Coronation Parade, Hamble

8.4 In addition there are a number of retail facilities which do not form part of identified centres but are 'out-of-centre'. The largest of these is the retail park at junction 7 of the M27 motorway, Hedge End.

8.5 There are also centres outside the Borough which serve an important role for the Borough's residents, most notably Southampton city centre.

Eastleigh Town Centre Strategy

Strategy

8.6 Eastleigh is a large town centre, with around 180 shops. The Council has now prepared a strategy for the town centres. Its fundamental aims are to:

- attract more people and more activity to the town centre; and to
- enhance the distinctiveness of the urban environment, by respecting and enhancing its existing distinctive features and within this context adding variety; so as to enhance the vibrancy and identity of the town centre.

8.7 The town centre strategy is set out in supplementary planning guidance to this plan, and the Council will attach considerable weight to it. The key development implications of the strategy are set out in this plan.

8.8 The strategy's spatial framework divides the town centre into 5 zones (see Plan 47). The intention is that the core retail zone will be expanded as additional development is implemented.

8.9 The 5 zones are:

Zone 1

The core shopping zone: the aim is to capitalise on the Swan Centre by maintaining and expanding a strong base of A1 use class national multiple retailing and a strong retail 'anchor' at the southern end of the town;

Zone 2

The primary shopping zone: the aim is to maintain a predominately A1 use class area with a rich mix of national multiple and specialist/independent retailing;

Zone 3

The secondary shopping zone: the aim is to create a rich mixture of town centre uses, including A2 and A3 retail uses;

Zone 4

The leisure and cultural area: the aim is to capitalise on the amenity of the recreation ground and on 'The Point' and the millennium dance garden, to create a leisure and cultural area;

Zone 5

Southampton Road: the aim is to maintain and intensify a mixed use area, including offices and a transport interchange, and to retain a strong retail or leisure 'anchor' at the northern end of the town centre.

General Principles

8.10 In the Town Centre as a whole and on the edge of the town centre (within 300 metres), policies 125.TC and 126.TC will apply to all development. The following policy is intended to set general principles. Other policies provide more detail. Financial contributions may be sought to achieve a high quality of environmental, public art, public safety and transport improvements.

- 125.TC Development or redevelopment proposals in or on the edge of Eastleigh town centre must:**
- i. create a high quality of built and urban design, including where appropriate environmental, public art and public safety improvements to the public realm;**
 - ii. maximise development density by providing the maximum number of storeys appropriate in design terms to the site and its surrounds and which will conform to policy 59.BE; and show that all storeys are designed for active use such as housing or office use;**
 - iii. create the following mix of uses:**
 - (a) Edge-of-centre: Office and residential uses;**
 - (b) Town Centre: Office and residential uses with uses on the ground floor which attract customers;**
 - (c) Shopping area: Office and residential uses with retail or leisure uses on the ground floor; Provided that this mix does not conflict with other policies of this plan; is appropriate to the site; and unless a developer can satisfactorily demonstrate that this mix is unviable and show that all storeys are designed for active use. The upper**

- iv. storeys should be designed for housing or office use; and retain the compact shopping area.

126.TC Development or redevelopment proposals in Eastleigh town centre must provide, through negotiation with the Council, the measures required to accommodate additional trips generated by the development; firstly by encouraging walking, cycling, the use of public transport, or better use of existing shared public car parks; and then, if it is physically feasible and necessary, by providing further shared public short stay car parking, up to the maximum permitted by the car parking standards.

Shopping Area

8.11 Policy 127.TC provides an overall framework for development in the shopping area.

127.TC Development or redevelopment proposals within the shopping area of Eastleigh town centre, as defined on the proposals map, must meet all the following criteria:

- i. provide ground floor premises able to accommodate retail or leisure uses which attract a lot of customers;
- ii. create a design which draws from a set of urban design principles which respect and enhance the distinctiveness of the wider townscape and streetscape, which creates streets which are open to the public at day and night, within this context adds appropriate variety in terms of built form and new street features, and conforms to policy 59.BE;
- iii. create on the ground floor a continuous visible retail frontage, which avoids the creation of blank frontages, and
- iv. where appropriate, retains and expands the Council's glazed colonnade scheme.

8.12 The Council believes that one of the ways to comply with criterion ii of policy 127.TC is to maintain and enhance the existing grid iron street pattern. However, the Council wishes to promote innovation and flair from developers. The underlying principle is that this must respect and enhance the wider townscape and streetscape.

Specific Proposals

8.13 In-order to promote development, specific proposals are identified below. However developers may come forward with different schemes, following the result of more detailed feasibility work. The Council will support such schemes provided they conform to the overall policy framework. They need not follow precisely the specific proposals promoted below but should meet the requirements of Development Briefs for each site, to be approved by the Council before detailed proposals are considered.

The Core Retail Area

Surface Level Car Park Adjacent to Tesco, Southampton Road, Eastleigh

8.14 The surface level car park immediately to the east of Tesco and the Swan Centre is identified in the strategy as being part of the core retail area which is commercially under-utilised. Planning permission has been granted to construct a multiplex cinema at first floor level over the car park, but this proposal would leave the surface level commercially under-utilised. The site is on the edge of the shopping area so is suitable for a large single retail unit.

128.TC A proposal to extend the Swan Centre to the east will be permitted provided it meets all the following criteria:

- i. provides ground floor premises able to accommodate retail uses which attract a lot of customers, or if this is not commercially viable, leisure uses which attract a lot of customers;
- ii. creates a high quality of design which complements the Swan Centre but nevertheless creates a distinctive 'landmark' building and frontage to Southampton Road;
- iii. creates a continuous visible retail frontage to Wells Place, which avoids the creation of blank frontages, and creates main entrances to both Wells Place and the Swan Centre;
- iv. is at-least 2 storeys high, conforms to Policy 59.BE and puts upper floors to use as a multiplex cinema, other leisure, retail or office use; and
- v. replaces the surface level car park by a car park with a similar parking capacity on its roof, which is safe and attractive to use.

The Block to the North of Wells Place

8.15 The block to the north of Wells Place is also identified in the strategy as part of the core retail area which is commercially under-utilised. A redevelopment of this block is promoted to strengthen Wells Place as a key through street axis and shopping street, and to restore confidence in the traditional shopping area. This redevelopment may be provided in one go, or as a phased development.

8.16 One of the reasons for selecting this area is that it offers a developer flexibility over the configuration of phases. The first phase is likely to start from the corner of High Street and Wells Place. The Council's preference is for the second phase to extend east along Wells Place to Market Street. An alternative would be to extend north along the eastern side of High Street.

- 129.TC The redevelopment of the block to the north of Wells Place, will be permitted, provided the proposal:**
- i. **provides ground floor premises able to accommodate retail uses which attract a lot of customers; or if this is not commercially viable, leisure uses which attract a lot of customers;**
 - ii. **creates additional public space opposite the eastern entrance to the Swan Centre, in order to create a new urban square;**
 - iii. **creates a pedestrian route on the northern side of the block, running between High Street and Market Street;**
 - iv. **develops as retail frontage the existing goods vehicle service entrance, and secures the relocation of this service entrance provided this relocation is feasible; and**
 - v. **is at least 3 storeys high and conforms to policy 59.BE.**

Primary and Secondary Retail Zones

Redevelopment

8.17 The strategy envisages that redevelopments in the core retail area will raise confidence elsewhere in the shopping area and induce a series of further redevelopments. Such redevelopments will be promoted throughout the defined shopping area and so specific sites are not identified. The aim is that by promoting a series of different developments over time, a variety of designs will be secured, each of which will enhance the grid iron street scene.

Pedestrianisation

8.18 The Council supports, in principle, the pedestrianisation of Market Street. It believes this will create a more attractive shopping and leisure environment, will not fundamentally undermine trade and may well actually improve trade. There are likely to be short term trade impacts and so the appropriate time to pedestrianise the street will depend on the immediate trading conditions of the time.

Changes of Use: Secondary Retail Zone

Leisure and Cultural Area, around the Recreation Ground

Leigh Road

8.19 The Leigh Road frontage contributes to the setting of the recreation ground makes an appropriate location for the type of leisure and cultural facilities which will allow people to 'linger' and enjoy a positive relationship with the recreation ground (for example restaurants, street cafes, bars and art galleries/studios). See also Policy 53.BE.

130.TC Redevelopment or changes of use between numbers 41 and 75 Leigh Road will be permitted, provided the proposal:

- i. **respects and enhances the existing built setting of the recreation ground;**
- ii. **will benefit from a direct relationship with and contribute to the amenity of the recreation ground;**
- iii. **accommodates leisure uses, cafes, restaurants, specialist shops or other town centre uses which will attract customers; and**
- iv. **does not adversely affect the amenity of neighbouring residential areas.**

Romsey Road

8.20 The Romsey Road frontage includes a number of large turn of the 19th-20th century houses converted to office use, and a number of mature trees. It contributes to the setting of the recreation ground, but is separated from it by a busy road. Therefore it is not an ideal location for leisure or cultural uses. However, given its proximity to the town centre, it is a good location for 'people intensive' office, housing or hotel

development, which do not divert trade from the shopping area. A mix of uses should be promoted to generate activity at different times.

8.21 Changes of use will be particularly encouraged, as they will preserve the original distinctive turn of the century houses. The adjacent Tankerville school site is covered by policy 189.IN See also Policy 55.BE.

131.TC **Redevelopment or change of use proposals to accommodate office, residential use or a hotel between 8 and 26, Romsey Road will be permitted provided they:**

- i. respect and enhance the setting of the recreation ground;
- ii. do not result in the loss of important landscape features;
- iii. within the context of an appropriate design, maximise the number of people who will use the site;
- iv. do not increase the proportion of the plot frontage length along the defined Romsey Road frontage in residential use to greater than 50%;
- v. provide vehicular access from the rear service road to the north, and include measures to upgrade this service road; and
- vi. do not adversely affect the amenity of neighbouring residential areas.

East of Upper Market Street/Bus Station

8.22 The large retail unit has a poor physical relationship with its surroundings particularly the recreation ground and Leigh Road shopping street. However It is a very important supermarket store providing an 'anchor' at the northern end of the town. It is also very unlikely to be redeveloped during the course of this plan. The area to the east of Upper Market Street is mixed and includes major office developments interspersed with less intensively developed areas.

8.23 The aim is to promote, redevelopment which addresses the following four issues:

- To relate well in terms of use and design to the recreation ground, the associated leisure and cultural area and to the shopping street of Leigh Road.
- To retain an 'anchor' at the northern end of the town centre to attract a large number of customers.
- To promote, to the east of Upper Market Street, mixed use office or leisure development

- To link into and further enhance the bus station.

132.TC **Redevelopment to all or part of the area to the east of Upper Market Street will be permitted provided the proposal:**

- i. complies with a comprehensive development brief for the whole area;
- ii. creates a design which gives a strong sense of definition to views along streets (including the bus station forecourt/ Upper Market Street area and the Station Hill area), creates appropriate 'landmark' buildings to define corners and long views and enhances the setting of the Church of the Resurrection;
- iii. retains the existing level of office provision and increases further the number of people who will use the site by promoting mixed use office or leisure development; and
- iv. maximises development density by providing the maximum number of storeys appropriate in design terms and conforms to policy 59.BE.

District Centres; Village and Local Centres; Neighbourhood Parades

8.24 There are two district centres in the Borough at Hedge End and the Fryern centre, Chandler's Ford. These centres have around 50 or 60 shops and serve large communities. The aspiration is to improve Hedge End in particular, so that it becomes a better District Centre, because it serves a large free standing community.

8.25 There are 11 village or local centres. 6 of these are village centres, the remaining 5 are suburban centres in Eastleigh or Chandler's Ford. These centres have typically between 15 and 25 shops.

8.26 There are 11 neighbourhood parades which have typically between 5 and 8 shops.

8.27 Further retail development within district or local centres will enhance their role. Development should not be on such a scale that it undermines the role of another centre or increases distances travelled.

8.28 The appropriate height of development should be judged in the context of policy 59.BE; the objective of putting more people and

activities in centres; the objective of making the most effective use of urban land, and the objective of promoting commercially viable development in centres.

8.29 The development should enhance and add vitality to the centre by providing a varied and interesting design. Key corner sites should create local landmark buildings which help to give the centre a distinctive identity.

8.30 The local plan background paper "Local Centre Redevelopments" identifies areas of poor design where the Council will particularly welcome redevelopment. These sites are:

- Central Precinct, Chandler's Ford (plan 26);
- a part of the eastern side of Bournemouth Road, Chandler's Ford (plan 27);
- Viking Garage, West End (plan 46);
- Netto and In-Excess stores, West End (plan 46);
- North of Lower Northam Road, Hedge End (site D, plan 42);
- Somerfield store, Hedge End (site E, plan 42);
- Co-op store, Hedge End (site F, plan 42);
- One Stop store and adjacent garage on eastern corner of Portsmouth Road and School Lane, Bursledon (plan 24);
- Alldays store, Hamble Square (plan 40).

133.TC Further development for retail and town centre uses or other community services will be permitted in the identified district centres, village and local centres and neighbourhood parades, as shown on the proposals map provided it meets all the following criteria:

- i. **does not undermine the commercial coherence of the existing centre;**
- ii. **is not of a format or scale which would increase distances travelled or which would undermine the role of another centre;**
- iii. **provides a continuous visible retail frontage, which avoids creating blank frontages;**
- iv. **shows that all storeys are designed for active use such as housing or office use**
- v. **enhances and adds vitality to the centre, by providing a varied and interesting design and conforms to Policy 59.BE; and**
- vi. **enhances community safety.**

Edge-of-Centre or Out-of-Centre Development for Retail, Leisure, Office or other Town Centre Uses

8.31 The Eastleigh Borough-wide retail study (1997) will be replaced by a joint study of South Hampshire to assess the need for town centre uses. The results of this study will be a material consideration and will provide a basis for any more detailed needs studies in association with individual planning applications. Applications for major out-of-centre retail leisure or other town centre uses (with a gross floorspace of 500m² or more) must comply with policy 134.TC. Applications for edge-of-centre or out-of-centre retail, leisure or other town centre uses (with a gross floorspace of 500m² or more) must comply with policy 134.TC. The Council will expect a sequential approach to be adopted towards out-of-centre and edge-of-centre development, as outlined in para 2.44 of PPS.6 on Planning for Town Centres. The Eastleigh Borough-wide retail study (1997) concluded there is no need for further retail facilities until 2002 (and 2011). This will be replaced at the end of 2005 by a joint study of South Hampshire to assess the need for town centre uses. This will be a material consideration and should form the basis for any more detailed needs studies in association with individual planning applications. A retail impact study will be required for all proposals greater than 2,500m². A briefer retail statement may be sufficient initially for some proposals under 2,500m². This policy will be applied to applications to relax conditions (e.g. on classes of goods) applying to retail development where the scale of the relaxation is such that there may be an impact on the policy's objectives. Criterion ii of policy 134.TC will be interpreted in the light of Government guidance (currently PPS6). Developers and the Council should both be flexible and realistic in interpreting this policy in light of the overall objectives of PPS6. "Centres" means town and district centres. If a proposal adjacent to an existing facility generates linked trips, this will be taken into account when assessing its travel effects.

134.TC Out-of-centre or edge-of-centre development for retail, leisure, office or other town centre uses will only be permitted if it meets all the following criteria:

- i. **there is a demonstrable need for the development;**
- ii. **there are no suitable, viable and available sites or premises for the proposed use within an existing centre or edge-of-centre location**

- (in that order of preference) having demonstrated realistic flexibility on format, design and car parking provision and the scope for disaggregation;
- iii. it will not by itself or cumulatively with other recently completed or permitted schemes undermine any Council's strategy to sustain and enhance the vitality and viability of existing town centres and the roles of other centres;
- iv. it is genuinely accessible by a choice of means of transport and will reduce reliance on the car; and
- v. it will not increase the need to travel overall.

8.32 Major development permitted by policy 134.TC will have conditions attached limiting the range of goods which can be sold, restricting internal alterations leading to an increase in net trading floorspace, and restricting sub-division if they are required to prevent the development changing in character such that it would not have been permitted. The sequential approach study should take account of town and city centres beyond the Borough boundary, where the proposal would draw custom or its workforce from a wider area.

Warehouse Clubs

8.33 PPS6 (2005) defines warehouse clubs as large businesses specialising in volume sales of reduced priced goods. The operator may limit access to businesses, organisations or classes of individual. The Use Classes Order (2005) defines warehouse clubs as sui generis uses. Those warehouse clubs that sell only genuinely bulky goods to restricted groups could have less impact on a town centre than another form of retailing per square metre of floorspace. Other warehouse clubs will have more of an impact per square metre. In either case warehouse clubs can be very large, so their overall impact on a town centre could, in a particular case, conflict with the aims of Government and Council policy. Large warehouse clubs could also increase the need to travel. The criteria seeking reduced car use and applying the sequential approach should be interpreted realistically and flexibly by the applicant and the Council given the 'bulky' nature of warehouse club operations. The relative economic and training benefits of any proposal should also be assessed. Warehouse clubs will be acceptable on employment land provided they meet the criteria of policies 118.E and 135.TC.

135.TC. Warehouse clubs will be permitted as a non 'A' retail use class provided they comply with all the same requirements as set out in policies 100.T, 102.T, 103.T, 108.E, 120.E and 136.TC.

Changes of Use Town and District Centres

8.34 In Eastleigh town centre five zones are identified, as set out in paragraph 8.9. In the core zone the aim is to maintain a strong base of retailing. Therefore no loss of A1 retail use will be permitted. In the primary zone the aim is to maintain a mixture of national multiple and independent retailing. The local plan background paper on shop frontages concludes that the previous plan's policy, that no more than 20% of retail frontages in these areas should be in non A1 use, should not be changed. In the secondary zone other town centre uses which attract customers will be acceptable.

8.35 In the Borough's two district centres (Fryern centre, Chandler's Ford and Hedge End) two zones are identified: the primary and secondary shopping zones, with the same purpose as the primary and secondary zones in Eastleigh town centre.

136.TC Within the core shopping zone of Eastleigh town centre as shown on the Proposals Map (inset) a change of use or a redevelopment of a ground floor involving the loss of A1 retail floorspace will not be permitted.

137.TC Within the primary zones of the identified town and district centres, a change of use or redevelopment of a ground floor involving the loss of A1 retail floorspace will not be permitted if:

- i. it would result in the proportion of the total property frontage length in the primary zone not in an A1 use exceeding 20%; or
- ii. it would result in the loss of an A1 premises of 200m² (gross) or more.

138.TC Within the secondary zones of the identified town and district centres, as shown on the proposals map, a change of use or redevelopment to A2, A3, A4 or A5 or club, leisure or cultural use will be permitted. A proposal for an A5 use should also comply with policy 142.TC.

Local Centres

8.36 The remaining village and local centres and parades are either too small or too loose-knit in character for primary and secondary zones to be identified. It is still important for a choice of day to day shops to be maintained locally, although with no specific secondary zone it is important to preserve a degree of flexibility to accommodate non A1 uses. The local plan background paper on shop frontages concludes that up to 35% of the frontage of these centres can be permitted for A2, A3, A4 or A5 use, and the remainder will be reserved for A1 use.

139.TC **Proposals for the development or change of use of the ground floor of premises from A1 to A2, A3, A4 and A5 use, will be permitted in the local parades/ village centres identified on the proposals map provided that no more than 35% of the total shopping frontage length of the centre would be given over to non A1 retail uses as a result.**

Offices and Residential

8.37 In all centres it is important to prevent ground floor uses like offices or residential uses which do not attract a regular flow of customers and so create 'dead' frontages which undermine the vitality of the centre.

140.TC **Proposals for development or a change of use on ground floors from a shop, financial service, restaurant, drinking establishment or hot food takeaway (use classes A1, A2, A3, A4 and A5) to a use which does not attract customers, within the shopping areas identified on the proposals map, will not be permitted.**

Upper Floors

8.38 While it is important to maintain the ground floor of premises in shopping areas in retail uses, it is also important to put upper floors to use for leisure, office or residential space. This achieves two objectives. Firstly it puts more people and hence vitality into centres. Secondly it allows more people to be located in locations accessible to facilities by public transport. Alterations should not adversely affect listed buildings.

141.TC **Proposals in shopping areas identified in on the proposals map to put the upper floors of premises to use will be permitted provided:**

- i. the amenity of the upper floor use would not be adversely affected by the existing ground floor use; and**
- ii. it makes adequate provision for the disposal, storage and collection of waste.**

Hot Food Outlets

8.39 With regard to food and drink outlets (A3, A4 or A5 uses) loss of amenity due to odour, noise and litter should be prevented. Where the proposal includes the cooking of food, the details of odour-neutralising and ventilation equipment to be used should be submitted with the application, to enable the Council to assess whether or not it would be operationally adequate and visually acceptable. In determining whether a proposal would undermine amenity, the Council will consider the proximity of neighbouring uses and local conditions.

142.TC **Proposals for the development of new A3, A4 or A5 premises or the change of use of existing premises to such a use will be permitted provided they meet all the following criteria:**

- i. there are no residential units or other odour-sensitive premises which could be detrimentally affected by the proposal due to their close proximity and/or local conditions;**
- ii. where appropriate, the proposal makes adequate and acceptable provision for neutralising odours and controlling noise; and**
- iii. the proposal should make adequate provision for the disposal, storage and collection of waste.**

8.40 A5 uses include hot food takeaways as well as cafes and tea shops. Hot food takeaways usually generate a regular flow of short stay customers, have late opening hours, and can cause loss of amenity. Tea shops and cafes on the other hand serve the customer on site, have more limited opening hours and a different type of clientele; so may be more readily accommodated. Permission for an A5 use may therefore be granted subject to a condition restricting a subsequent change to a hot food take away.

8.41 Planning permission is not normally required for a change of use from A5 to A2 use. However, different car parking standards

may be required and therefore where planning permission is granted for an A5 use, a condition preventing its change to an A2 use will be applied where there would be insufficient parking provision for an A2 use.

Amusement Centres

8.42 Amusement centres can cause noise and nuisance, and they should be located in the least environmentally harmful locations.

143.TC Proposals for amusement centres will not be permitted:

- i. **in the core or primary shopping zones, residential areas, conservation areas or adjoining schools, hospitals, hotels or similar uses;**
- ii. **adjacent to existing residential uses or where it would result in the loss of a residential use;**
- iii. **where it would give rise to traffic or car parking difficulties; or**
- iv. **where changes in elevation or design would be unacceptable in the location proposed or where the detailed design does not include an appropriate shopfront or pay due regard to the advertisement policies of this Plan.**

- ii. **existing town centres, including the Eastleigh street market, or the roles of other centres;**
- ii. **it is genuinely accessible by a choice of means of transport and will reduce reliance on the car;**
- iii. **there will be no adverse affect on traffic flows or public safety;**
- iv. **its impact on the landscape is acceptable; and**
- v. **there is no requirement for permanent structures or open storage associated with the proposed use.**

Car Boot Sales

8.43 A number of car boot sales take place in the Borough. The Town and Country Planning General Development Order grants permission under prescribed circumstances for such uses to operate for up to 14 days per year.

