



Hampshire
County Council

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Graham Tuck
Regeneration and Planning Policy
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

<i>Enquiries to</i>	Peter Drake	<i>My reference</i>	
<i>Direct Line</i>	01962 847362	<i>Your reference</i>	
<i>Date</i>	6 August 2018	<i>Email</i>	peter.drake@hants.gov.uk

Dear Graham

Eastleigh Borough Local Plan 2016-2036 Regulation 19 Consultation

Please find attached the response to the above consultation from Hampshire County Council in its regulatory capacity as a Statutory Consultee.

I would like to take this opportunity to draw your attention to the comments regarding highways and transportation. These comments have been provided by the Council in its role as Highway Authority. This role focuses on maintaining the efficient use, management and maintenance of the local highway network, including all links to the Strategic Road Network (SRN).

It is the role of the local planning authority to request and consider the advice given by the highway authority in association with all other issues/constraints when developing a local plan. Hampshire County Council has a "duty to cooperate" on strategic cross boundary matters, such as the highway network. The Strategic Road Network is the responsibility of Highway England (HE) who will be responding separately.

Hampshire County Council has provided advice to Eastleigh Borough Council throughout the drafting of the local plan. As a result the methodology used by Eastleigh Borough Council in determining the preferred development strategy and assessing the highway impacts of the proposed development in the preferred locations is acceptable and follows a standard approach. The use of the Sub Regional Transport Model (SRTM) to assess the impact of the new development and to inform the locations/junctions requiring highway mitigation measures is supported. Therefore, the County Council is not commenting on the preference on the proposed development strategy, but the technical aspects of the option contained within the Plan.

The transport assessment results as presented, suggest that if the development within the plan period (up to 2036) is fully delivered and includes all the associated mitigation measures and committed schemes listed in the methodology assumptions, then the additional traffic generated can be accommodated without severe impact on the highway network. In broad terms, sufficient transport evidence has been presented to technically establish that the EBC site allocations do not cause a severe detrimental impact on the highway and transport system which would support an objection.

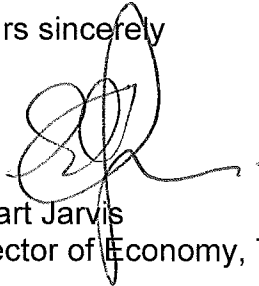
However Hampshire County Council has two main issues moving forward that we would ask the Local Planning Authority to give due regard to these as sites progress through the planning process:

1. The first is regarding the implementation of some of the assumed **committed status** of the strategic (motorway) highway infrastructure used in the baseline for modelling purposes e.g. the Smart Motorway schemes and improvements to junction 12 in particular. These are the responsibility of Highway England to deliver and are beyond the control of either Hampshire County Council as the highway authority or the local planning authority. Some of the schemes are not **formally** committed in funding terms and have no current delivery date. There is likely to be a critical dependency between this infrastructure being delivered and the deliverability and acceptability in highway terms of the proposed development allocation. It is our view, that the function and efficiency of the M3 and M27 are essential for the transport strategy for the development proposals to work. Failure of these roads to perform their function, may well lead to development traffic utilising local roads leading to unacceptable impact on capacity of performance of the highway network. This has not been tested at this stage of the planning process, but as the proposals move through the planning process it will be necessary for the assumptions to be reviewed and this may require the modelling work to be revisited. The planning authority should consider running some sensitivity tests now, to inform the site allocations which removed the schemes that have not been formally committed from the analysis.
2. The second is that Hampshire County Council will need to be reassured on issues related to the phasing of the Strategic Growth Option (SGO). In transport terms, this is an isolated site and it is not an inherently sustainable location. To make it acceptable in highway terms, significant investment will be needed for highway and sustainable transport infrastructure. The strategic case for the site is based on its full delivery and its scale, which enable the site to be self-contained and appropriately mitigated in transport terms. Slow build out, or partial delivery threatens this strategy and could lead to the development having a severe impact on the highway network in the event that only part of it is delivered. Hampshire County Council notes

that the route of the proposed link road is not wholly within the administrative area of Eastleigh Borough Council (part being in Winchester City Council area), and secondly that the land along the proposed route is not all secured for this purpose. At this relatively early stage in the planning of the SGO, it is not considered unreasonable for there to be a high degree of uncertainty around the phasing, timing and triggers for the completion of the link road. If the link road should fail to be completed with the plan period, or be significantly delayed in its construction, then an alternative list of mitigation measures should be developed and added to the mitigation package to offset traffic generation within all phasing scenarios. This should be designed to allow the local highway network to function effectively until such time as the link road is completed. The alternative would be to require the link road to be constructed in full prior to any significant development taking place.

Finally, there is no proposal developed for an improvement scheme at junction 12 of the M3. The deliverability of such a scheme needs testing as without this key scheme the SGO transport strategy is unlikely to be deliverable, and therefore the SGO itself would almost certainly be subject to objection from HCC as the local highway authority and potentially from Highways England.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Stuart Jarvis', written over a printed name and title.

Stuart Jarvis
Director of Economy, Transport and Environment

Eastleigh Borough Council Local Plan 2016-2036 Pre-Submission Version Consultation Hampshire County Council Response – July 2018	