8.44 The Council will consider curtailing these rights in exceptional circumstances. For example when car boot sales create traffic problems; are visually intrusive; are likely to degrade soil quality or undermine the vitality or viability of existing centres, including the street market in Eastleigh town centre.

144.TC A Proposal for the use of land for car boot sales or open air markets for more than 14 days in any one calendar year, outside of identified town or local centres, will be refused unless all of the following criteria are met:

- i. **it will not by itself or cumulatively with other recently completed or permitted schemes undermine a Council's strategy to sustain and enhance the vitality and viability of**



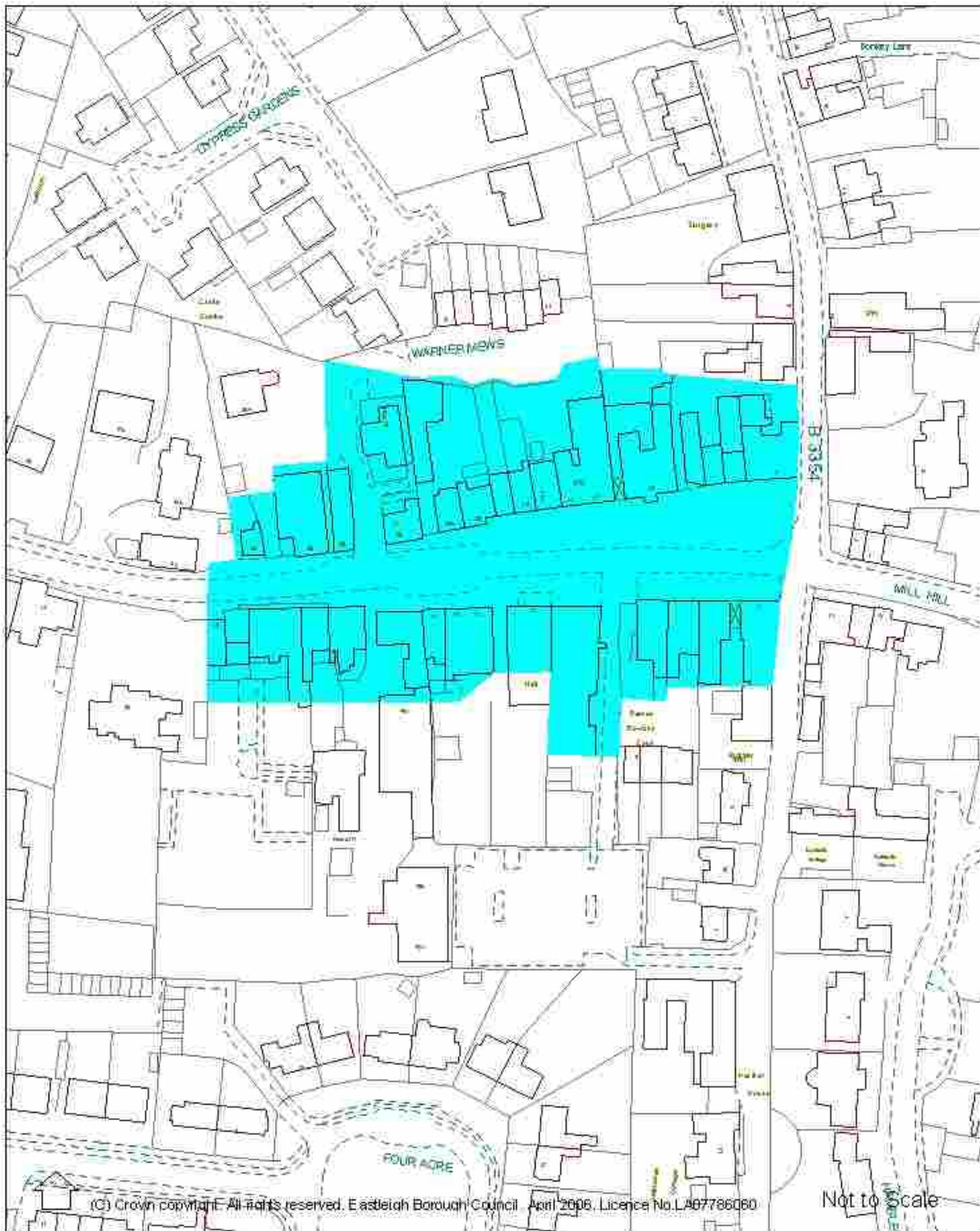
Plan 21

Riverside, Bishopstoke. Shopping Areas



Plan 22

Whalesmead, Bishopstoke. Shopping Areas



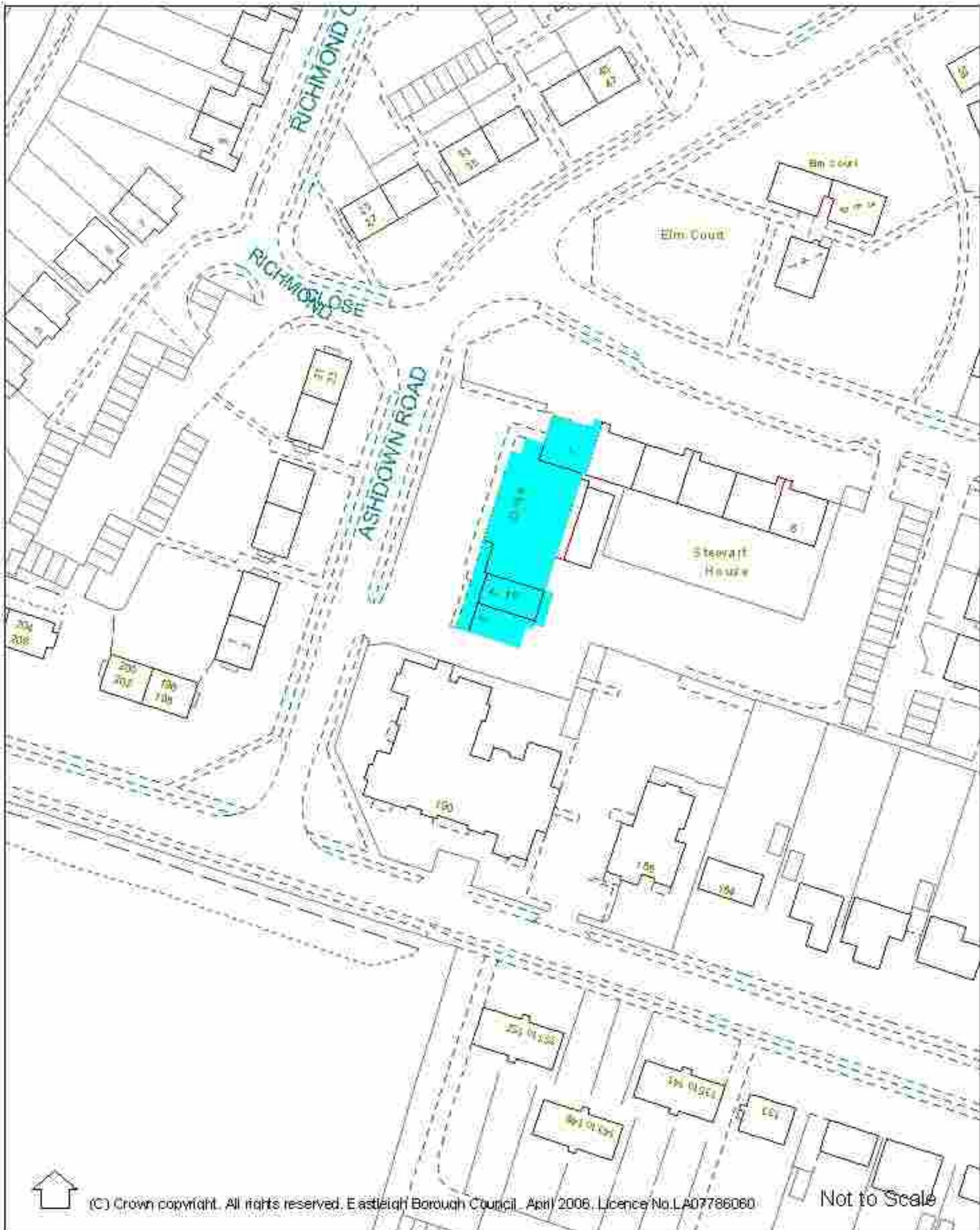
Plan 23

The Square, Botley. Shopping Areas



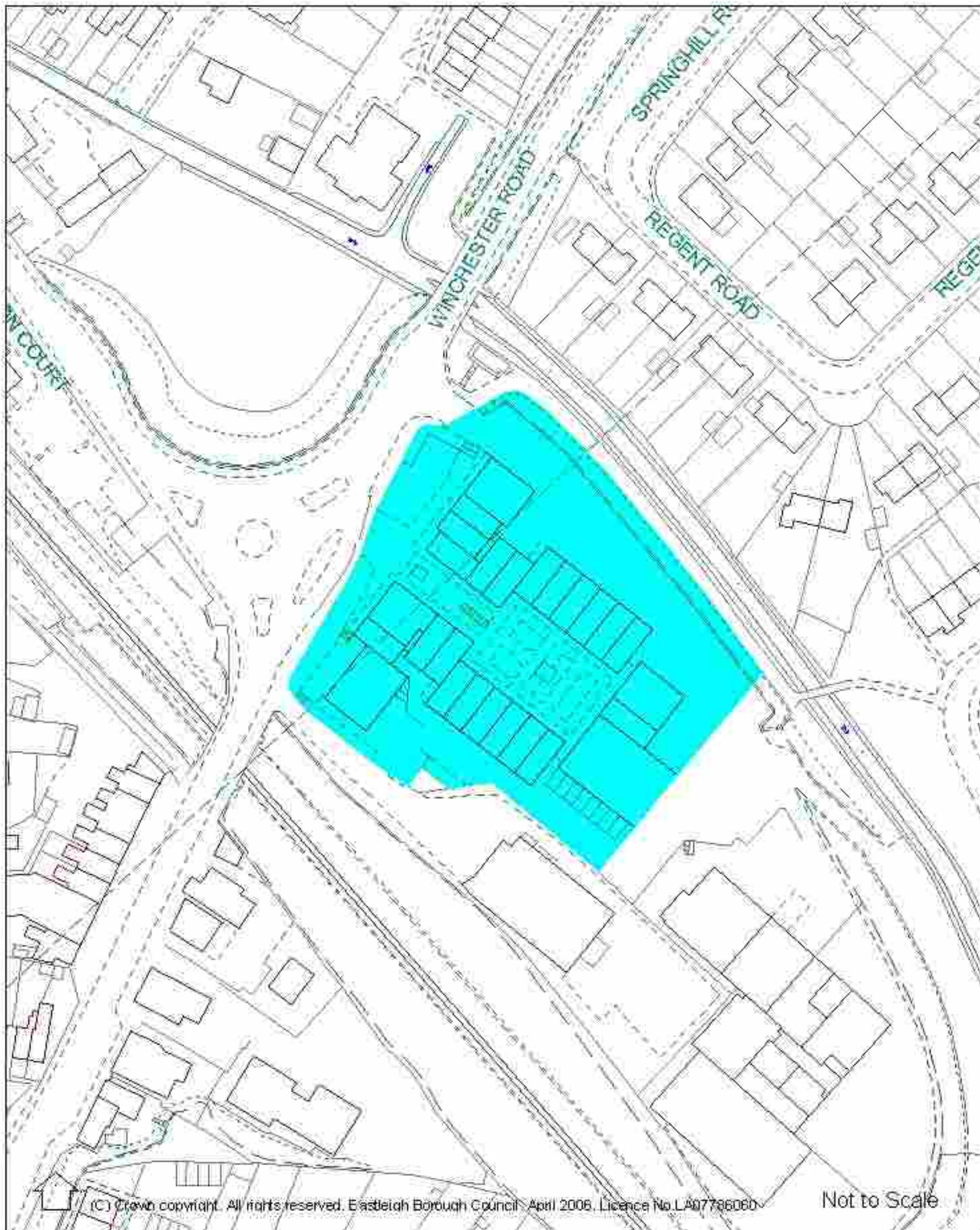
Plan 24

Portsmouth Road, Bursledon. Shopping Area



Plan 25

Ashdown Road, Chandler's Ford. Shopping Areas



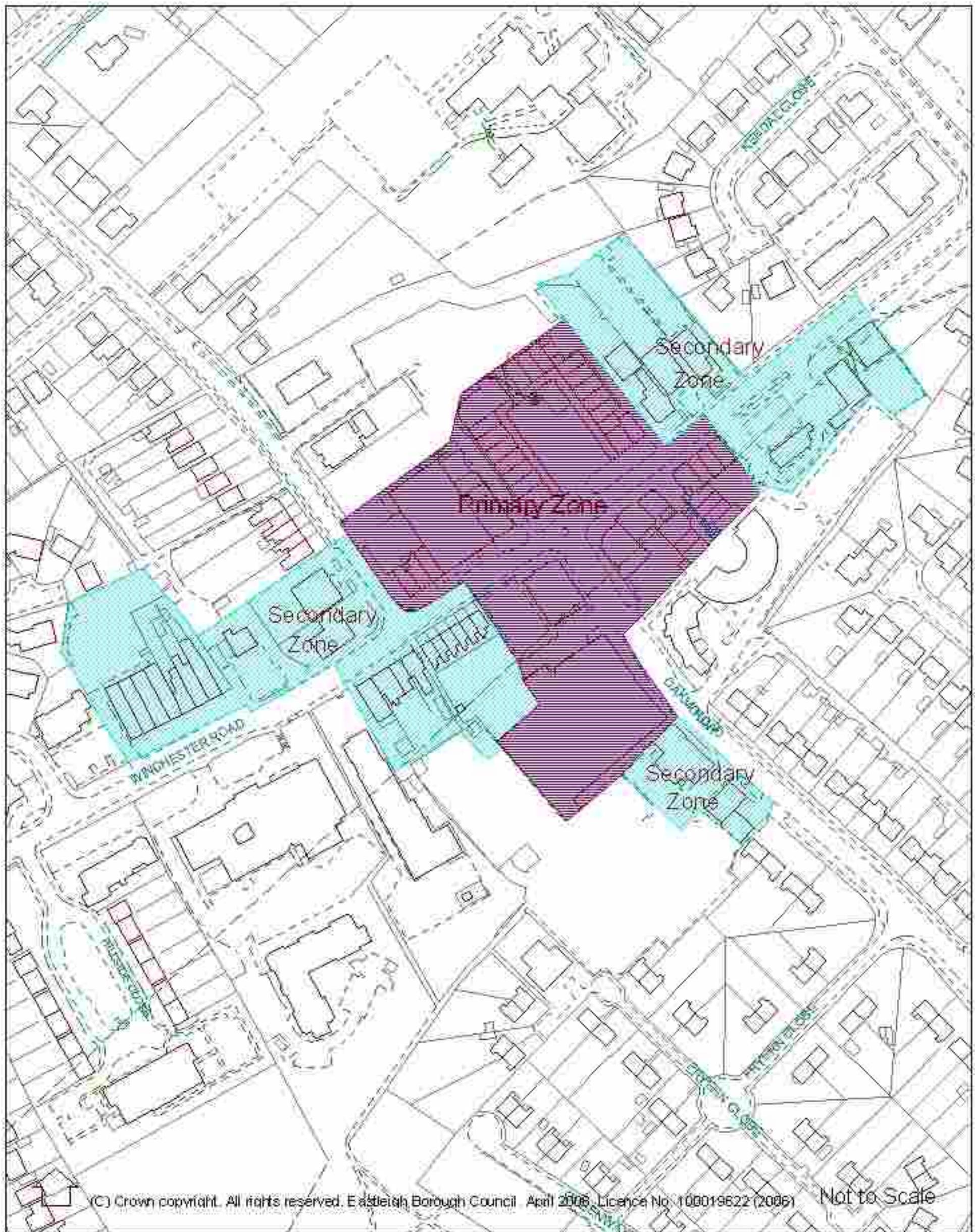
Plan 26

Central Precinct Chandler's Ford. Shopping Area



Plan 27

Bournemouth Road, Chandler's Ford. Shopping Area



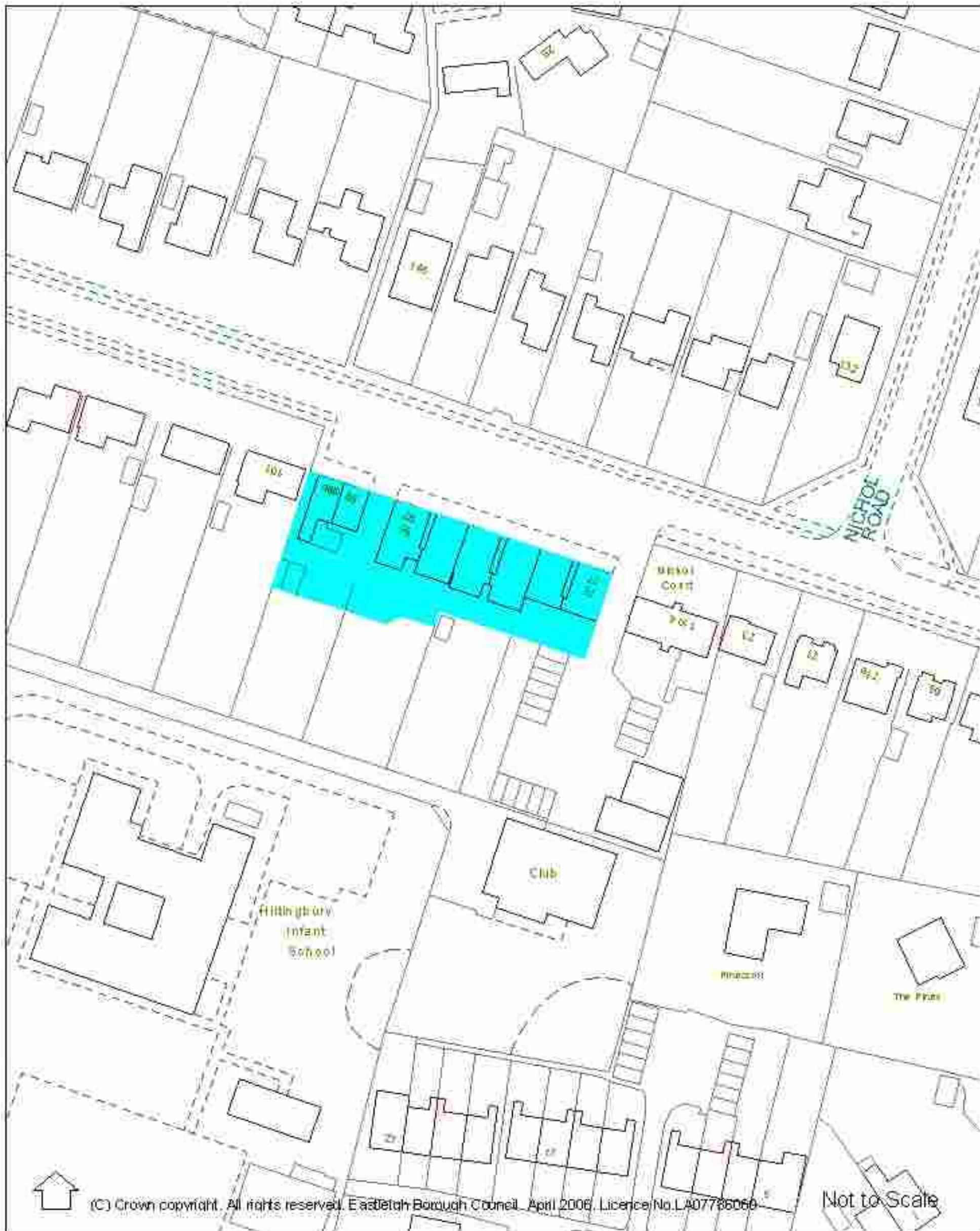
Plan 28

Fryern Arcade, Winchester Road, Chandler's Ford. Shopping Zones



Plan 29

Hiltingbury Road East, Chandler's Ford. Shopping Areas



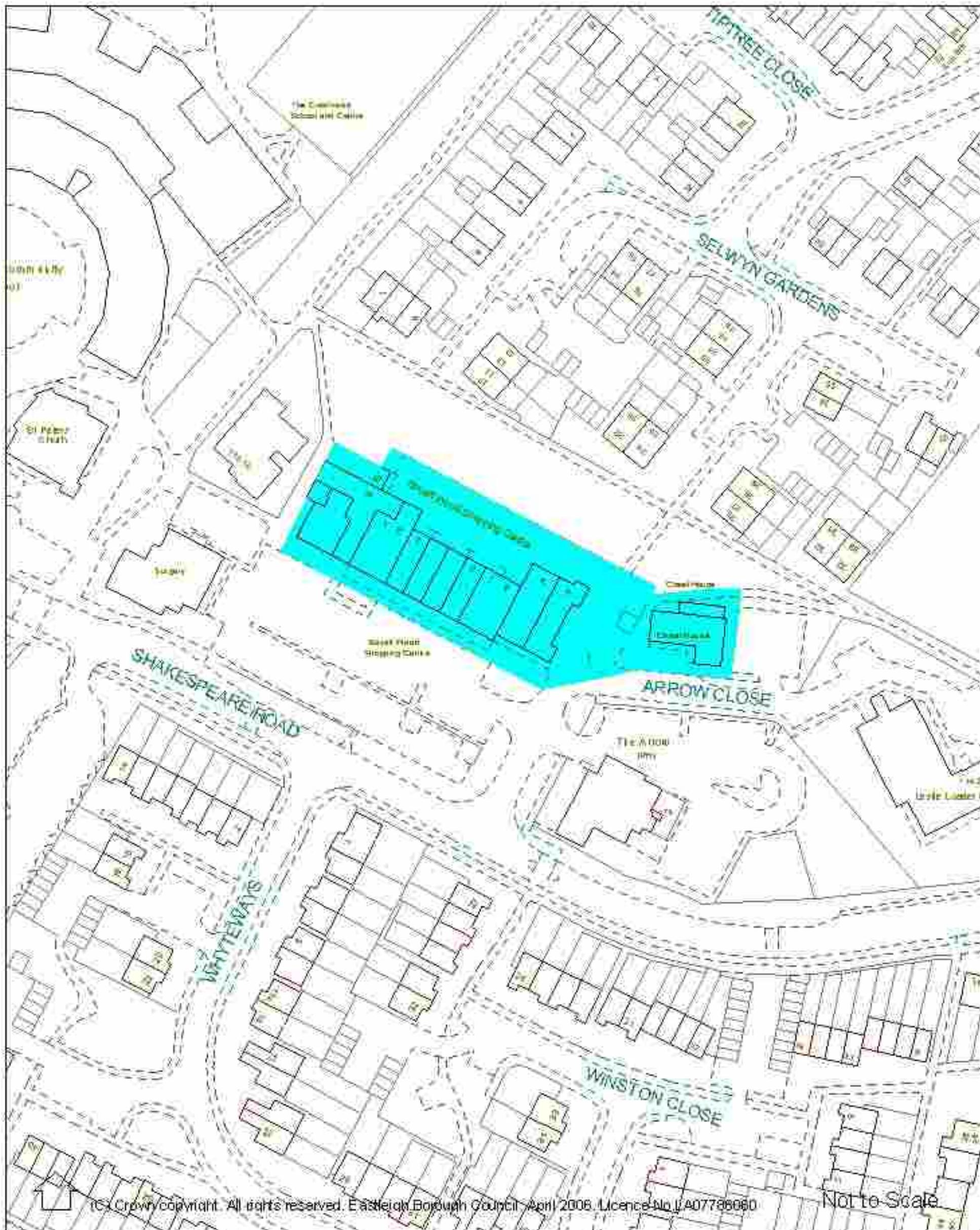
Plan 30

Hiltingbury Road West, Chandler's Ford. Shopping Areas



Plan 31

Hursley Road, Chandler's Ford. Shopping Areas



Plan 32

Shakespeare Road, Boyatt Wood. Shopping Areas



Plan 33

Falkland Court, Eastleigh. Shopping Areas



Plan 35

Eastleigh Town Centre. Retail Zones



Plan 36

Twyford Road, Eastleigh. Shopping Areas



Plan 37

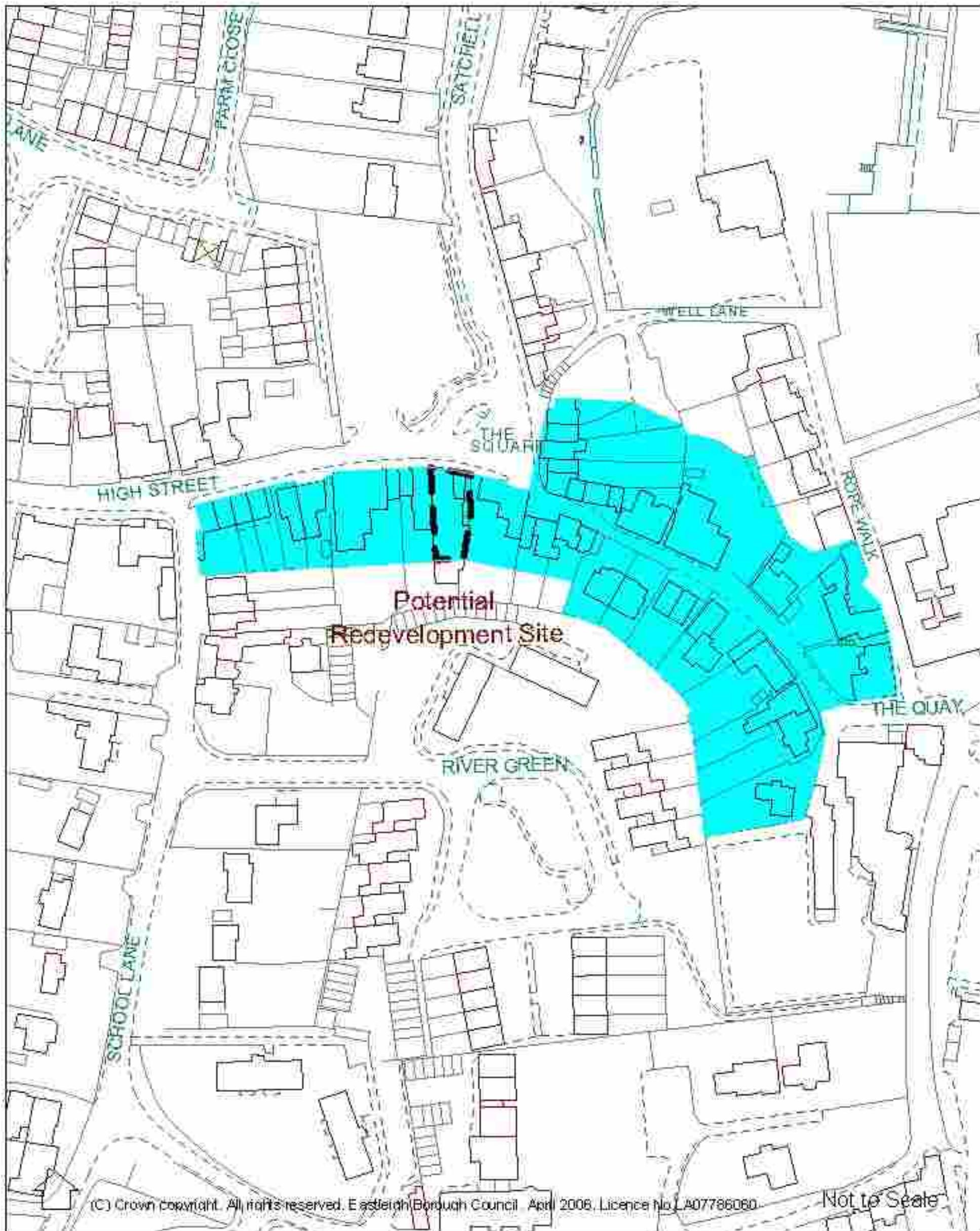
Sandy Lane, Fair Oak. Shopping Areas

Eastleigh Borough Local Plan Review (2001-2011)



Plan 39

Coronation Parade, Hamble-Le-Rice. Shopping Areas



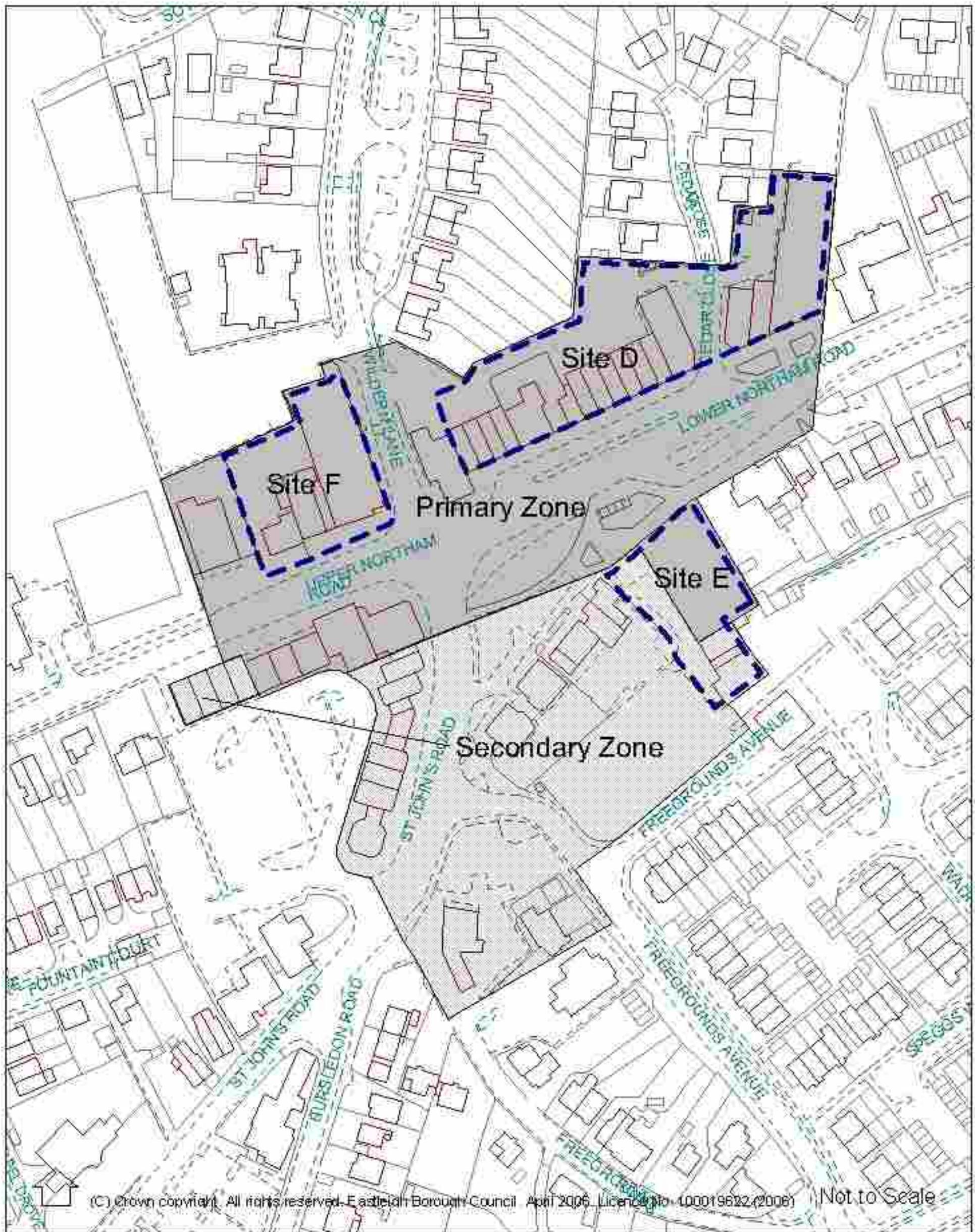
Plan 40

High Street, Hamble-le-Rice. Shopping Area



Plan 41

St Lukes Close, Shamblehurst Lane. Shopping Areas



Plan 42

Village Centre, Hedge End. Shopping Zones



Plan 43

Station Road, Netley Abbey. Shopping Areas



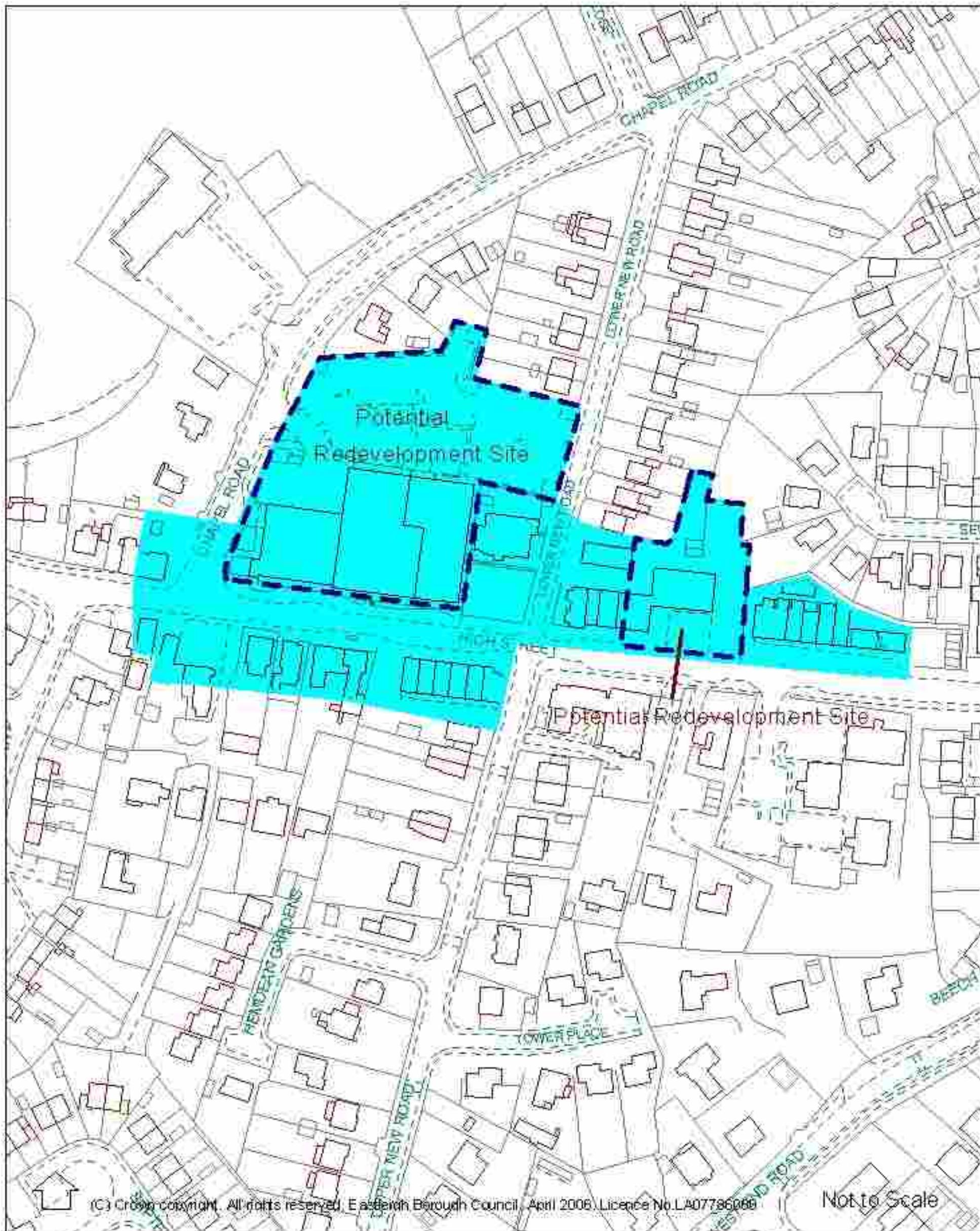
Plan 44

Victoria Road, Netley Abbey. Shopping Areas



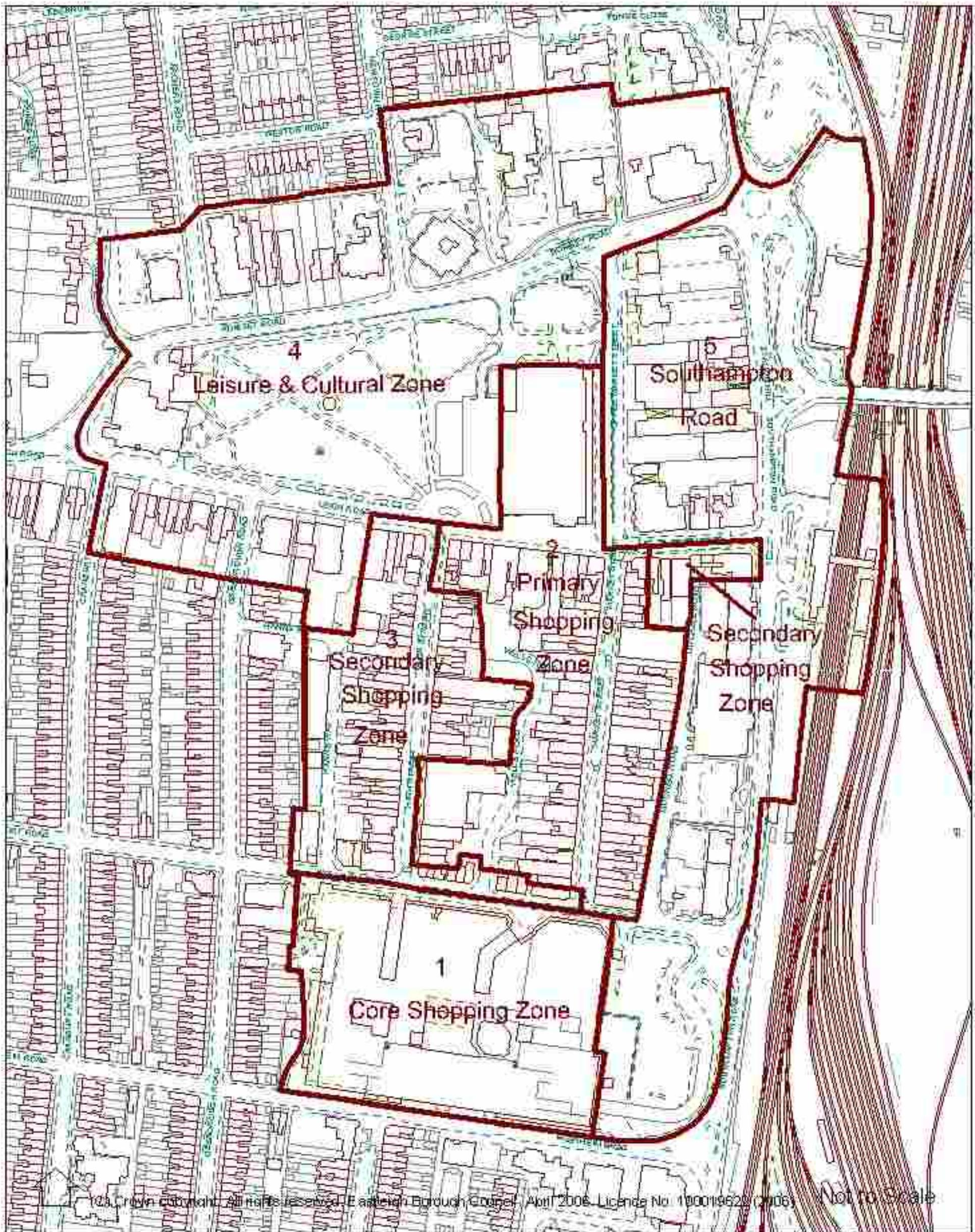
Plan 45

Townhill Way, West End. Shopping Areas



Plan 46

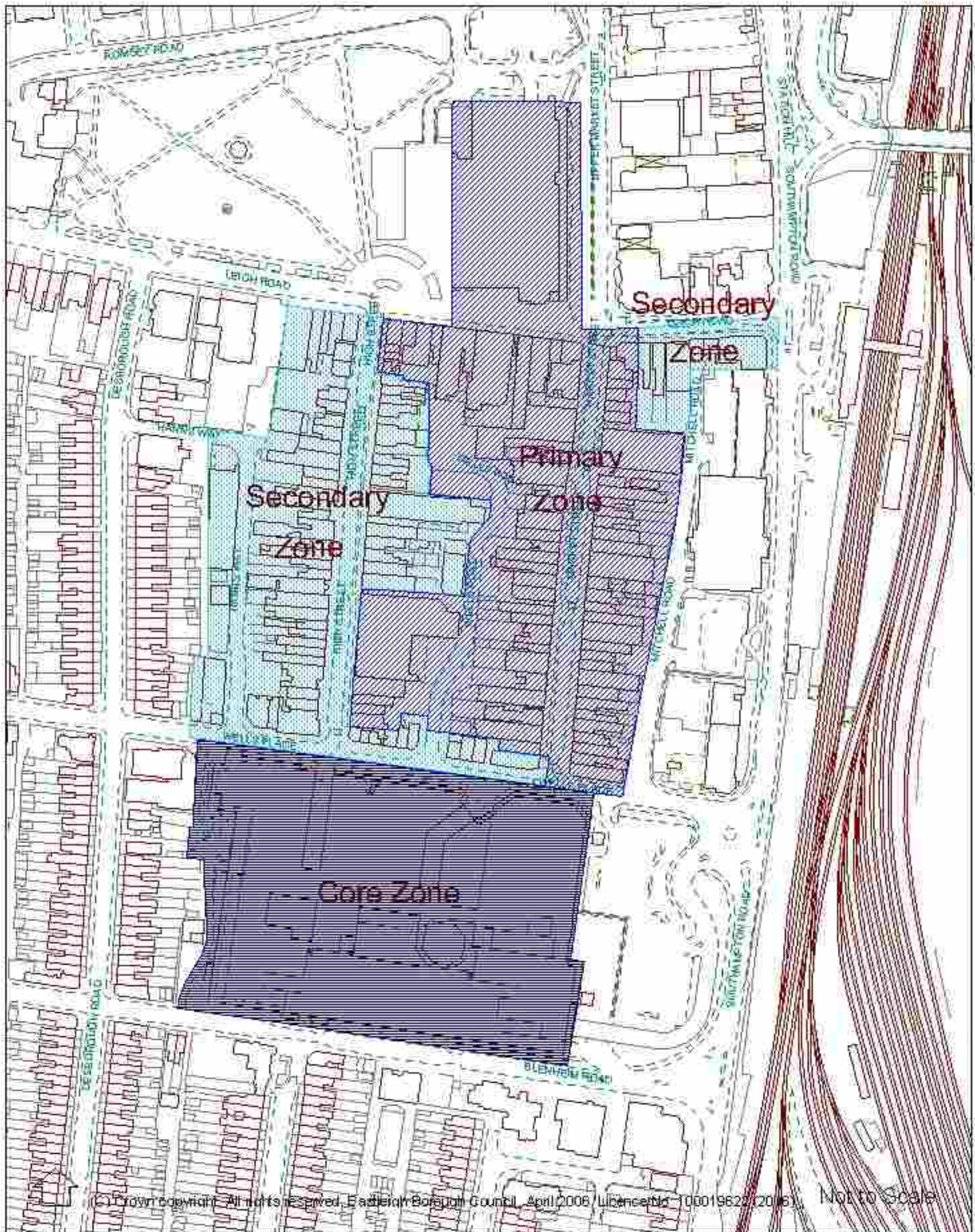
Village Centre, West End. Shopping Areas



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Plan 47

Eastleigh Town Centre, 5 Zones



Plan 48

Eastleigh Town Centre. Shopping Zones

9 PUBLIC OPEN SPACE, SPORT & RECREATION (OS)

PUBLIC OPEN SPACE, SPORT & RECREATION CONTEXT

Open spaces, sport and recreation facilities play a key role in achieving national and local government aims for public health and the environment, and make a major contribution to the Council's urban renaissance aims. Public Open Space includes those types of greenspace which are available for children's play, outdoor sports and informal recreation, including country parks and gardens, urban parks, playing fields, children's play areas, woodland, allotments and green corridors. It also includes nature reserves where public access may be restricted in order to preserve valuable habitats.

Eastleigh also has a wide range of informal recreation facilities which serve residents of the Borough and those from neighbouring settlements. These resources collectively take the pressure of the more popular sites within the County such as the New Forest and the coast, fulfilling the requirements of the adopted Hampshire County Structure Plan.

The government expects that existing public open space should be of high quality and accessible to everybody. One purpose of the Local Plan is to set down its own public open space standard based on the National Playing Fields Association Six Acre standard, which is the basis for the public open space policies in the Adopted Hampshire County Structure Plan Review. It is also the purpose of the Local Plan to identify sports and recreation opportunities and to protect existing facilities.

There are significant links between public open space sports and recreation provision, and other policies of this local plan.

- C policies: countryside
- NC policies : nature conservation
- BE policies: general design, noise
- LB policies: archaeology, listed buildings
- T policies: environmental impact of traffic
- H policies: residential development
- TA policies: tourism and arts
- ES policies: environmental sustainability

Public Open Space Objectives

9.1 The key objectives for open space, which are derived from the national and strategic framework and the Borough's Sport and Recreation Strategy 2002-2007, are as follows:

- to ensure the adequate provision of high quality, and accessible public open space, sports and recreation facilities;

- to allow only less intensive recreational activities, or to discourage public access, in sensitive areas;
- to protect and improve existing public open space and recreational facilities;
- to establish a green network of public open space;
- to improve cycle and pedestrian links to appropriate categories of public open space.

All the above need to be implemented to achieve an urban renaissance, promote healthier lifestyles and counteract dispersed patterns of travel in the Borough, as recommended by the Urban White Paper and RPG9 South East.

Public Open Space Standards

- 9.2 Open space and sport and recreation facilities can make a major contribution to ensuring that urban areas are places in which people will choose to live. The main role of the planning system is to ensure that there are sufficient of them and they are in the right places. However, this is not enough. There is also a need to ensure they are of high quality, attractive to users and well managed and maintained.
- 9.3 PPG17 Planning for Open Space, Sport & Recreation (July 2002) advises that development plans should contain policies which protect and enhance sporting, open space and recreational provision on sites of particular quality, function or value. This guidance recommends that an assessment of quantity, quality and accessibility of existing facilities is undertaken so that existing and future need can be established.

Protection of Existing Open Space

- 9.4 Existing open space which performs a sporting, educational or other formal or informal recreational function should be protected and other new types of development should not result in the loss of attractive and accessible recreation facilities.
- 9.5 The Borough Council's locally derived open space standard is 2.8 hectares per 1,000 population. Existing public open space should be protected even in areas which meet or exceed the minimum level of provision required, as advocated by Sport England's 'Planning Policies for Sport' guidance (1999).
- 9.6 The Department of Education and Skills (DfES) has requirements for school playing fields, set out in The Education (School Premises) Regulations 1999 and Circular 29/2000. Any proposals that might result in the loss of school playing fields will only be allowed where the requirements of the 1999 regulations and the Circular have been met

and the land cannot reasonably be used to meet local public open space needs and all the criteria of policy 162.OS are met.

145.OS The Borough Council will refuse any proposals that would result in the loss of land currently used for children's play, sports pitches, open space or outdoor sports, whether in public or private ownership unless:

- i. the proposed development is ancillary to the principal use of the site and does not adversely affect the quality and quantity of pitches and their use; or
- ii. the proposed development only affects land which is incapable of forming, or forming part of, a playing pitch; or
- iii. the open space that would be lost as a result of the proposed development would be replaced by open space of equivalent or better quality and quantity in a suitable location, prior to the commencement of the development; or
- iv. the proposed development is for an outdoor or indoor sports facility of sufficient benefit to the development of sport to outweigh the detriment caused by the loss of the playing field; or
- v. in the case of school playing fields, the land is surplus to educational requirements and there is no local shortage of open space in the locality, for which the land could reasonably be used.

9.7 Many areas of open space in the grouping of 'accessible natural greenspace' are also protected by policies in the chapter on 'Nature Conservation', particularly European nature conservation sites (21.NC), SSSIs (22.NC), and SINCs (23.NC).

9.8 The Urban White Paper (December 2000) recommends that local planning authorities should recognise the importance of open space and the quality of the public realm. RPG9 states that open spaces, green corridors and trees improve the quality of life in urban and suburban areas. To achieve more public open space in our urban areas that is of high quality and accessible, the Council will seek to secure increased provision wherever appropriate. Where increased provision cannot be achieved, or is not considered appropriate, contributions towards environmental improvements of existing areas of public open space, or the public realm, will be sought, such as in the Renaissance Quarter in Eastleigh (policy 53.BE). Existing sites which require environmental improvements have been identified in the Public Open Space Background Paper and sites for which contributions to

improvements will be sought are listed in the Background Paper on Developers' Contributions.

Green Network of Public Open Space

- 9.9 In accordance with the recommendations of the Countryside Agency, in the consultation research document 'the effectiveness of PPG17 on Sport and Recreation', a green network will be defined in the Borough.
- 9.10 This green network of open/undeveloped land, including the categories below, is proposed to maintain and create areas and routes for the use and movement of people and wildlife.
- urban parks and gardens, amenity greenspaces and play areas;
 - playing field and sports pitches;
 - green corridors;
 - allotments, churchyards and cemeteries;
 - country parks and natural / semi natural greenspaces;
 - privately owned land in the above categories to which public access for informal recreation exists or is to be sought.
- 9.11 The green network seeks to create links between significant areas of open space, such as the Country Parks, in order to connect these environments. The green network compliments the Wildlife Network proposed in the Nature Conservation chapter, which seeks to deliver significant biodiversity gains.
- 9.12 Public access and recreation will be encouraged and provided for where this does not conflict with the other aims for the areas concerned. In particular the Council will encourage the provision of appropriate additional public access to the River Hamble. Access may be restricted or discouraged within sensitive sites or areas. Public access along the green network will be improved by the provision of single or multi-use pedestrian, cycle or equestrian links as appropriate. These routes also link into wider regional routes, including the Solent Way along Southampton Water, and the proposed National Cycle Network route. Appropriate contributions will be sought to enhance the network, with further guidance provided in the Background Paper on Developers' Contributions.

146.OS Development proposals which would have a detrimental impact on the green network will be refused. Contributions, where appropriate, from adjoining development proposals will be sought to enhance the environment and facilities within the green network.
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Public Open Space Provision associated with New Development

- 9.13 When assessing development proposals the Council will consider the nature, type, extent, quality and ease of access and location of existing open space in the vicinity of the proposal. The nature of development must also be considered. In the case of sheltered housing for the elderly for example, the requirement for open space will reflect the likely recreational needs created by the residents of that type of development, with contributions sought for relevant appropriate amenity greenspace provision. Details of the contributions sought are set out in more detail in the Background Paper on Developers' Contributions. Contributions from major commercial/employment developments that are reasonably related in scale and kind to the proposed development will be sought towards open space, sport and recreation provision will be set out in the development and design briefs approved by the Council for major sites in the Borough.
- 9.14 PPG17 states that local planning authorities should aim to deliver networks of accessible, high quality open spaces and sport and recreation facilities. In some areas, this may depend more on improving and enhancing the accessibility and quality of existing provision than on new provision. At the same time, where additional open spaces or sport and recreational facilities are required, they should enhance the open space network.
- 9.15 The decision as to whether on-site public open space provision or off-site contributions are sought depends primarily on whether the total quantity of open space required is above the minimum acceptable size in the provision standards. In respect of small developments where on-site open space provision is not practicable (generally where the requirement is less than 0.2 hectares), appropriate contributions will be sought towards open space enhancements in the locality of the development. The Council is planning to publish a comprehensive Parks & Green Spaces Strategy which will give full details of the open space contributions and commuted maintenance sums sought in connection with new residential developments.
- 9.16 Open space needs to be provided for a wide range of purposes including casual walking, children's play, organized team sports and informal amenity areas. Open space provision and its use is hierarchical and consequently local green spaces should be provided within 300 metres of the people they are intended to serve. Larger areas of formal and informal open spaces can be provided further

away. This distinction is reflected in the Borough adopting the following distance threshold standards for the various forms of open space provision.

- 9.17 Open space needs to be provided for a wide range of purposes including casual walking, children's play, organized team sports and informal amenity areas. Open space provision and its use is hierarchical and consequently local green spaces should be provided within 300 metres of the people they are intended to serve. Larger areas of formal and informal open spaces can be provided further away. This distinction is reflected in the Borough adopting the following distance threshold standards for the various forms of open space provision.

Hierarchy of Public Open Space Provision

Local Green Space

- 9.18 Residents of the Borough should have easy access to a good quality local green space of at least 0.2 hectares where people can relax, exercise and take children to play within 300 metres of home (straight line distance) without having to cross a main road. The site may contain natural/semi-natural areas and an equipped play area.

District Green Space

- 9.19 Residents of the Borough should have access to a good quality district green space of at least 1.5 hectares in size, where people can relax, walk and exercise and take children to play within 600 metres of home (straight line distance), and via safe crossing points over major roads. The site will normally contain an equipped play area, one or more formal sports pitches and natural/semi natural areas.

Wildlife Site

- 9.20 Residents of the Borough should have access to an area of natural/semi-natural habitat (wildlife site) of a least 2 hectares in size, where people can relax and observe wildlife, within 600 metres of home.

Country Park

- 9.21 Residents of the Borough should have access to a Country Park area of at least 20 hectares in size, consisting of natural and semi-natural habitats with some formal areas developed with visitor facilities (public toilets, café, information/interpretation, programmed events) within 4 kilometres of home. People will be able to relax, walk and exercise, take children to play and take part in formal recreation activities.

Sports Pitches

- 9.22 Good quality sports pitches for all outdoor sports, with appropriate changing facilities, will be provided sufficient to meet demand within the Borough. Current provision is sufficient for all uses other than junior football, for which there is an estimated shortfall of 30 pitches.

Play Areas

- 9.23 Play areas are defined as areas of open space set aside for use by children and/or young people where equipment has been provided for their enjoyment. The type of provision will be determined by local needs and as a standard should not be more than 300 metres from home for children up to 8 years old, 600 metres for children up to 12 years old and 1,000 metres for young people up to 18 years old. Due to the varying demographic spread of the population it is recommended that these standards be for at least 80% of children and young people. In view of the difficulty of providing play facilities for children whose needs and abilities change as they grow older, this standard will be re-assessed on a regular basis.

Allotments

- 9.24 The number of allotments required in the Borough is a function of demand. The Borough currently has a large allotment resource which, allied to the current vacancy rates, means that new provision will not normally be required in relation to new developments in the Borough. The Council will, however, seek to improve the accessibility, spatial distribution and quality of allotments sites. In line with the Council's statutory requirement as an allotment authority, the Council will continue to monitor demand for allotments and review provision levels where necessary.
- 9.25 The above accessibility standards will be applied to ensure that in new developments open spaces are provided in accordance with the standards, and that where an opportunity arises to improve provision in established neighbourhoods, it will be taken.
- 9.26 In assessing development proposals, the Council will take into account the level of existing open space provision in the locality, and there may be cases where further provision is not necessary because the local area is already well served by accessible public open space. The Council's open space standards do however, seek to ensure that all new residential developments contribute to the provision or improvement of public open space either through its provision on site or through a financial contribution to be used in the improvement of open space provision in the locality. This approach recognises the impact and pressures that even small developments can have on open space and recreational facilities.

- 9.27 In applying these standards, the Council will calculate the requirement for open space for any given dwelling sizes in a development scheme on the basis that 2.85 hectares per 1,000 population equates to 28.5 square metres of space per person. This requirement excludes 'SLOAP' (space left over after planning) and other incidental areas of land such as road verges, which are not intended for a specific use.
- 9.28 To promote the wider use of existing and new sports facilities, the Borough Council will encourage potential sport and recreation providers to consider opportunities for joint provision and dual use of facilities.

<p>147.OS The Borough Council will require, in connection with new residential developments, the minimum provision of 2.85 hectares of public open space per 1,000 population. In practice;</p> <ul style="list-style-type: none">i. where the development involves the net increase of between 1 and 24 residential units, the Council will seek agreements for a contribution towards open space provision or towards improving equipment/facilities on sites in the locality;ii. where the development involves a net increase of between 25 and 44 residential units, open space provision will be sought on-site, unless the open space requirement arising can be accommodated by enhancing existing public open space within a 300 metre walking distance of the development, in which case a financial contribution will be sought towards off-site improvements;iii. where the development involves a net increase of 45 residential units or more, appropriate open space provision will be sought on-site to meet the open space needs arising from the development.

- 9.29 It will be a requirement that all land proposed for public open space is allocated a specific use and is laid out at an early stage of the development. This will be achieved by requiring the developer to enter into a legal agreement with the Council, supported by a bond, to provide for the layout and future management of the open space. Where provided, play areas will normally be transferred to the ownership of the Borough or Parish Council, for the purpose of their maintenance and management.
- 9.30 As well as meeting the standards above, consideration must be given to providing access to public open space which is appropriate for less mobile groups, such as the young, the elderly, and the disabled.

Sport and Recreation Provision

- 9.31 Guidance from Sport England's 'Planning Policies for Sport' (1999) states that the level of sport and recreation provision should be determined locally, based on local assessments of need and take account of wider than local requirements for strategic or specialist facilities (Objective 4).
- 9.32 The adopted Sport & Recreation Strategy for the Borough of Eastleigh 2002 – 2007, identifies the sports and recreation needs of the Borough and sets out potential routes for funding. The Strategy promotes the wider use and enhancement of existing and new sports facilities on school and other sites, a practice well established elsewhere and part of government policy. Making more effective use of existing sites and facilities also contributes to the Council's urban renaissance agenda.

148.OS The Borough Council will permit appropriate proposals which address deficiencies in the quality and quantity of sport and recreation facilities in accordance with its Sport & Recreation Strategy for the Borough of Eastleigh 2002 – 2007. Particularly at:

Hiltingbury Recreation Ground

Fleming Park, (as guided by the 'Plan for the Development of Fleming Park', 2002, EBC)

Chestnut Avenue

Bishopstoke Recreation Ground

Wyvern School

Wildern School

Hamble School

Crestwood School

Toynbee School

Alderman Quilley School

Southampton University's Wide Lane site

Playing Fields

- 9.33 Government guidance in PPG17 states that local authorities should add to and enhance the range and quality of existing playing facilities. However, it may be difficult to meet the requirements in all areas due to the amount of land required, as well as the need for playing fields to be flat, level, and well drained.

149.OS The Borough Council will support proposals to develop new facilities and the enhancement of existing playing field facilities, including the provision of all weather pitches, subject to their scale, siting and design conforming with policies for the protection of the environment.

Public Open Space Provision at Hedge End

- 9.34 The provision of new public open space to the east of Berrywood Primary School, Hedge End will not only meet the needs of existing and future residents of the locality but also enable the grounds at Berrywood Primary School to be extended. Both the Borough Council and the County Council own land in this locality and the precise boundaries of the school field and the public open space will be delineated following discussion between the two Authorities.

150.OS The Borough Council will support the provision of additional public open space to the east of Berrywood Primary School, Hedge End and the extension of the grounds at Berrywood Primary School.

Allotments

- 9.35 PPG 3 Housing and PPG 17 Public Open Space, Sport & Recreation, provide national policy guidance on allotments, with the reference to the protection of good quality public open space in PPG 3, including allotments. There are two reasons for this. Firstly, allotments are the most likely type of public open space to be disposed of and secondly, if higher densities recommended in PPG3 are to be introduced, the demand for allotments is likely to increase. Parks, recreation grounds, playing fields and allotments must not be regarded as 'previously developed land' as defined in annex C of PPG3.

151.OS The Borough Council will refuse proposals which include the redevelopment of allotment gardens which are identified on the Proposals Map unless the allotments that would be lost to the development are replaced prior to the commencement of the development by allotments of equivalent or better quality and quantity in suitable locations, conveniently accessible for plot holders, including those who need to be relocated.

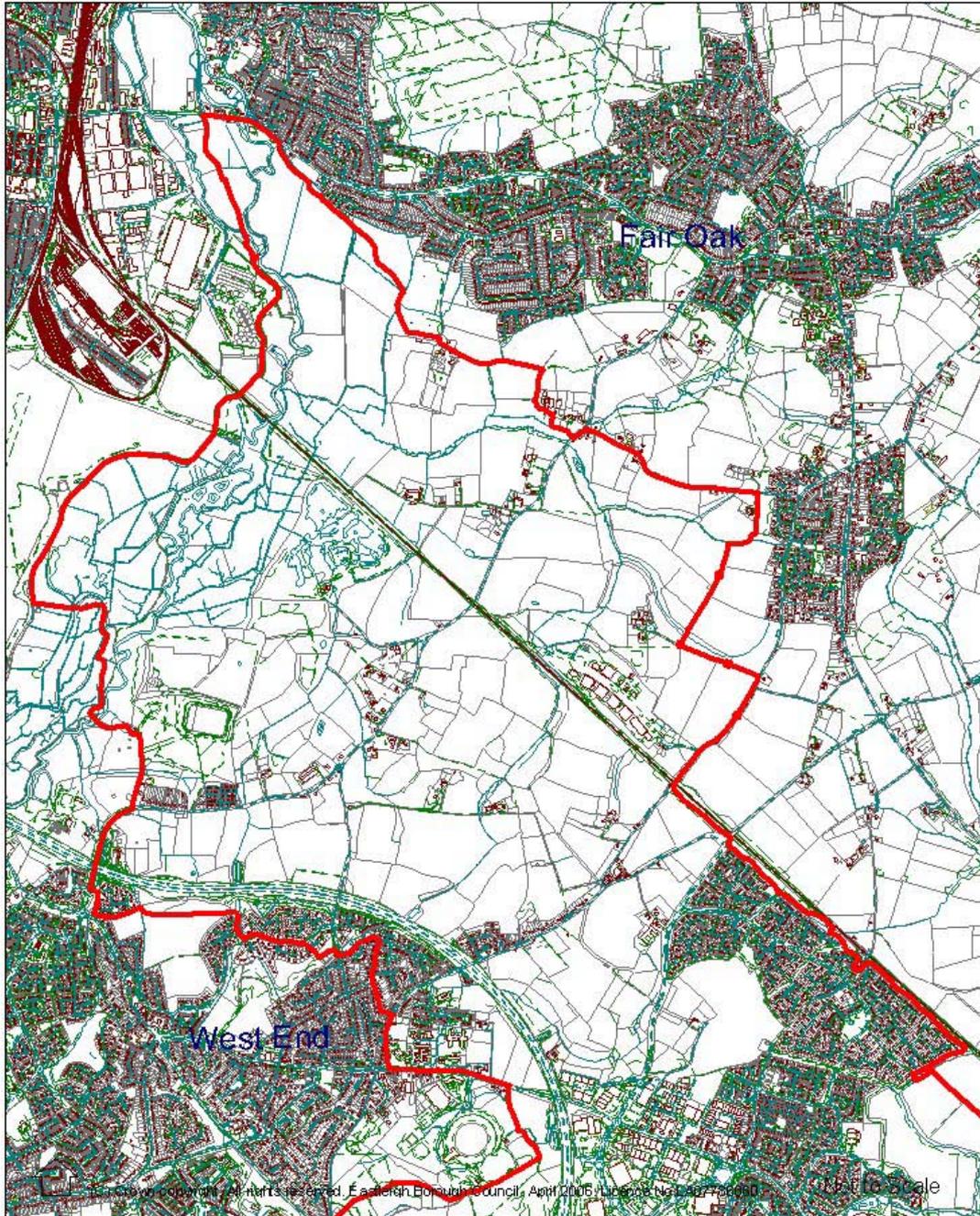
- 9.36 The only exceptions to policy may be at the eastern end of the Woodside Avenue allotments and at Ramalley allotments, Chandler's Ford, which have been safeguarded as possible cemetery extensions.

Rights of Way and Access to the Countryside

- 9.37 The Borough Council will continue to promote and propose those bridleways and footpaths identified in the Adopted Plan of 1997 but which remain unimplemented. New routes to improve access for cyclists and horse riders are also proposed. Allied to these proposals are the sections of the Countryside and Rights of Way Act which seek to establish public access to certain categories of open land and to improve the public rights of way network. Contributions will be sought for the implementation of these proposals in line with the Background Paper on Developers' Contributions. Under the guidance of the Habitats Regulations, any proposals for cycling or pedestrian links will be required to undertake an appropriate assessment of their potential impacts on the protected Ramsar and SPA nature conservation sites. Policy 152.OS outlines the Strawberry Trail walking route, which links key village and attractions in the Borough (see Plan 49).

152.OS In order to extend and improve access along the Green Network, the following dual purpose cycle and pedestrian links are proposed, as shown on the Proposals Map subject to the undertaking of an appropriate assessment of their potential impacts on areas of nature conservation value.

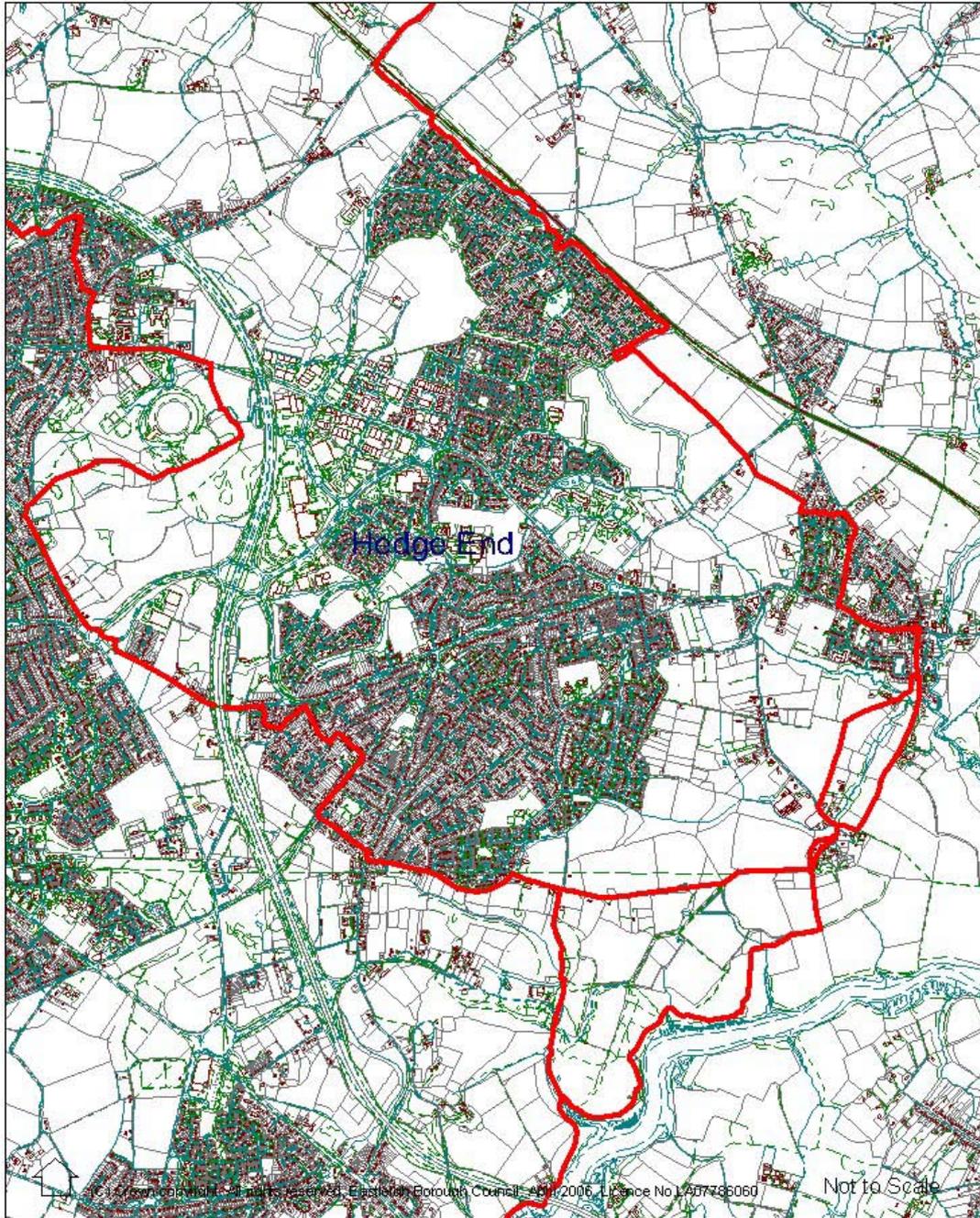
- i. Stoke Common Road, Bishopstoke, via Stoke Park Woods, to Winchester Road, Fair Oak;
- ii. Solent link from Weston shore, via Westfield Common, Coach Road and Hamble Lane, to Spitfire Way, Hamble;
- iii. Hamble, via Badnam Copse and Mallards Moor, to Bursledon Station;
- iv. Bursledon Station, via Manor Farm Country Park, to Botley.
- v. Woodhouse Lane to Grange Park estate, Hedge End;
- vi. Winchester Road, Boorley Green, to Hedge End station;
- vii. Tollbar Way, Hedge End, to Moorgreen Road; and
- viii. Allington Lane to Quob Lane (see Proposals Map).



Plan 49a

Strawberry Trail North

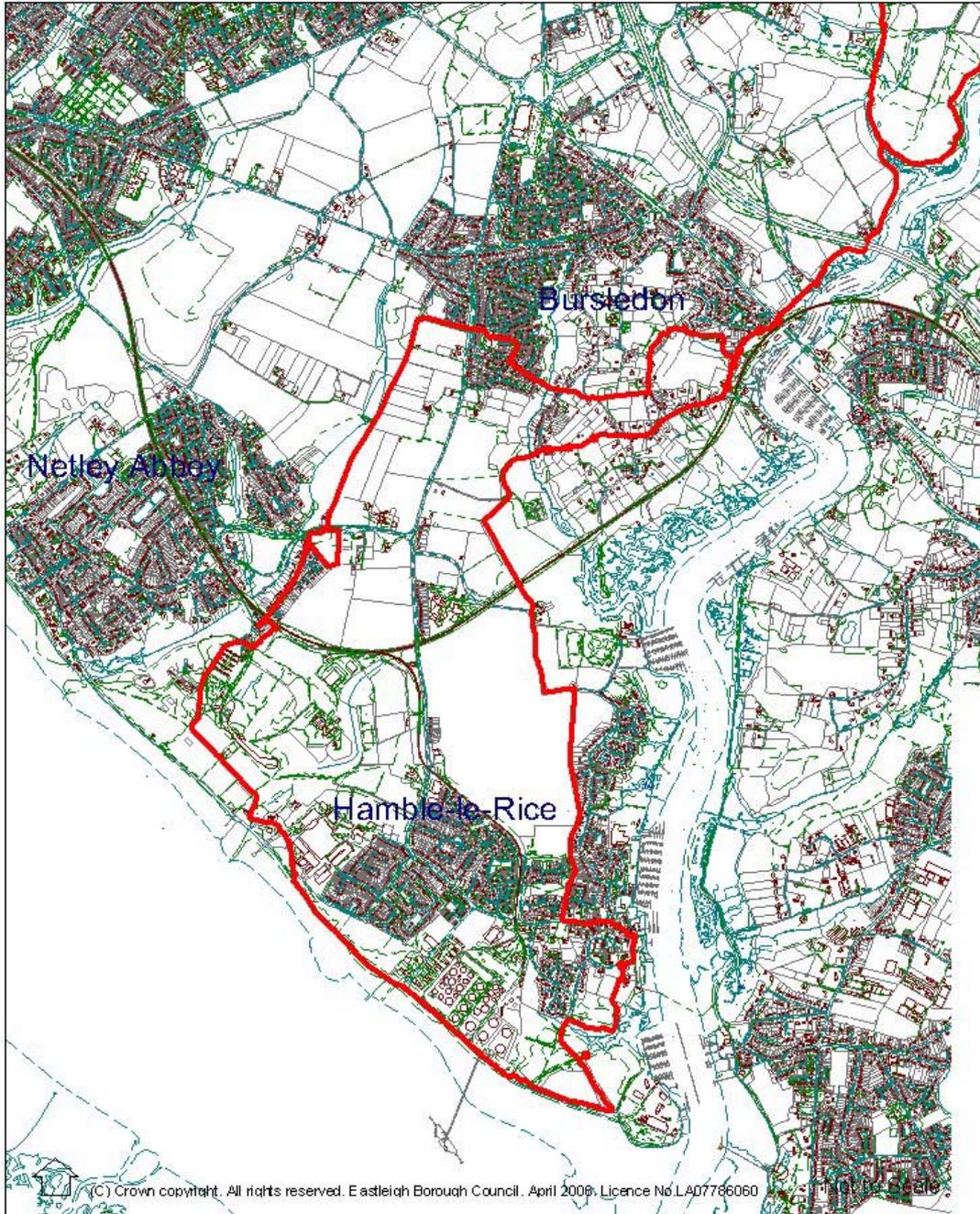
Eastleigh Borough Local Plan Review (2001-2011)



Plan 49b

Strawberry Trail Central

Eastleigh Borough Local Plan Review (2001-2011)



Plan 49c

Strawberry Trail South

Eastleigh Borough Local Plan Review (2001-2011)

153.OS In order to improve general access and off road links between existing bridleways and equestrian establishments, the following new bridleways are proposed as shown on the Proposals Map:

- i. Hardings Lane to Upper Barn Copse;
- ii. Allington Lane to Itchen Valley Country Park, via Hogwood Lane/Allington Manor;
- iii. Burnetts Lane, via Moorgreen Farm, to Allington Lane;
- iv. Woodhouse Lane to Grange Park estate;
- v. Winchester Steet, Botley, to Newhouse Farm;
- vi. Satchell Lane, Hamble;
- vii. Quob Lane to Allington Lane, West End; and
- viii. Moorgreen Road to Tollbar Way, Hedge End

Equestrian Recreation Proposals

9.38 Development involving horses requires high standards of design of buildings and care of the land is necessary to avoid a detrimental impact on the amenity of the landscape. Applicants may need to remove jumps and other equipment when not in use. In Eastleigh there have been numerous applications for stables and riding schools associated with equestrian leisure activities, which have led to pressure for additional dwellings in the countryside. The Borough Council will take a positive view of planning applications for horse-based development which respect the rural environment and do not lead to pressure for additional dwellings in the countryside.

154.OS Proposals for stables and riding schools will only be permitted where:

- i. in the case of a commercial stable or riding school, a dwelling already exists on the site;
- ii. they do not have an adverse impact on the character of the locality, and
- iii. they do not have a detrimental impact on the local road network.

Where permission is granted for new stables the Council will require high standards of design of buildings and planting. In such cases stable operators will also be requested to enter into a legal agreement with the Council to ensure appropriate long-term management of the premises and appropriate planting and screening.

The River Hamble

- 9.39 The River Hamble is not only of significant landscape and nature conservation importance but it also provides recreational opportunities for a large number of residents and visitors. They in turn support the local economy through their use of facilities and services, particularly at Hamble-le-Rice and at the local boatyards (see policy 124.E).

Moorings

- 9.40 The Harbour Authority, (Hampshire County Council), has determined that for reasons of navigational safety, the total number of craft berthed in the River Hamble should not exceed 3,261. There are currently 3,170 moorings. There are also a number of areas where it is the Council's intention to prevent further moorings in order to retain the character of the river by keeping the relatively open nature of certain stretches, allowing views across and along the river as well as providing areas for dinghy sailing.

155.OS The Borough Council will only permit new moorings on the River Hamble provided that the Harbour Authority's limit of 3,261 moorings afloat is not exceeded and they are not located in the restricted areas as shown on the Proposals Map.

- 9.41 Similarly the development of jetties, slipways, and pontoons on open stretches of river bank would be detrimental to the landscape and ecological value of the Hamble and should therefore be restricted to built-up areas of the river frontage.

156.OS New jetties, slipways, pontoons, landing stages, steps, walkways, bridges and catwalks or extensions to such structures, will not be permitted except where they are in existing boatyards or within built-up areas of the river frontage and they do not impede the movement of craft on the river, or areas where there is currently public access.

Noisy Sports

- 9.42 Noisy sports and leisure activities include, motor sports, shooting, water sports, model aeroplane flying and war games. Countryside areas, particularly those in the urban fringe are often the only appropriate location for such activities because sites in urban areas are likely to cause nuisance and disturbance. However, there are many factors which need to be taken into account.

157.OS The Borough Council will permit appropriate proposals for, or relating to noisy sporting activities, only if they meet all the following criteria:

- i. they should not conflict with the protection of the countryside, adversely affect the quality of the landscape or areas of nature conservation value;
- ii. the amenities of residents in the locality should not be adversely affected by noise, disturbance or other consequences of the proposed activity;
- iii. the amenity of other users in the countryside, for example on public footpaths or other access points, should not be adversely affected;
- iv. the site should be large enough to accommodate the activity and the landscaping required to minimise the impact of activity in the countryside;
- v. the proposal should not result in a volume of traffic which exceeds the capacity of the surrounding road network;
- vi. the size, design, function and layout of any building must be appropriate to the proposed activity and must be located to minimise its impact on the countryside;
- vii. the use of the land can be restricted to a specific outdoor recreational activity and the land can be returned to an appropriate agricultural/forestry use, should the activity cease; and
- viii. noise and fume emissions can be kept within acceptable limits.

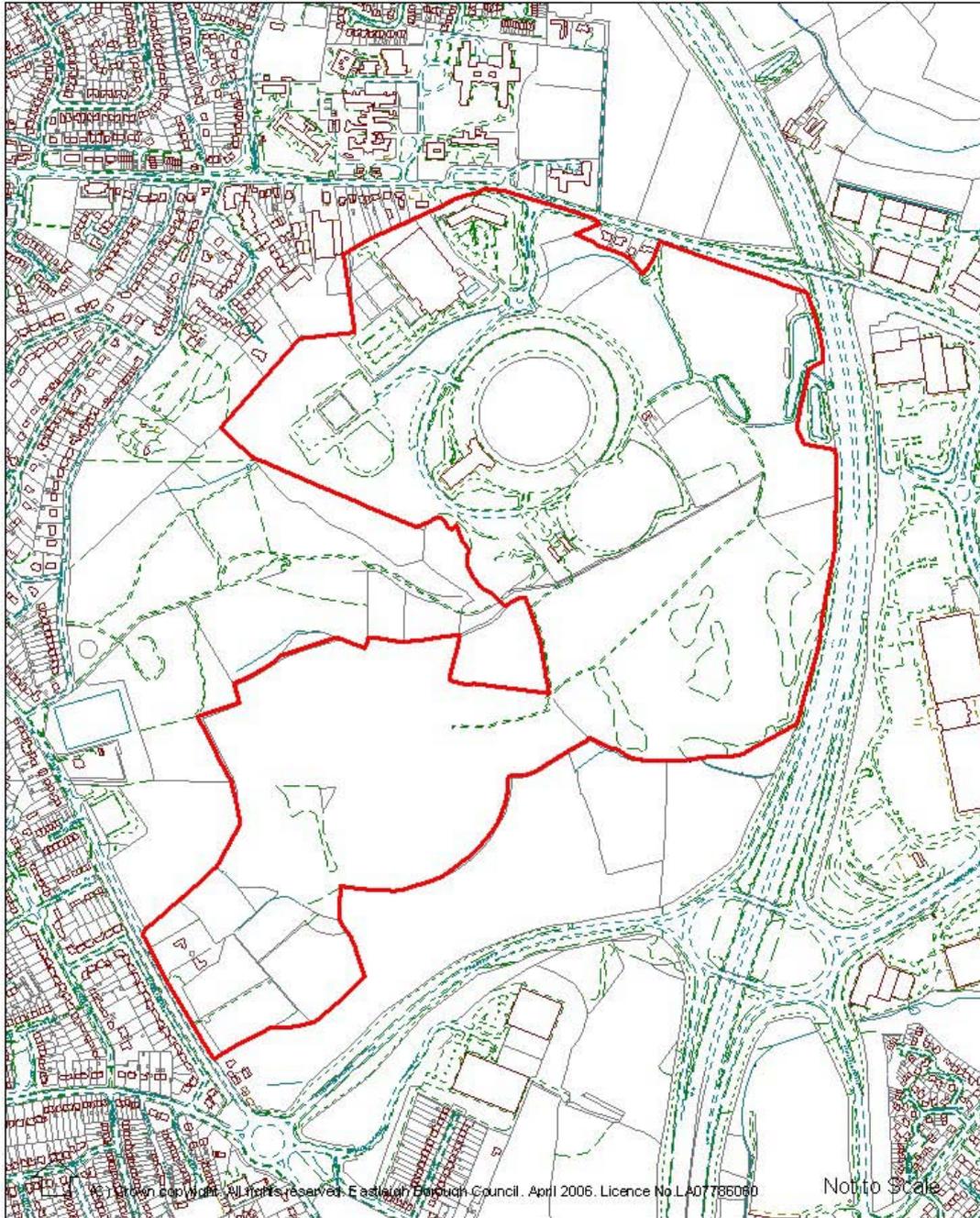
The Rose Bowl And Tennis Centre Special Policy Area

- 9.43 The area now occupied by the County Cricket Ground (known as the Rose Bowl), the tennis centre and golf course at West End is outside the urban edge and is in a sensitive part of the strategic gap between West End and Hedge End (see Plan 50).
- 9.44 The development is not yet complete and has outstanding permissions for a hotel (on the Botley Road frontage), indoor and outdoor bowling greens and an artificial turf sports pitch. The area is subject to a legal agreement between the owners and the Council which imposes restrictions on the use of the land.
- 9.45 The Council is keen to ensure the success of the facilities whilst maintaining the generally green, open, landscaped character of the area consistent with countryside and strategic gap policy. A Special Policy Area designation is therefore proposed. This will allow for reasonable additional development, adaptation and change, whilst maintaining outdoor recreational activities as the primary uses of the area, and seeking to ensure that any development is of the highest quality.
- 9.46 The use of the present facilities causes traffic congestion on occasions, and enhanced provision for pedestrians, cyclists and public transport will be required in conjunction with any additional development.

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| <p>158.OS Proposals for further development in the Rose Bowl and Tennis Centre Special Policy Area will only be permitted if they conform to all the following criteria:</p> <ul style="list-style-type: none">i. development, other than the proposed hotel, must be for outdoor sport or recreational purposes or for buildings strictly ancillary to such uses;ii. any buildings or structures must be appropriate in scale, form and location to the predominantly green and open character of the area and should only be visible from the surrounding area in the context of the wider landscape setting;iii. development must be of a high quality layout and design, with careful attention to detailing, hard landscaping and planting;iv. proposals for floodlighting on any part of the site must be of a scale, form, location and luminosity that would not affect the predominantly open character of the area. The hours of use of any floodlighting may be |
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limited in order to minimise its impact on nearby residential property;

- v. proposals must be accompanied by satisfactory arrangements for vehicular access from Botley Road and must include provision for improved facilities for pedestrians, cyclists and public transport within and around the Special Policy Area;
- vi. any areas of the site to be used for occasional or short-term car parking must be provided with an appropriate soft surface, be well landscaped and not be used for any purposes other than car parking;
- vii. the land to the west of the access to the site on the Botley Road frontage is to be developed only for a hotel, with ancillary facilities, which must be of a high quality of design, materials and appearance appropriate to its prestigious location at the entrance to the Special Policy Area; and
- viii. any proposal must ensure that surface water drainage will not increase flood risks downstream and within the river corridor.



Plan 50

The Rosebowl and Tennis Centre, West End. Special Policy Area

Eastleigh Borough Local Plan Review (2001-2011)

10. TOURISM AND THE ARTS (TA)

TOURISM AND THE ARTS CONTEXT

National guidance including PPG 21 Tourism and PPG12 Development Plans, states that Tourism and Arts facilities should benefit both visitors and residents in the Borough. These uses, when sensitively managed, can contribute to the amenity of the Borough and improve the quality of life of its residents. Tourism also provides a vital contribution to the local economy and should be considered in the context of sustainable development advice in PPGs 6 and 13 respectively.

Tourism and related sectors are forecast to continue to grow in the future, with the largest growth in day trips, short breaks and business trips. This growth however, is not without its difficulties and these pressures and problems must be positively managed.

Tourism cannot be regarded as a single or distinct category of land use and there are several links between these land uses and other policies of the local plan, which include the following. This highlights the wide ranging policy connections between tourism and the arts and other policies in the Plan.

There are several links between these land uses and other policies of the local plan which include the following:

- C policies: countryside
- BE policies: general design,
- LB policies: archaeology, listed buildings
- T policies: environmental impact of traffic
- E policies: local economy and business
- CF policies: community facilities and implementation
- TC policies: commercial leisure proposals
- OS policies: public open space, sport and recreation
- ES policies: environmental sustainability

Tourism and the Arts objectives

10.1 The Council's key objectives, which are derived from the national and strategic framework and the Borough's Tourism and Arts Strategies, are:

- to implement sustainable tourism initiatives which respect the environment and the needs of local residents, and avoid cumulative adverse impacts;
- to encourage the use of the arts in new developments and

support the Borough's Percent for Art programme;

- to support improvements to the transport infrastructure, to particularly encourage walking and cycling leisure routes and appropriate river access (the Integrated Access Project);
- to improve the standard and quality of the tourism product and promote an understanding of the cultural value of local heritage and distinctiveness;
- to develop The Point as a Centre of Excellence for Dance to contribute to the town's cultural quarter and urban renaissance programme, in accordance with Policy 5 of the draft Regional Spatial Planning Strategy for Tourism (2002);
- to improve the arts infrastructure in the southern part of the Borough.

Tourism

10.2 Eastleigh's Tourism Strategy 2003-2006, identifies opportunities to promote sustainable tourism in the Borough. The objectives of the tourism strategy should be implemented through the Local Plan. The DETR's research document "Planning for Leisure and Tourism" states that footloose attractions that contribute to the vitality and viability of town centres should be appraised in the context of PPS6. Non footloose small rural attractions will be best dealt with in the context of visitor management. Several types of tourism have been identified as possible ways of protecting the existing countryside and relieving pressure from popular county sites. Any proposals would have to meet the requirements of policy 160.TA or 161.TA, as well as including comprehensive green travel plans and visitor management strategies.

159.TA	Appropriate sustainable tourism proposals will be permitted, which may include: <ul style="list-style-type: none">i. activity-based tourism;ii. farm tourism and diversification;iii. an improved range of quality inspected and registered accommodation;iv. the provision of tourist information points, interpretative material and improve signage throughout the Borough;v. cultural tourism – the presentation of local heritage and distinctiveness; and
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vi integrated access, projects including the Strawberry Trail.

Tourism facilities in the countryside

10.3 Facilities for activities in the countryside have to be sensitively designed, located and managed if they are not to undermine the values of the countryside. Tourism proposals in the urban fringe may be appropriate in certain circumstances but particular care will have to be taken on sites within the strategic or local gaps. Proposals which would be more appropriately located in urban areas will not be acceptable unless they can satisfy a test of need and show that a sequential approach to site selection has been followed.

- 160.TA Proposals to develop, expand or improve existing leisure and tourism facilities in the countryside will be permitted where they satisfy all the following criteria:
- (i) the proposal should meet the criteria in policies 1CO, 2CO and 3CO and should not be detrimental to the landscape, nature conservation value, or archaeological value of the countryside. Where appropriate the proposal should ensure the retention and management of areas of open countryside, woodland, hedges and areas of nature conservation value;
 - (ii) the proposal should not involve the construction of large buildings or structures, extensive hard surfaced areas or large areas for car parking and access roads;
 - (iii) those buildings or structures that are required should be essential to an open tourism use, sited close to existing buildings where possible and not have a detrimental impact on the landscape;
 - (iv) the proposals do not include floodlighting, security fencing or other features which would demonstrably harm the character of the locality;
 - (v) the site is wherever possible, well served by public transport or is readily accessible from the nearest settlement by means of transport other than the private motor car; and the proposals are accompanied by a green travel plan;
 - (vi) the proposals include an appropriate planting scheme and where appropriate, contribute towards

the Council's Percent for Art scheme; and

- (vii) the need for such facilities must be established and the Council will also require proposals to be consistent with the sequential approach to the selection of sites.

Tourism facilities in Urban Areas

- 10.4 The Borough Council believes that arts and tourism facilities can make an important contribution to the well-being, vitality and attractiveness of town centres. Therefore, encouragement will be given to the location of such land uses within Eastleigh town centre and other local centres in the Borough. In particular the council will seek to improve the quality of existing facilities such as The Point in Eastleigh, and where appropriate may seek to negotiate financial contributions from developers for such improvements. The Council will require any proposals to be consistent with the advice in PPG 13 Transport and PPS 6 Town Centres. Applicants for planning permission should also consider policy 134.TC on major edge-of-centre or out-of-centre development for retail, leisure, office or other town centre uses that attract a lot of people.
- 10.5 The Borough Council will consider sympathetically proposals for providing a centre for the interpretation of the Borough's industrial heritage, on an appropriate site, within easy access of Eastleigh town centre. The Borough Council will also support improvements to Eastleigh Museum and the enhancement of local heritage attractions across the Borough.

161.TA	Proposals for appropriate tourist facilities in urban areas will be permitted subject to all the following criteria being met: <ul style="list-style-type: none">i. the proposal must be compatible with adjoining land uses and not cause unacceptable levels of noise, loss of amenity or traffic generation;ii. the proposal should include a green travel plan and be accessible by public transport;iii. the proposal must be of a suitable design and include appropriate landscaping, environmental improvement measures and where appropriate, contribute towards the Council's 'Percent for Art' scheme; and
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| iv. | the need for such facilities must be established and the Council will also require proposals to be consistent with the sequential approach to the selection of sites. |
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Integrated Access

- 10.6 Hampshire County Council and Eastleigh Borough Council have set up an Integrated Access Project which aims to improve access to the countryside and the coast of Eastleigh Borough for both residents and visitors. The emphasis is on public transport and walking routes linked together to provide a range of options for exploring the Borough. A number of pedestrian, cycleways and bridleways are proposed (policies 152.OS and 153.OS) to reflect the area's importance for tourism and recreation.
- 10.7 Through the Quality Bus Partnership, information on buses and at bus stops is being improved and improvements are proposed key railway stations. The most important link is the walking route called 'The Strawberry Way', to reflect the Borough's long association with the strawberry industry. The provisional proposals for the route, shown on Plan 58 have been designed to link key villages and attractions and to contribute to sustaining the local economy.
- 10.8 The proposed route uses existing rights of way, but if we are to encourage more people to explore the Borough on foot we need to improve the infrastructure, surfacing, signage, interpretation and information along the route.

162.TA	The Borough Council will not permit any development that will be detrimental to the provision and enhancement of the Strawberry Trail. Where development is taking place along the route, the Council may seek contributions towards such improvements.
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Hotel Provision

- 10.9 DETR's Research Report on Planning for Tourism states that 'Hotel sites should be identified in the context of established need'. Eastleigh Borough Council and Hampshire County Council have recently conducted research into hotel development in the Borough and the Eastleigh Tourism Strategy 2003 - 2006 identifies the need for a country style hotel on the Hamble peninsula, which may also provide leisure facilities for local residents.

163.TA	An appropriate proposal for a hotel on the Hamble Peninsula will be permitted provided:
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- i. it is on a site within the urban edge; and
- ii. the Council is satisfied that the environmental and traffic impacts of the development would be acceptable.

10.10 As part of the Integrated Access Plan for the Hamble Peninsula which is being prepared by the Borough Council in partnership with the County Council, consideration will be given to improving access between urban areas, the countryside, the Hamble foreshore and the coast.

Conference Centre

10.11 Given the Borough's proximity to major transport gateways – the strategic road network, Southampton airport, the port of Southampton and the main rail route to London – the plan identifies the possibility of locating a Conference Centre within the Borough. This use can be expected to have a large regional catchment and therefore, should be ideally located at a public transport interchange. The most viable site within the Borough is at Barton Park, in Eastleigh. This site is close to the largest town centre in the Borough and the main public transport interchange in the Borough, although pedestrian links to the town centre would have to be significantly improved before the site would be likely to be considered suitable for such a use. The site will also only be acceptable after completion of the Chickenhall Lane Link Road.

- 164.TA An appropriate proposal for a conference centre will be permitted at Barton Park, Eastleigh, provided:
- (i) significant new pedestrian links have provided across the railway, between the site and the town centre;
 - (ii) the Chickenhall Lane Link Road is open for traffic; and
 - (iii) the Council is satisfied that the environmental and traffic impacts of the development are acceptable.

Percent for Art

10.12 Percent for Art is a national government scheme which encourages developers and businesses to contribute towards commissioning arts and crafts works, as part of new buildings, developments and refurbishing landscape treatments. Southern & South East Arts recommend that all public building and public works should adopt the Percent for Art scheme. The Borough Council recommends that at least one percent of the total development costs should be committed at an early stage to the Percent for Art scheme so that the arts and crafts can become an integral part of the development, promoting a

sense of identity with the place or community in which it is located. The per cent for Art policy applies to public and private sector developments, usually those which are large scale and include publicly accessible buildings and spaces.

165.TA	The Borough Council recognises the contribution of the arts to the quality of life of its residents and will promote the commissioning of appropriate public art in new development. The Council will encourage developers to set aside 1% of the cost of new development for commissioning art work.
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11 CONSERVATION AND LISTED BUILDINGS (LB)

CONSERVATION AND LISTED BUILDING CONTEXT

When planning for the future it is also necessary to consider the past. It is important that appropriate protection is given to buildings and areas which are of historic or architectural importance.

There are several links between conservation and other policies of the local plan including the following:

- CO policies: Countryside
- BE policies: Urban Renaissance, the Built Environment
- H policies: Housing
- ES policies: Environmental Sustainability

Conservation and Listed Buildings Objectives

11.1 The Council aims to:

- identify and protect areas of special archaeological, historic or architectural interest
- encourage the enhancement of such areas where appropriate
- afford protection to the listed buildings in the Borough

Archaeology

11.2 Archaeological remains are, in many cases, highly fragile and vulnerable to damage and destruction. Care needs to be taken to ensure that archaeological sites and monuments are not needlessly destroyed. There are 8 Scheduled Ancient Monuments within the Borough: Hamble Common earthworks/the remains of St Andrew's Castle; Netley Abbey; Netley Abbey, precinct and moat; Netley Castle; Netley Abbey aqueducts; Moorgreen barrow; Hickley Wood hillfort; and part of Marwell Manor moated site and associated earthworks (see plan 59). In the estuary of the River Hamble there are a number of shipwrecks of national significance and their removal will not be supported by the Council, unless the necessary arrangements can be made for them to be surveyed and recorded.

11.3 It is considered important that features of more recent origin are also protected. Examples include the Itchen Navigation, remnants of old water meadows (including their sluices and other associated structures) and old green lanes and wooded boundary banks.

- 11.4 If preservation in situ is not possible or feasible, archaeological investigation and recording may be an acceptable alternative. The views of the County Archaeological Officer should be sought at the earliest opportunity and the Council will consult him/her on all proposals larger than 1.0 hectares in area or which are located in areas of archaeological interest.

166.LB Development which would destroy or damage, directly or indirectly, a scheduled ancient monument or other nationally important monument, or adversely affect their settings, will be refused.

167.LB Development which would adversely affect other non-scheduled sites of archaeological significance or their settings will only be permitted where the Borough Council is satisfied that preservation of archaeological remains in situ is not feasible and the importance of the development is sufficient to outweigh the value of the remains. The Council will only permit development where satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of the development.

168.LB Planning applications for development affecting a site where there is evidence that archaeological remains may exist but whose extent and importance are unknown, will only be permitted if the developer arranges for an appropriate level of evaluation to be carried out. This will enable the Borough Council to be fully informed about the likely effect that the proposed development will have upon such remains.

Conservation Areas

- 11.5 Local Authorities are required under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to determine whether any areas of special architectural or historic interest within their area should be designated as Conservation Areas (see Glossary). Conservation Areas are defined as areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
- 11.6 There are no standard specifications for Conservation Areas. It is the character of areas made up from the combination of elements such as pleasant groups of buildings, open spaces, trees, historic street patterns and features of archaeological interest that legislation seeks to

preserve or enhance. Such areas may be large or small and although they are usually centred on buildings of architectural and historic interest, this is not a prerequisite.

- 11.7 Within the Borough of Eastleigh the Council has designated the following 8 conservation areas (see Proposals Map):

Bishopstoke

Hamble (village and common)

Botley

Netley Abbey

Old Bursledon

Orchards Way, West End

Gaters Mill and Romill Close, West End

Bursledon Windmill

- 11.8 Periodic reviews of conservation areas will be undertaken to assess the suitability of their boundaries and the need for new designations. In assessing a locality for conservation area status the following factors will be taken into account:

- The quality or special character of the area within its local context;
- The level of architectural, historic or archaeological interest;
- The amount of alteration and development that has occurred which is detrimental to the character or appearance of the area;
- The degree of threat to the character or appearance of the area;
- Other controls on development and other designations.

- 11.9 The act of designating a conservation area indicates the high regard the Borough Council has for the area and it imposes the duty of protecting the area from being harmed and of taking measures that will preserve and enhance the area.

- 11.10 Particular attention will be given to the design details in applications for development in a conservation area, to ensure that its character is retained. Detailed plans will normally be required for proposed development in conservation areas and they should include elevations, showing the new building in the streetscene or its setting, details of colours and materials, existing trees and the landscape treatment proposed. Applications in outline form only, or otherwise providing

insufficient information are unlikely to be registered.

11.11 The Council will support, where appropriate, the preparation of Village Design Statements.

11.12 Several of the Borough's Conservation Areas are wholly or partly outside of the urban edge where even the construction of single dwellings would erode their special character and should be resisted. However, appropriate changes of use or extensions to existing buildings are not precluded provided that they are not detrimental to the character of the area.

11.13 In order to assist applicants, informal consultations with the Borough Council will be encouraged at the stage when outline permission would normally be sought.

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| <p>169.LB Planning applications for new buildings, and alterations and extensions to existing buildings, within Conservation Areas, will be permitted, provided all the following criteria are met:</p> <ul style="list-style-type: none">(i) the proposal preserves or enhances the character or appearance of the Conservation Area or its setting;(ii) any new building or extension does not detract from the character of the area and where appropriate retains the existing street building line and the rhythm of the street-scene;(iii) the mass, materials and form of the building and associated landscape features are in scale and harmony with the existing and adjoining buildings and the area as a whole and the proportions of its parts relate well to each other, to the existing building and to adjoining buildings;(iv) architectural details on buildings of value are retained;(v) with regard to retail premises, a high standard of shop front design and signing, relating sympathetically to the character of the building and the surrounding area, is required;(vi) the materials to be used are appropriate to and in sympathy with the existing buildings and the particular character of the area; and(vii) they do not generate excessive traffic, car parking, noise or cause detriment to the character of the local environment. Existing inappropriate uses will not be allowed to expand or intensify and the Borough Council may encourage their relocation if serious loss |
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of amenity is occurring.

Demolition of Buildings in Conservation Areas

- 11.14 The demolition of buildings will only be permitted where the Borough Council is satisfied that the existing building is of an inappropriate character or wholly beyond repair.

170.LB Development which involves the demolition of any building or important feature within a conservation area will not be permitted unless:

- i. it can be shown that the building is wholly beyond repair, or incapable of reasonable beneficial use;
- ii. its removal or replacement would enhance the appearance of the area; or
- iii. it is essential to enable a redevelopment scheme to take place, provided the scheme for redevelopment has already been or is concurrently approved and such a scheme would positively enhance the character or appearance of the conservation area.

The Setting of Buildings

- 11.15 In addition to the appearance of buildings, the character and appeal of conservation areas are largely created by the relationship of buildings to their settings. Consequently, any alteration to streams, ponds, trees, hedges, walls, fences, gardens, open space, railings, pathways and similar features should be sympathetic to the character of the conservation area.

171.LB Applications for development which affect important townscape or landscape features in conservation areas will only be permitted where the qualities of those features are retained.

Advertisements in Conservation Areas

- 11.16 Advertisements should be treated as an integral part of the elevation of a building and in particular considerable care needs to be taken with

regard to illumination, design and colour. Corporate logo signs are unlikely to be acceptable in conservation areas.

172.LB Applications for advertisements and fascia signs in conservation areas will only be permitted if they meet all the following criteria:

- i. the proliferation of signs will be discouraged and signs will be restricted to the ground floor wall area;
- ii. fascias and advertisements should be designed as an integral part of the shop front and in keeping with the character of the surrounding area. Box signs will not be permitted and traditional signs and fascia details should be retained wherever possible;
- iii. illuminated signs will not be permitted. Where consent is given in exceptional circumstances, the sign should take the form of spot and halo lighting or rear illumination cut-out lettering;
- iv. the Borough Council will only accept 'corporate image' advertising where it is not detrimental to the character of the building and surrounding area; and
- v. consent will only be granted for advertisement hoardings, if it can be demonstrated to the satisfaction of the Borough Council, that no harm to amenity or public safety will be caused.

Listed Buildings

11.17 Although many historic buildings enjoy statutory protection by being listed, as being of special architectural or historic interest, it is the Borough Council's responsibility to ensure that this protection is enforced in practice. There is a presumption in favour of the retention of listed buildings and their settings. There are 175 listed buildings in the Borough. They are all Grade II except for 8, which are Grade II*.

11.18 The demolition of a listed building will only be permitted in exceptional circumstances and it will have to be demonstrated that all reasonable efforts have been made to sustain existing uses or find viable new uses; that preservation in some form of charitable or community use is

not possible or that redevelopment would produce substantial benefits for the community which would outweigh the loss resulting from demolition.

- 11.19 Alterations and improvements that are not in keeping with the character of a listed building will be refused, including development likely to adversely affect the setting of a listed building. Conditions to ensure adequate archaeological investigation before and during development will also be applied where appropriate.
- 11.20 Listed Building owners and prospective applicants are encouraged to seek advice from the Borough Council at the earliest opportunity.

173.LB	Proposals which include the total demolition of a listed building will not be permitted unless it can be shown to the satisfaction of the Borough Council that their condition makes it impracticable to repair, renovate or adapt them to an appropriate beneficial use.
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174.LB	The alteration or extension of a listed building or any development within the curtilage of a listed building including display of an advertisement will not be permitted if it would result in a detrimental impact on the building or its setting.
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Buildings of Local Importance

- 11.21 There are a number of buildings which, whilst not being listed, are of local importance for their architectural, historical or amenity value. These are listed in Appendix II. The Government advises in PPG.15: Planning and the Historic Environment that such buildings can be protected by local plan policies, provided it is made clear that such buildings do not enjoy the full protection of statutory listing.

175.LB	Development which would have a detrimental impact on a building of local importance or its setting will not be permitted.
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Enabling Development

- 11.22 Enabling Development is development which would not normally be allowed but which may be justified as an exception to policy on the grounds that it provides the resources to secure the future of a listed building.

- 11.23 In order to assess what the best use may be for a listed building, it is necessary to balance the economic viability of possible uses against the effect of any changes on the special architectural and historic interest of the building. The optimum use should be assessed in the context of the conservation of the building, not against the maximisation of financial gain. The optimum use may not be the most profitable use if the latter would entail more destructive alterations than other viable uses. Additional information regarding enabling development can be obtained from English Heritage.
- 11.24 It is difficult to achieve successful enabling development. Often the visual impact of the proposed development outweighs the benefit of protecting the listed building.
- 11.25 In order to ensure the appropriate approach is adopted, the following policy will apply:

176.LB	<p>In exceptional circumstances the Council may permit the following development in order to secure the future of a listed building or other heritage asset:</p> <ul style="list-style-type: none"> i. a conversion or change of use which may not otherwise be permitted; ii. a sympathetic extension of an appropriate scale and design which does not detract from the intrinsic value of the building or asset; or iii. appropriate development within the curtilage of the property which is subservient to and does not detract from the character of the building or its grounds. <p>The Council must be satisfied that all alternative solutions and sources of funding have been thoroughly investigated; that the proposed scheme is financially viable; and that the applicant will enter into a legal agreement to ensure that the envisaged conservation benefits are delivered, and that the enabling development is demonstrably the minimum necessary to secure the future of the building or asset.</p>
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Historic Parks and Gardens

- 11.26 Royal Victoria Country Park, Hound, has been included on English Heritage's Register of Parks and Gardens of Special Historic Interest. In addition, the County Council has compiled a non-statutory Register of Historic Parks and Gardens which includes over 25 entries from within the Borough.

11.27 Work is currently underway on restoring the historic park at North Stoneham, part of which lies in the Borough of Test Valley. A management plan which contains supplementary planning guidance has been prepared and will be one of the means by which this restoration will be brought about.

177.LB	Planning applications for development which would be detrimental to or adversely affect the character, appearance, features or setting of an historic park or garden, will not be permitted.
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Botley Mill

11.28 The existing mill at Botley which is a Grade II listed building, dates from about 1770 and is of considerable architectural and historic interest. It is a major feature of the village and it is considered essential to retain the historic buildings and their setting and encourage the continuation of its use. The Borough Council will therefore consider sympathetically development which ensures the retention and enhancement of the character and setting of the Mill, its restoration, future maintenance and continued use. Proposals should pay due regard to protecting the nature conservation value of the River Hamble.

178.LB	Planning permission will be granted for development at Botley Mill provided: <ul style="list-style-type: none">i. it enables the preservation, restoration and future maintenance of the buildings and their setting; andii. it is sympathetic in terms of use, layout and design to the character of the listed buildings and their setting.
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Old Bursledon

11.29 This is an area of low density housing, woodland, open fields and salt marshes adjacent to the River Hamble. It lies south of Portsmouth Road and west of the A27, and much of it falls within the Old Bursledon Conservation Area (see Proposals Map). There is a special character to Old Bursledon - scattered housing served by narrow country lanes with well established hedgerows, banks, walls and trees. There are several public footpaths in Old Bursledon and views across the river valley can be enjoyed from a number of the lanes and paths in the area. There are small areas of undeveloped land which contribute to the area's rural character with market gardening, horse paddocks and grazing. The coastal salt marshes are protected as a Site of Special Scientific Interest and the character of the river valley to the south of

the railway is particularly attractive. Other land uses that maintain the open character are the junior school with its playing fields, the recreation ground, Greyladyes which has extensive private grounds and a number of private houses with large gardens. The country lanes that serve Old Bursledon are also an essential part of its character. In some places these roads narrow to one car width, many are without footways and contain sharp bends with sub-standard visibility. They are a distinctive feature however, and to attempt to widen or improve them would destroy the character of the whole area. The urban edge boundary has been drawn to exclude Old Bursledon because of its semi-rural character and even the construction of single dwellings would erode its special character and should be resisted. However appropriate changes of use, extensions to existing buildings, appropriate replacement buildings or the construction of suitable ancillary buildings, such as domestic garages, are not precluded (see for example policies 7.CO, 8.CO, 9.CO or 10.CO), provided that they are not detrimental to the character of the area either in themselves or by reason of additional traffic movements. As a guide, the Council is unlikely to support extensions to existing dwellings that exceed a 15% increase in their original floorspace measured externally.

179.LB	In order to protect the special loose-knit character of Old Bursledon (as identified on the Proposals Map) and to ensure the retention of existing open areas, further development will be refused within the special policy area with the exception of replacement dwellings, appropriate extensions or changes of use, provided that these respect and enhance the character of the Special Policy Area.
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180.LB	Proposals which would generate the need for highway improvements in the Old Bursledon special policy area will be refused, except in exceptional circumstances where the improvements are essential for highway safety and they do not result in the loss of an important bank, hedge, wall or tree.
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Hiltingbury

11.30 This area to the north of Chandlers Ford is well-wooded and consists generally of large residential plots which are visually attractive and help to meet a demand for such properties. In order to protect the wooded nature of Hiltingbury and the low-density character of residential development, the following policy will apply. However, the objective is not simply to maintain the existing low density of development in the area but to ensure that new development respects and enhances the

special characteristics of the SPA. While development at higher densities on adjacent plots would not necessarily be incompatible with the objective, it is unlikely that any proposal that would endanger the spacious, well-wooded appearance of the area or its arcadian character, would be acceptable.

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| 181.LB | <p>In order to protect the special character of Hiltingbury (as shown on the Proposals Map) the sub-division or redevelopment of plots will not be permitted unless all the following criteria are met:</p> <ul style="list-style-type: none">i. the size of any proposed plot is not significantly smaller than those in the immediate vicinity of the site;ii. the proposal does not involve the loss, or prejudice the retention of existing healthy mature trees on the site;iii. the design, siting, size, scale and type of the proposed development is compatible with the Arcadian character of the locality and does not involve back land or tandem development; andiv. the proposal is accompanied by a detailed planting scheme designed to assimilate the development into its surroundings. |
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Bournemouth Road, Chandler's Ford

- 11.31 The section of Bournemouth Road between the Leigh Road junction and Winchester Road includes a variety of land uses but it remains predominantly residential in character.
- 11.32 The Borough Council considers it to be important that the residential nature of the area should not be further eroded, primarily because it provides a source of housing at the lower end of the market. Therefore development which results in the loss of residential units is unlikely to be supported. The extension or redevelopment of existing non-residential uses will normally be permitted, provided the proposal conforms with the other policies of this Plan designed to safeguard the amenities of occupiers of residential properties.
- 11.33 Bournemouth Road experiences heavy traffic flows and is subject to parking restrictions. As a consequence of the latter, parking for some of the commercial premises takes place in adjacent residential roads, such as Chalvington Road and Keble Road, reducing pedestrian safety and causing nuisance and disturbance to local residents. Therefore

development which would be likely to give rise to an unacceptable increase in traffic turning movements off Bournemouth Road, intensify the problems of car parking in residential roads, further reduce the amenities of existing residents or detract from the primarily residential character of the area will not be acceptable.

182.LB Development in Bournemouth Road Special Policy Area will not be permitted if it:

- i. results in a net loss of residential units;
- ii. detracts from the primarily residential character of the area;
- iii. does not have satisfactory vehicle access and on site car parking;
- iv. results in the loss of residential amenity.

The Borough Council will support appropriate proposals which include environmental improvements.

The Aviary Estate, Eastleigh

11.34 This estate of former public housing has a pleasing and distinctive character. The estate is typified by housing grouped around open spaces of various sizes. The housing has a number of rustic architectural features. While this development is somewhat typical of the era in which it was built, the Aviary Estate is a particularly good example which has been largely unspoilt over the years either by inappropriate extensions or by the development of key open spaces.

183.LB In order to protect the special character of the Aviary Estate (as shown on the Proposals Map) development, including extensions, will not be permitted unless all the following criteria are met:

- i. the size, scale, architectural style, materials and detailing of any proposals closely reflects the character of the existing development; and
- ii. the open spaces identified on the Proposals Map are retained and their settings are not adversely affected.

Campbell Road, Eastleigh

- 11.35 This area of former railway workers homes has a unique character which is influenced by the linear form of the development, squeezed between railway works and railway sidings, and from the architectural “cottage” style of the housing. The Borough Council wishes to preserve this unique and attractive character (see policy 184.LB).

Crowsport, Hamble-Le-Rice

- 11.36 This area of housing, originally proposed as accommodation for yachtspeople is very distinctive in character and appearance and the Borough Council is keen to protect and preserve this distinctiveness from inappropriate development. The Council will not support the addition of further storeys to dwellings or the construction of inappropriate boundary walls or fences.

<p>184.LB In order to protect the special character of both Campbell Road, Eastleigh and Crowsport, Hamble-le-Rice (as shown on the Proposals Map) development, including extensions, will not be permitted unless the size, scale and architectural style, materials proposed and detailing closely reflect that of the existing development.</p>
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12 **COMMUNITY FACILITIES, INFRASTRUCTURE AND DEVELOPERS' CONTRIBUTIONS (IN)**

COMMUNITY FACILITIES CONTEXT

The Borough Council is committed to improving the quality of life of all who live or work in the Borough. Every effort will be made to create or maintain safe, healthy and thriving communities where as many as possible of the needs of all inhabitants are met.

Locally provided community facilities, infrastructure and services are essential if the Council is to meet this commitment.

There are several links between - these issues and other policies of the local plan including the following:

- T policies helping reduce travel by providing facilities locally
- BE policies creating a sense of place and quality environment
- H policies ensuring any new areas of housing contribute towards meeting wider community needs.
- ES policies environmental sustainability

Community Facilities

- 12.1 The term 'community facilities' is intended to cover a broad range of public amenities including parish halls, church facilities, community centres, public houses, schools and colleges, health facilities, libraries, car parks, sports facilities, arts and cultural facilities, footpaths, cycleways, youth club buildings and the provision of collection points for recyclable materials.
- 12.2 It is desirable that the provision of such facilities keeps pace with need and that valuable existing facilities are not lost. The Borough has experienced a high level of population growth during the last twenty years and there are areas, for example Chandler's Ford and Hedge End, where the provision of community facilities has not kept pace with development. The Borough Council is keen to ensure that this does not happen in respect of any new residential development proposed during the plan period.
- 12.3 The need for the improved provision of community facilities also continues to increase as people's expectations for their quality of life increase. In view of the housing commitments and allocations in the Plan there is likely to be the need either to improve existing facilities or to add to existing facilities during the plan period. Where new facilities are provided or existing facilities improved the Council will seek to

ensure that their form and design provide for a range of uses to be accommodated.

185.IN	The Borough Council will not permit development proposals which would result in the removal or loss of an established community facility unless suitable alternative provision is made which is of an acceptable quality and siting or is more appropriate to the needs of the community, or the existing facility can be shown to be surplus to local needs.
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186.IN	Proposals for the provision, replacement, extension or improvement of facilities for use by the community will be permitted within the urban edge provided they will not adversely affect the residential amenity of the occupiers of neighbouring properties by reason of noise, disturbance, smells, floodlighting or other factors.
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- 12.4 There are a number of areas in the Borough which are poorly served in terms of facilities for local community groups and yet have under-utilised sites or buildings which could reasonably meet their needs.
- 12.5 There have been indications of a need for new scout headquarters at Hamble-le-Rice, permanent youth club premises in Fair Oak and Bursledon, a community facility to replace the existing Reading Room at Old Netley and for improvements or extensions to the Botley Centre, the Bursledon Community Centre and the Drummond Centre, Hedge End (see Appendix I). The Borough Council will treat proposals for these additional facilities sympathetically subject to the relevant policies of this Plan.

Churches

- 12.6 The needs of church groups throughout the Borough are recognised and the Council will treat any proposals for new places of worship sympathetically, as and when they arise, subject to the other policies of this Plan.

Libraries

- 12.7 Although the County Council currently has no proposals to provide new library facilities in the Borough, the Borough Council is keen to secure the provision of a library at Bursledon and at Hamble-le-Rice and to support the improvement and extension of library facilities in West End. At Bursledon a site adjacent to the Community Centre off Portsmouth

Road may be suitable, while at West End an extension to the Parish Centre could accommodate an enlarged library. In Hamble-le-Rice a library could be accommodated at the Memorial Hall.

Health Facilities

- 12.8 An increasing population will place more pressure on medical services. The Council is keen to ensure that the provision of health services keeps pace with the needs of residents. In particular considerable weight will be attached to providing such services in locations where the need to travel is minimised.
- 12.9 The Council, in consultation with the Eastleigh and Test Valley South Primary Care Trust, will require developers of housing to demonstrate how their proposals relate to existing health facilities. Where necessary they must indicate the measures that they propose to undertake to improve provision, by enabling new facilities or extensions to existing facilities to be provided.
- 12.10 The Council supports the concept of a 'Healthy Living Network', which comprises an integrated range of facilities and services related healthy living. They need not physically be located together but would all come within a single management framework.

Healthcare Provision

- 12.11 Moorgreen Hospital, West End and the Nuffield Hospital, Chandler's Ford are significant providers of healthcare services in the Borough and in order to ensure that these sites are not lost to other uses, they are designated as Special Policy Areas.

187.IN	Within the Moorgreen Hospital, West End and the Nuffield Hospital, Chandler's Ford Special Policy Areas permission will only be granted for development related to the provision of healthcare services unless it can be demonstrated to the satisfaction of the Borough Council that there is no foreseeable need for such provision on these sites.
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- 12.12 There is an aspiration from a number of medical practices on the Hamble peninsula to amalgamate their existing services and to introduce new facilities on a purpose built campus. The Council will support such an initiative only if the proposed location meets the Plan's objectives relating to sustainability, the protection of the countryside, the retention of gaps between settlements and the need to reduce travel, particularly by car.

Tankerville Special Policy Area

- 12.13 The Tankerville Special Policy Area lies to the north of Romsey Road, Eastleigh and includes the former Tankerville Special School, the Eastleigh Health Centre and related health facilities. This is an important site in central Eastleigh which should be retained for health and/or education purposes. It has good access to public transport services and is in within easy reach of a large number of people.
- 12.14 The area lies within the Eastleigh Town Renaissance Quarter (policy 53.BE) and the Town Centre policy area (policy 125.TC). In accordance with the policies applying in these areas, the best possible use of the land must be secured in any redevelopment proposals. Housing or office use could be accommodated on upper floors whilst retaining health or educational uses on lower floors.

188.IN Development proposals within the Tankerville Special Policy Area will only be permitted if they relate to the provision of health or education facilities, unless it can be demonstrated to the satisfaction of the Borough Council that there is no need for such provision in Eastleigh, and they maximise the use of the land, when the inclusion of residential or office uses on upper floors will be supported.

Education Provision

- 12.15 The Borough Council recognises the importance of the provision of schools and further/higher education facilities to the local community. The Council maintains close and regular liaison with Hampshire County Council on the future educational needs of the Borough's residents. Eastleigh College in particular plays a vital and varied role in the well-being and quality of life of the community through its involvement in adult education, training, retraining and its links with local industry and commerce. The Borough Council will continue to work closely with these institutions to ensure, wherever possible, that their changing land and development requirements are met.
- 12.16 Many school premises have facilities such as halls, sports facilities and meeting rooms that are suitable for community use and many are so used. The Borough Council will encourage local schools to make their facilities available for community use whilst having regard to the residential amenities of the occupiers of nearby properties.

Dowd's Farm Special Policy Area Dowd's Farm, Hedge End

- 12.17 Hedge End north is currently only served by one primary school, at Berrywood. Despite a number of extensions, the school is now at capacity and at the top range of acceptable size. In order to

accommodate a growing need for more school places, a new primary school is proposed at Dowd's Farm as part of the development of that land. Arrangements will need to be made to ensure the timely provision of the school to meet the demand for school places arising from the new development (see policy 76.H).

189.IN	A new primary school is proposed at Dowd's Farm, Hedge End. Proposals on this site must meet the requirements of the Development and Design Brief, prepared and approved by the Borough Council.
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Infrastructure and Public Utilities

12.18 Government advice makes it clear that the adequacy of infrastructure to serve a development can be a material consideration in deciding whether planning permission should be granted. In this context infrastructure includes services like education and health facilities and policing services as well as roads, water supply and sewers.

12.19 The provision of water supply, drainage, electricity, gas and telephone services in the Plan area is the responsibility of a number of different public utility companies. These companies are now able to levy a charge for all new connections. It is unlikely that the capacity of existing supply networks will act as a major constraint to the location of additional development.

190.IN	Proposals for development will only be permitted where adequate services and infrastructure are available or suitable arrangements can be made for their provision.
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Developers' Contributions towards the provision of Infrastructure, Services, Community Facilities and Amenities

12.20 The Borough Council recognises that whilst development brings benefits and prosperity to the Borough it also frequently imposes costs on existing residents and businesses. It brings pressures on existing infrastructure, including roads, services and community facilities, and on the environment generally. In the past, the community at large has had to bear those pressures or meet the cost of necessary improvements.

12.21 In the former growth areas in the Borough some of the disadvantages of the large scale developments that have taken place have been offset by the provision of new facilities by the developers or by the payment by the developers of financial contributions to enable the Borough Council to provide such facilities. By these means new community centres have been provided, public open space, recreation and play facilities laid out, sites for new churches and health facilities

secured, road improvements carried out and the construction of the railway station at Hedge End made possible.

12.22 In other parts of the Borough, although new development has taken place, no very large developments have been built and few additional facilities have been provided. Infrastructure and amenities have failed to keep pace with the needs of a growing population. Throughout the Borough the Council and other public sector bodies have contributed to the cost of those facilities that have been provided. Increasingly tight restrictions on public sector expenditure make it less likely that funds for such facilities will be available in the future.

12.23 New development is committed throughout the Borough and arrangements are in place for this development to contribute to the provision of infrastructure and community facilities. This plan proposes new housing sites and, in addition, it is recognised that further development will continue to take place within existing built up areas. The Council will seek to negotiate planning obligations from developers for the provision of new or improved infrastructure, services, facilities and amenities directly made necessary by the proposed development. The policy set out below will therefore apply to all proposals for development within the Borough:

191.IN	Appropriate proposals for development will be permitted provided that the developer has made arrangements for the provision of the infrastructure, services, facilities and amenities directly made necessary by the development or has made arrangements to contribute towards the early improvement of existing infrastructure, services, facilities and amenities, the need for which will increase as a direct result of the development proposed.
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12.24 Prospective developers are advised to seek the Council's advice on the -nature and scale of the contributions that are likely to be sought before purchasing land or property for development. Supplementary Planning Guidance will be prepared, and regularly reviewed, listing priority projects towards which developers will, where appropriate, be expected to contribute. This Supplementary Planning Guidance will comprise one of the elements which assist the Council in producing its Community Investment Programme. Whenever it is timely and appropriate, schemes identified in the Supplementary Planning Guidance will also appear in the Council's Community Investment Programme.

13 IMPLEMENTATION AND MONITORING – PERFORMANCE INDICATORS AND TARGETS

13.1 This chapter deals with the way in which the proposals put forward in this Local Plan can be put into effect and how progress with the implementation of the Plan will be monitored.

Resources

13.2 The availability of public sector finance is important because many proposals in this Plan will be dependent upon public sector expenditure. However, increasing financial stringency has resulted in a significant cut in public expenditure over recent years and it is likely that this situation will continue. Therefore to some degree implementation is dependent upon the resources and priorities pertaining at the time.

13.3 The key responsibilities of the local authorities are as follows:

(a) Hampshire County Council - schools, roads, public transport initiatives, social services, libraries, police, fire, recreation, heritage and some major open spaces.

(b) Eastleigh Borough Council – securing and grant aiding affordable housing, car parking, cycleways, recreation, local open spaces, community facilities, waste collection and recycling and environmental improvements.

(c) Parish Councils - open spaces, village halls, cemeteries, seating and some community facilities.

13.4 The Council published a background paper in October 2003, entitled, “Planning Obligations and the Use of Developers’ Contributions”.

Action

13.5 Successful implementation of the Plan’s proposals will depend on the co-ordination of the efforts of the public and private sectors.

13.6 The County Council will be required to implement many of the transportation proposals, while the Borough Council will be responsible for many of the proposed environmental improvements, for example by using the resources of the Itchen-Hamble Countryside Project. Table A on the following pages lists the proposals and identifies the responsible agencies and provides an indication of the timing.

Monitoring and Targets

13.7 The Local Plan contains policies and proposals to guide the development and use of land in pursuance of the Council’s objective of

improving the quality of life of all local people. In order to provide a measure against which progress towards achieving the Council's objective can be measured, a number of targets associated with the implementation of the Plan have been established. These are set out in Table A following. It is recognised that many of these targets and forecasts are outside the Council's control and that they will have to change as a consequence of external influences and the decisions of the private sector. Monitoring will enable the Council to identify these changes and to address the consequences for other policies and proposals in the Plan.

- 13.8 The policies in the Local Plan are intended to apply throughout the plan period on an ongoing basis. Many do not have a specific target which can be defined, but the achievement of the Plan's objectives will rely on the success of these policies. The monitoring of policy objectives will be undertaken in the context of a range of socio-economic indicators including the state of the economy, employment and unemployment trends, income levels, house prices and demographic change. Monitoring by the Council of sustainability, biodiversity and nature conservation indicators will also inform the monitoring of the local plan. Policy objectives will then be reviewed in the light of development trends and pressures and having regard to any changes in Government policy and strategic planning guidance to ensure that the Plan remains relevant and effective. The Council therefore intends to monitor the impact and effectiveness of the policies in the Plan, as set out in Table B following.
- 13.9 The anticipated supply of housing is set out in the tables in Chapter 5. The Council will undertake regular monitoring of housing delivery and will be proactive where necessary to encourage the timely development of sufficient housing to meet the requirements set out in Chapter 5.
- 13.10 The Council publishes an annual monitoring report on planning policy issues. From 2006 it will:
- monitor progress towards achieving the implementation targets for the Local Plan's proposals set out in Table A.
 - monitor aspects of the impact, effectiveness and relevance of the Local Plan's policies as set out in Table B.
 - monitor socio-economic trends and identify matters requiring review or updating as a result of changing circumstances.
 - monitor the performance generally of the Council's Planning Policy and Design Unit.
 - review the monitoring of sustainability, biodiversity and nature conservation indicators and their implications for the local plan.

TABLE A: MONITORING TARGETS AND IMPLEMENTATION OF PROPOSALS

PROPOSAL	RESPONSIBILITY	TARGET/FORECAST	PROGRAMME/ CONSTRAINTS	POSSIBLE FUNDING
20.CO Landscaping schemes	EBC/HCC/Private	Two schemes to be commenced a year	Subject to opportunities arising and local involvement	EBC, HCC, PC, DC, PR, GR
27.NC Local Nature Reserves	EBC/English Nature/Private	One to be commenced each year	Subject to satisfactory management agreement	EBC, HCC, DC, GR
76.H Dowd's Farm	Private	Complete by 2011	-	
77.H South Street	Private	Complete by 2011	Subject to detailed planning	
78.H Whitetree Farm	Private	Complete by 2011	--	
79.H Woodside Avenue	Private	Complete by 2011	Subject to detailed design brief	
80.H Pirelli Phase 2	Private	To be commenced by 2011	Subject to detailed design brief	-
91.T (i) Railway Chord	HCC/Private/rail operators	To be commenced by 2011	Subject to viability testing and finance	Government, HCC, Network Rail/train operators
(ii) Hedge End - So'ton	HCC/Private	To be operational by 2011	Subject to detailed planning and finance	HCC, Priority route

(iii) Eastleigh Cycle Routes	EBC/HCC/Private	One new route to be commenced each year	Land acquisition, finance	EBC, HCC, PR, GR
(iv) Rapid Transit	EBC/HCC/Private	To be under construction by 2011	Finance, planning	Government, HCC, PR
(v) Chickenhall Link Road	EBC/HCC/Private	To be commenced 2007	Planning, finance	Private, HCC
(vi) Botley by-pass	HCC/EBC/Private	To be completed by 2011	Subject to detailed planning and finance	HCC
92.T Local proposals	EBC/HCC/Private	3 schemes to be completed each year	Planning, finance	EBC, HCC, Private
109.E Offices at Pirelli	Private	To be commenced by 2007		Private
110.E Fire HQ Site	HCC/Private	To be commenced by 2007	Operational Constraints	Private
127.TC Town centre redevelopment	EBC/HCC/Private	To be commenced by 2010	Planning brief required	Private
128.TC Swan Centre extension	EBC/HCC/Private	To be commenced by 2006	Planning brief required	Private
129.TC North of Wells Place	EBC/HCC/Private	To be commenced by 2011	Planning brief required	Private
150.OS Berrywood Open Space	EBH/Private	To be commenced by 2011	Subject to land swap/acquisition	EBC/HCC/Private

152.OS Cycle & pedestrian links	EBC/HCC	To be completed by 2011	Finance	EBC/HCC/Private
153.OS Bridleways	EBC/HCC	To be completed by 2011	Finance	EBC/HCC/Private EBC/H

KEY TO TABLE A

EBC Borough Council (Eastleigh)	HCC	Hampshire County Council
DC Developers' Contributions	PC	Parish Council
GR Grants/Other	PR	Private

EASTLEIGH BOROUGH LOCAL PLAN REVIEW (2001-2011)

TABLE B – MONITORING OF POLICY OBJECTIVES

	<u>ISSUE</u>	<u>MONITORING CRITERIA</u>
1	HOUSING	
1.1	Total net housing completions	Requirement for 542 dwellings per annum derived from the County Structure Plan as set out in policy 73.H
1.2	Net housing completions in the sub-region	Structure Plan housing requirement and Structure Plan Policy H4 Monitoring Reports
1.3	Number/proportion of net housing completions on brownfield sites	Proposals set out in the Housing Background Paper to meet policy 73.H
1.4	Net housing completions on identified urban capacity sites	Anticipated completions as set out in Urban Capacity Study
1.5	Net housing completions on infill and windfall sites and of conversions	Anticipated completions as set out in the Housing Background Paper
1.6	Net completions of affordable housing – number and percentage of total completions	20% of total completions as set out in the Supplementary Planning Guidance ‘Affordable Housing’
1.7	Mix of house size in completions	Mix of house size as set out in Supplementary Planning Guidance ‘Housing Mix’ and referred to in policy 79.H
1.8	Housing density of approved development proposals	Density of at least 30 dwellings per hectare as set out in policies 75.H and 76.H
	<u>ISSUE</u>	<u>MONITORING CRITERIAL</u>
2	EMPLOYMENT	
2.1	The provision of an adequate supply of employment land and premises to ensure the maintenance of a successful and robust economy in the Borough and the	<ul style="list-style-type: none"> • Employment land identified and land actually available for development (m²)

	sub-region	<ul style="list-style-type: none"> • Employment land lost to other uses (m²) • Net change in employment floorspace (m²)
3	TOWN AND LOCAL CENTRES	
3.1	Health of town and local centres	<ul style="list-style-type: none"> • Proportion of non-A1 (retail) frontage in identified town and local centres • Proportion of vacant street frontage in identified town and local centres • Number and type of planning applications received in identified town and local centres
4	CONSISTENCY IN THE APPLICATION OF LOCAL PLAN POLICIES	
4.1	The extent to which policies in the Local Plan are adhered to by the Council in its decision making or are successful on appeal or at call-in	The number and nature of decisions by the Council, on appeal or at call-in, which are contrary to the policies in the Local Plan.
5	SUSTAINABILITY, BIODIVERSITY AND NATURE CONSERVATION	
5.1	The extent to which the plan policies are contributing to broader objectives of Government and the Council, to promote biodiversity, nature conservation and the increased sustainability of development and of the Borough's environment.	<ul style="list-style-type: none"> • criteria in RTRA • criteria and priorities in the Eastleigh Biodiversity Action Plan

THE APPENDICES

The Purpose of the Appendices

The appendices are generally technical or explanatory in nature and provide further guidance, advice or information on a number of issues which are raised in the main body of the Local Plan. They do not form part of the statutory Local Plan but will nevertheless carry considerable weight in the consideration of planning applications. Further advice is published in a number of Guidance Notes which are listed in Appendix III.

Appendices	Page
i. Strategic and Local Gaps	182
ii. Draft List of Buildings of Special Local Architectural and Historic Interest	186
iii. Other Strategies and Policy Documents approved by the Borough Council	189

STRATEGIC AND LOCAL GAPS

1. The following paragraphs give a brief description and justification for the strategic and local gaps in the Borough which are listed in paragraphs 1.4 and 1.6. The boundaries of a number of gaps have already been identified in existing local plans but nevertheless all the boundaries were reviewed during the preparation of this local plan. They are listed in alphabetical order.

A. **Botley - Boorley Green Local Gap**

2. This gap is a narrow gap which can best be appreciated from Winchester Road, Crowsnest Lane, the railway and the track to Newhouse Farm. It is primarily agricultural in nature.
3. It was originally identified (albeit on wider boundaries) in the deposit version of the Hedge End, West End and Botley Local Plan (February 1990). The Inspector at the second local plan inquiry recognised its local importance and concluded that its "protection from development is necessary and indeed important".
4. The western boundary lies along Winchester Road and the northern boundary is along Crowsnest Lane. The south-eastern boundary runs along the perimeter of Uplands Nursery and the adjacent farm, thus including the visually important ridge line within the local gap. The track to Boorley Green Farm forms the main boundary feature to the north-east. The area defined is considered to be the minimum required to protect the physical and visual separation of the two settlements and no changes to the boundary as identified in the adopted local plan are proposed.

B. **Botley - Hedge End Local Gap**

5. The boundary of this gap, which was first identified in the adopted Hedge End, West End and Botley Local Plan, and it has been drawn tightly to the western edge of Botley, excluding the school and development in the vicinity of Cobbett Way. Although this does not preclude appropriate extensions to existing buildings or redevelopment it should ensure that an intensification of built form can be resisted in what is a very narrow and potentially vulnerable part of the gap.
5. The significance of the gap can be appreciated from several locations including Broad Oak, Brook Lane, Woodhouse Lane, Winchester Road and a number of public footpaths and bridleways which traverse the area. No changes to the

boundary as identified in the adopted local plan are proposed, although its status has been changed from strategic to local gap.

C. Boyatt Wood - Otterbourne Hill and Allbrook Local Gap

7. The visual gap between Boyatt Wood and Otterbourne Hill is primarily experienced from the public footpath which leads from Boyatt Lane to Knowle Hill; from Boyatt Lane itself and from Allbrook Way. The undeveloped land is well defined between the two settlements, including fields at Broomhill, The Old Brickworks site, Lincolns Copse and farmland on either side of Allbrook Way. No changes to the boundary as identified in the adopted local plan are proposed.

D. Eastleigh - Bishopstoke Local Gap

8. This gap separates Bishopstoke from Eastleigh and includes at the northern end, land between Allbrook/Boyatt Wood and Stoke Common. The impression of a visual gap between the settlements can be appreciated from the Itchen Navigation, Bishopstoke Road, the railway, Pitmore Lane, Church Lane (Bishopstoke) and public footpaths to the south of Bishopstoke Road. The gap comprises the river valley, water meadows, grazing land and woodland and provides a clear contrast with the adjacent urban areas. Where possible the boundary follows field boundaries or the defined urban edge. In visual terms the gap should include further land at its northern end but this lies within the boundary of Winchester City Council. The area defined is considered to be the minimum required to protect the physical and visual separation of the settlements. No changes to the boundary as identified in the adopted local plan are proposed.

E. Eastleigh - Southampton Strategic Gap

9. A detailed appraisal of this gap was carried out by Chris Blandford Associates in 1990 and this formed the basis of the boundary as identified in the adopted local plan.
10. The northern boundary of this gap has been redefined to exclude land north of Lakeside Country Park, which on reflection was considered to make little contribution to the physical and visual separation of Eastleigh and Southampton.

The boundary now follows the northern boundary of Lakeside Country Park. It does, however, exclude the proposed development sites at Southampton International Airport. The significance of the gap can be appreciated from a number of routes, including the M27, the M3, Chestnut Avenue, Wide Lane, the Itchen Navigation and the Southampton to Eastleigh railway.

F. Fair Oak - Horton Heath - Local Gap

12. This local gap separates the southern edge of Fair Oak from the northern edge of Horton Heath. The visual separation may be appreciated chiefly from the Botley Road and footpaths running north/south within the gap. The gap comprises the open land west of Botley Road between the southern edge of Fair Oak and Fir Tree Lane, the boundary to the west being defined by existing hedgerows. Land with consent for housing is excluded from the gap. East of the Botley Road the gap includes the open part of Knowle Hill which contributes to the visual separation of the two settlements. The eastern boundary of the gap is taken to Knowle Hill Copse and the edge of Knowle Lane. This is judged to be the minimum area capable of ensuring physical and visual separation between the two settlements. No changes to the boundary as identified in the adopted local plan are proposed.

G. Hamble - Bursledon - Netley Local Gap

10. The visual separation of the three settlements can be appreciated from Hamble Lane, Satchell Lane, St Marys Road, the railway line, several public footpaths, Southampton Water and the River Hamble. Because of the multitude of vantage points and routes between settlements it is not possible to break this gap into separate units between the individual settlements. The gap includes predominantly undeveloped land comprising the Royal Victoria Country Park, sportsfields, agricultural land, woodland, the former airfield and salt marshes on the west bank of the Hamble River. Its boundary runs along the edge of urban development, natural features such as hedgerows, the River Hamble and Southampton Water. The gap is the minimum land required to achieve a reasonable physical and visual separation between the three settlements. No changes to the boundary as identified in the adopted local plan are proposed.

H. Hedge End - Bursledon Local Gap

This gap was first defined as a local gap in the deposit version of the Hedge End, West End and Botley Local Plan (February 1990). The eastern boundary is drawn tightly and the southern and northern boundaries follow the urban edge of Bursledon and Hedge End respectively. The eastern boundary starts at the south-eastern corner of Hedge End and follows hedgerows and natural features on the western side of the high ground off Tanhouse Lane. It runs around existing woodland and along stream courses to meet the River Hamble at Hoe Moor Creek.

APPENDIX I

15. The visual separation between the southern edge of Hedge End and the northern edge of Bursledon can best be appreciated from Bursledon Road, Dodwell Lane, Blundell Lane and the M27. The gap itself comprises a complex sloping land form, partly wooded and cut by stream valleys. The gap is the minimum land required to protect the physical and visual separation of the settlements. No changes to the boundary as identified in the adopted local plan are proposed.

I. Hedge End/Bursledon/Netley - Southampton Strategic Gap

16. This strategic gap is comparatively narrow and its boundaries are formed by the urban edges of Hedge End, West End, Thornhill, Bursledon and Netley Abbey. The significance of the gap can be appreciated from several locations including the M27, St Johns Road, the A334, Upper Northam Close/Drive, Botley Road, Tollbar Way, Grange Road, Moorgreen Road, Kanes Hill, Portsmouth Road, Woolston Road, Abbey Hill and Grange Road.
17. It is an amalgamation of the former gaps between Hedge End and Southampton, and Netley/Bursledon and Southampton. No changes to the boundary as identified in the adopted local plan are proposed.

J. Hedge End - Horton Heath Local Gap

18. Hedge End and Horton Heath are connected by Bubb Lane and Shamblehurst Lane. Also of significance is Winchester Road, from which glimpses of development at Hedge End can be caught. The boundary of the gap is easily identifiable on the ground. To the south-west the railway line and its associated vegetation forms a firm boundary. To the east the boundary follows the edge of the Botley-Hedge End strategic gap and Winchester Road. To the north it runs along the urban edge of Horton Heath and to the west along Burnett Lane. The area is generally agricultural in nature, with a fairly flat topography. The physical separation of the two settlements is quite clear on the ground and the local gap is the minimum land required to prevent the coalescence of Hedge End and Horton Heath and to ensure the retention of their separate identities. No changes to the boundary as identified in the adopted local plan are proposed.

DRAFT LIST OF BUILDINGS OF SPECIAL LOCAL ARCHITECTURAL AND HISTORIC INTEREST

The Borough Council will prepare and maintain a list of building, groups of buildings, and structures of special local architectural and/or historic importance. Their retention, maintenance, and continued use will be encouraged, and they will receive special consideration in the exercise of the development control process. These buildings do not enjoy the full protection of statutory listing.

To be included in the list a building should satisfy (A) and either (B) or (C) and (D)

- (A) Authenticity - be substantially unaltered and retain the majority of its original features.
- (B) Architectural/vernacular significance - be a good example of a particular local building type, craftsmanship, architectural quality, style or detailing.
- (C) Historical significance - display physical evidence of periods of local economic, technical or social significance, well known local people or historic events.
- (D) Be outside designated conservation areas.

There are buildings within the Borough, which while not eligible for statutory listing using national criteria are of special local architectural and/or historic interest and make a significant visual contribution to their locality. Buildings on the local list do not enjoy the protection afforded to buildings on the statutory list or unlisted buildings in conservation areas; they may be demolished without consent, except those in residential use. However placing buildings on the Local List draws attention to their local importance. The Local List will form Supplementary Planning Guidance and will be treated as a material consideration when determining planning applications relating to buildings on the List. Owners will be encouraged to retain buildings on the local list, because their loss and their setting would be detrimental to the appearance, character and townscape quality of the Borough.

Chandler's Ford and Hiltingbury

K6 Telephone Box, Bournemouth Road
Church of St Boniface, Hursley Road
Monks Brook Public House, Hursley Road

Eastleigh

1-35 Barton Road
All houses in Campbell Road
Lincolns Farm House, Boyatt Lane
Bungalows, Cherbourg Road
Cricketers Arms, Public House, Chestnut Avenue
All Saints Church, Derby Road
Two terraces, 1-51 Dutton Lane
4-108 Dutton Lane
Parish Hall, Grantham Road
Grantham Arms, Chamberlayne Road
The Leigh Public House, Leigh Road
The Police Station, Leigh Road
Former Town Hall, Leigh Road
Park Bandstand, Leigh Road
K6 Telephone Box, Twyford Road

Bishopstoke, Fair Oak and Horton Heath

The Mount, Church Road
Lodge to Stoke Lodge, Church Road
K6 Telephone Box, Longmead
Fair Oak Lodge, Allington Lane
Church of St Thomas, Botley Road
The Lodge, Botley Road
Tudor Cottage, Winchester Road
K6 Telephone Box, Scotland Close
K6 Telephone Box, Sandy Lane

Hedge End, West End and Botley

Botleigh Grange Hotel

Heathhouse Farmhouse, Heathhouse Lane

Keepers Cottage, Allington Lane

Lamp and Mantle Public House, 1 High Street, West End

Maddoxford Farm House, Maddoxford Lane

Peartree Inn, Winchester Road, Boorley Green

Bursledon, Hound and Hamble

Crofton House, Dodwell Lane

Brook Cottage, School Road, Bursledon

1 and 2 Hamble Lane, Hound

K6 Telephone Box, Station Road, Netley

Bursledon Hall

OTHER STRATEGIES AND POLICY DOCUMENTS APPROVED BY THE BOROUGH COUNCIL

The following documents and statements have been approved by the Borough Council or are in the course of preparation and will form part of the overall policy framework within which the Council operates:

Head of Planning Policy & Design

Supplementary Planning Documents

Chandler's Ford and Hiltingbury Character Areas (2005)

Storage and Collection of Domestic Waste and Recyclable Materials (2005)

Fair Oak Village Centre (2005)

Manor Bakeries, Eastleigh (2005)

Supplementary Planning Guidance

Residential Amenity in the Borough of Eastleigh (2004)

Urban Renaissance Strategy

Housing Mix (May 2003)

Biodiversity (May 2003)

Eastleigh Town Centre Strategy (2003)

Major Retail Development and the Sequential Approach (Dec. 1998)

Design Guide: Shopfronts and Signs (1993)

Borough of Eastleigh Transport Strategy (2000)

Planning Briefs

Pirelli Development Brief (2001)

Dowds Farm, Hedge End (2002)

The Mount, Bishopstoke (1999) – under review

Wildern Mill, Hedge End (2004)

Fire & Rescue Service HQ, Eastleigh (2003)

Caustons Site, Eastleigh (2002)

Ensign Way, Hamble-le-Rice (2002)

Whitetree Farm, Fair Oak (2003)

Woodside Avenue (2003)

Background Papers

Planning Obligations and the Use of Developers' Contributions (2003)
Public Open Space and Sport (2002)
Reserve Housing Provision, Analysis of Potential Sites (2005)
Urban Capacity Study (2002)
Bournemouth Road SPA (2003)
Hiltingbury SPA (2003)
Old Bursledon SPA (2003)
Campbell Road, Eastleigh (2003)
Aviary Estate, Eastleigh (2003)
Crowsport, Hamble-le-Rice (2003)
North Stoneham Management Plan (1994)
Housing Needs Survey (2002)
Housing Provision (2003)
Housing Sites Progress (2004)
Affordable Housing – (in course of preparation)
Employment Land Location Strategy (2003)
Employment Land Provision (2003)
Sustainability Appraisal (2003)
Recreation, Tourism and the Arts (2002)
Policies for the Control of Non A1 Retail Uses in Existing Shopping Areas (2002)

Other Documents

Ecological studies in parts of Eastleigh Borough (Sept 1995)
Landscape Assessment of Eastleigh Borough (March 1997)
Borough Wide Retail Study (April 1997)

Chief Executive's Team

Eastleigh Community Plan (2004)
Joint Economic Development Strategy (Eastleigh and Southampton)
Information and Communications Strategy
Eastleigh Prosperity Strategy (2005-2010)
Social Inclusion Strategy 2005-2007

Head of Engineering

Hampshire Local Transport Plan (2006-2011)
Cycling Strategy (October 1998)

Head of Housing

Eastleigh Housing Strategy 2003-2006
Empty Property Strategy (2004)
Housing Needs Survey (2002)

Head of Environmental Health

Contaminated Land Inspection Strategy (2002)
Updating and Screening Assessment of Air Quality (2003)

Head of Leisure

Sport and Recreation Strategy 2002-2007
Biodiversity Action Plan (2002)
Itchen Valley Country Park Management Plan (1996)
Itchen Valley Country Park Draft Marketing Strategy (2002)
Supply and Demand Analysis of Sports Pitches (2002)

County Documents

Also of significance are the following documents which have been approved by Hampshire County Council:

Hampshire County Structure Plan Review (approved 2000)
Hampshire, Portsmouth and Southampton Waste and Minerals Local Plan
Local Transport Plan (2001-2008)
A Strategy for Hampshire's Coast (1991)
Hampshire Rural Development Strategy (1991)
Hampshire Parking Strategy and Standards (2002)
Movement, Access, Streets and Spaces (2001)

GLOSSARY OF TERMS

1. Advertisements

Most advertisements are subject to the advertisement control system which covers a wide range of advertisements and signs including fascia signs, projecting signs, pole signs and canopy signs, directional signs, estate agents boards, flag advertisements, traffic and name signs.

2. Biodiversity

All species of plants and animals, their habitats and the complex ecosystems that sustain them.

3. Broadleaved Native Species

Native tree species are generally considered to be those which were established in Britain at the end of the last ice age. The differences between native and exotic trees are not only obvious ones of colour and form. Native trees can generally support far more animal species, by providing food and shelter than introduced species. "Broadleaved" is a term applied to trees which bear leaves rather than needles. All our native broadleaved trees are deciduous apart from holly.

4. Brownfield Site

A site within the urban area has previously been developed.

5. Business Use

Business use (Class B1) was established by the Town and Country Planning (Use Classes) Order 1987 and comprises:

- (a) offices other than a use within Class A2 (financial and professional services);
- (b) research and development of products and processes; or
- (c) any industrial process, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust and grit.

6. Circulars

These are formal expressions of Government policy on selected subjects. Although advisory a Council will need strong justifiable grounds to ignore them. Circulars also need to be read in conjunction with Regulations, Development Control Policy Notes and the new Planning Policy Guidance Notes (See also No. 29: Planning Policy Guidance Notes).

7. Conservation Areas

Section 69 of the 1990 Planning (Listed Buildings and Conservation Areas) Act empowers local planning authorities to designate Conservation Areas, being areas of "special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". The local planning authority has also to keep these areas under review and prepare schemes of enhancement.

8. Controlled Waters

Controlled waters include rivers, lakes, ponds, streams, canals, coastal waters, estuaries and ground water (ie any other water contained in underground strata, including soils).

9. Coppicing

The periodic cutting back of woodland trees and shrubs to the base, to encourage their regeneration and vigorous new growth. A traditional woodland management practice to obtain straight thin poles for use in thatching, hurdle making, charcoal burning and for fuel. It also greatly benefits wildlife.

10. Corporate Image

This is the symbol, logo or lettering which is used by retailers, banks and other businesses to promote and advertise their individual identity. Often standard signage is used and this may not be appropriate for listed buildings or on properties within a Conservation Area.

11. Density

Usually expressed as dwellings per hectare/acre or bed-spaces per hectare/acre. Used to determine the level of development on site.

12. Development

Section 55 of the Town and Country Planning Act 1990 defines development as "the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land".

13. Development Control

A general description of the Council's function, as local planning authority, of receiving, processing and determining planning applications. Development control also includes consideration of applications relating to advertisements, tree preservation orders and consultations from other authorities such as the Ministry of Defence. Exercise of enforcement powers also falls within this function.

14. Dwelling

A building or part of a building which provides structurally separate living quarters.

15. Edge-of-Centre

A location within reasonable walking distance of the centre (ie 200 to 300 metres) and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes.

16. English Nature

A Government agency whose primary aim is to promote the conservation of England's wildlife and natural features.

17. Environment Agency

A Government agency whose primary aim is to protect and improve the environment and contribute towards sustainable development of air, land and water. The Agency has specific responsibilities for water resources, pollution prevention and control, flood defence, fisheries, conservation of

wetland wildlife and waterside recreation.

18. Environmental Improvements

Environmental works, including landscaping, tree planting, surfacing, repairs to buildings and other work designed to enhance the environmental quality of an area.

19. Farm Diversification

Alternative on-farm business enterprises to augment farm income to help maintain the agricultural holding.

20. Floodplain Maps

Indicative maps produced by the Environment Agency showing areas which are potentially at risk from river flooding from an event with a 1% annual probability of occurring (ie. Once every 100 years).

21. Greenfield Sites

Land or sites which have not been previously developed.

22. Green Travel Plan

PPG.13 (para .87) requires Travel Plans to be submitted with certain types of planning application. They need to address, for example, reductions in car usage, increased use of public transport, walking and cycling, the management of freight, reduced traffic speeds and improved road safety. They must establish targets, be capable of monitoring and be prepared in conjunction with the local highway authorities.

23. Gypsy

A gypsy is a person of nomadic habit of life, whatever their race or origin whose family have been gypsies for more than two generations. New Age Travellers are not considered to be gypsies.

24. Highway Authority

The Department of Transport is responsible for motorways and trunk roads. Hampshire County Council is the highway authority with responsibility for maintenance, improvement and creation of public highways under the Highways Act. Eastleigh Borough Council acts as agent for the County Council within the Borough.

25. Houses in Multiple Occupation

These are houses which provide multiple paying accommodation, such as bedsits, lodgings and shared housing.

26. Industry

As defined by the Town and Country Planning (Use Classes) Order 1987, there are various classes of industry, ranging from B1 industrial (see Business Use) to Class B7, Classes B2-B7 cover general and special industrial categories.

27. Infilling

Development of a site in a built-up area surrounded on most sides by existing buildings.

28. Joint-Use Facilities

Community facilities, sometimes owned by education authorities, where arrangements are made for use by the local community, often on a restricted basis. One example is school halls.

29. Landscaping & Proposals

Planning Applications will often be required to include proposals for new planting, surfacing, earth moving, retention of existing landscape features and protective measures to avoid damage to existing trees and shrubs during construction. Details of plant species, numbers to be planted, their locations and measures for their maintenance are likely to be required.

30. Listed Buildings

A building included in the list of buildings of Special Architectural or Historic Interest compiled by the Secretary of State for the Environment. Listed Building Consent is required before demolition or alteration can take place.

31. Local Nature Reserve (LNR)

An area of local natural history importance which is owned and managed either by the Borough Council or a relevant body such as the Woodland Trust or the Hampshire and Isle of Wight Naturalists Trust.

32. Local Transport Plan

Replacing the annual Transport Policies and Programmes, LTP's include a range of transport strategies which cover all modes of transport.

33. Nature Conservation

The protection and management of animal and plant communities.

34. Non-Conforming Uses

These are land uses which are not compatible with adjoining land uses and are often environmentally unacceptable activities. They may include car repairers, scrap dealers, engineering workshops and other industrial activities.

35. NPFA Standard

The NPFA standard is recommended to be used as a basis for establishing standards for outdoor playing space (in the Adopted Hampshire County Structure Plan Review). The standard is 2.4 hectares of playing space (minimum) for each 1,000 persons. Depending on the local population profile, the total standard should be met by aggregating space within the following ranges:

Outdoor sport 1.6-1.8 hectares
Children's playing space 0.6-0.8 hectares.

36. Older Urban Areas Regeneration (OUAR)

Hampshire County Council's programme to support and encourage environmental improvements in older urban areas in Hampshire.

37. Out-of-Town Stores

Edge-of-Centre

A location within reasonable walking distance of the centre (ie 200 to 300

metres) and providing parking facilities that serve the centre as well as the store, thus enabling one trip to serve several purposes.

Out-of-Town

A location that is clearly separate from a town centre but not necessarily outside the urban edge.

Out-of-Centre

An out-of-centre development on a green field site or on land clearly within the urban area.

38. Outdoor Sport

This may include playing fields, cricket pitches, golf courses, horse riding facilities and fishing provided the criteria in Policy C.3 are met. It would not include noisy sports, stadia or other purpose-built indoor facilities.

39. Park and Ride

A service which provides parking at a peripheral location and transport (bus or rail based) to a town centre or other attraction.

40. Planning Applications

An application for planning permission made under the Town and Country Planning Act 1990 and subsequent regulations.

41. Planning Brief

A document which gives guidelines for new development on a particular site. Often included in the Brief are density, land use, building form, access,

pedestrian routes, car parking and landscaping requirements.

42. Planning Policy Guidance Notes (PPG's)

These provide government guidance on planning policies. The Secretary of State and his inspectors will have regard to this guidance when dealing with appeals and called in planning applications. They are being replaced by Planning Policy Statements (PPS).

43. Primary Shopping Zones

Primary shopping zones are those shopping areas where the Council wants to ensure that a majority of shop units remain in A.1 use (ie. grocers, butchers, supermarkets, hairdressers).

44. Public Buildings

In the context of the Chronically Sick and Disabled Persons Act 1970, public buildings are those to which the public are to be admitted, whether on payment or otherwise. They include civic buildings, places of entertainment, shops, banks and offices.

45. Public Open Space

Public open space incorporates urban parks and gardens, country parks, natural and semi-natural greenspaces, green corridors or wedges (to promote walking and cycling), outdoor sports facilities, amenity greenspaces (for jogging, dog walking), provision for children and young people, allotments, community gardens, urban farms, churchyards and cemeteries. Areas of undeveloped land either within or close to residential development which is

specifically and properly laid out to meet the formal and informal recreational need of local communities. There are three categories:

- (a) Amenity open space - an informal area of open space which is intended to break up the built environment and provide landscaped area within development.
- (b) Children's play spaces and kickabout areas - these are intended to provide for both younger children's play needs and older children's informal games and normally include the provision of some form of play equipment.
- (c) Sports grounds incorporate playing fields, tennis courts, greens and other facilities for formal recreation and usually include provision of adequate facilities for changing and car parking.
- (d) Urban Parks are large areas of open space within or adjoining built up areas, laid out for informal recreation uses such as walking, informal games, dog walking and picnicking.

46. Ramsar Sites

Areas designated under the Ramsar Convention to protect wetlands of international importance.

47. River Corridor

The landscape setting of river valleys and stream courses determined by topography, vegetation and land use.

48. Scheduled Ancient Monuments (SAM)

Ancient Monuments are designated under the Ancient Monuments and Archaeological Areas Act 1979.

49. Secondary Shopping Zones

Secondary shopping zones are those shopping areas where the Council will normally permit an A.1, A.2, A.3, A4 or A5 use (ie. retail, financial services or restaurants/takeaways).

50. Section 106 Agreement

A legal agreement negotiated under Section 106 of the Town and Country Planning Act 1990.

51. SERPLAN

Stands for the London and South East Regional Planning Conference, a regional planning and transportation organisation constituted by all the planning authorities in London and South East England.

52. Shopping (A1) Use

Use for all or any of the following purposes:

- (a) for the retail sale of goods other than hot food;
- (b) as a Post Office;
- (c) for the sale of tickets or as a travel agency;

- (d) for the sale of sandwiches or other cold food for consumption off the premises;
- (e) for hairdressing;
- (f) as a funeral directors;
- (g) for the display of goods for sale;
- (h) for the hiring out of domestic or personal goods or articles; and
- (i) for the reception of goods to be washed, cleaned or repaired, where the sale, display or service to visiting members of the public.

53. Sites of Importance for Nature Conservation (SINCs)

Sites within Hampshire of Regional or local nature conservation interest (see SPG.4).

54. Social Housing

Affordable housing for sale or rent at the lower end of the property market which is available to those who cannot afford to enter the commercial market.

55. Sites of Special Scientific Interest (SSSI)

Areas designated by English Nature under the Wildlife and Countryside Act 1981, as being of special importance and worthy of preservation.

56. Special Areas of Conservation (SACs)

Designated under the European Union Habitats Directive as part of a Community-wide network called Natura

2000. They are areas of habitat of European importance including habitats of specific threatened species listed in Annexes of the Directive. SACs are automatically part of the Natura 2000 network.

57. Statutory Plan

This is a Local Plan or Structure Plan prepared, modified and finally adopted in accordance with processes and procedures established in the relevant Town and Country Planning Regulations.

58. Special Protection Areas (SPAs)

Designated under the European Union Council Directive on the Conservation of Wild Birds which requires member states to safeguard the habitats of migrating birds and certain threatened birds. All are SSSIs.

59. Street Furniture

Important elements of the townscape, including lamp-posts, signs, litter bins and seats.

60. Structural Planting

Substantial new planting which provides a setting for new development in scale with the proposals and the wider existing landscape; as distinct from decorative planting which is provided on a smaller scale.

61. Structure Plan

County-wide document prepared by the County Council which provides general framework of policies and proposals for Hampshire.

62. Tourism

Tourists to the Borough are not usually "holiday makers" but more often day visitors or short stay business visitors attracted through business links or by specialist events.

63. Town and Country Planning (Use Classes) Order 1987

An order made by the Secretary of State for the Environment defining separate classes for the use of land or buildings. Although there are some exceptions, planning permission is normally required to change from one defined use to another.

64. Town Cramming

A term that is used to describe development in urban areas, of a density which is considered inappropriately high, possibly due to losses in environmental, cultural and social resources, particularly open space.

65. Traffic Management Scheme

A scheme for the regulation of traffic over existing highways designed to achieve a particular traffic operational and/or environmental objective.

66. Tree Preservation Orders

An Order made by a local planning authority under Section 198 of the Town and Country Planning Act 1990; to protect selected trees and woodland if their removal would have a significant impact on the environment and its enjoyment by the public.

67. Trip Generation

Journeys which are made which would not have been made without development, for example, new residential or industrial areas, retail or leisure facilities.

68. Unauthorised Use

An unauthorised use is one which is operating without the benefit of the planning permission which it requires under the 1990 Town and Country Planning Act.

69. Urban Renaissance

The process of development and redevelopment in urban areas to attract investment and activity, foster revitalisation and improve the mix of uses.

70. Urban Fringe

A transitional area surrounding some urban areas where land-use conflicts and environmental problems often arise. Urban fringe (which is not a designation) requires a positive approach to planning and management.

71. Warehouse

A building used for storage and distribution for any purpose as defined by the Town and Country Planning (Use Classes) Order 1987 (Class B8).

72. Wildlife

Consists of undomesticated species of plants and animals; these may include communities of birds, insects, reptiles, such as lizards, small mammals, such

as squirrels, bats, larger mammals such as deer, fish and marine/intertidal species.

73. Windfall Sites

These are sites within the urban edge which unexpectedly become available for development. For example they could include disused hospital sites, redundant railway land or other land which becomes surplus to the owners requirements.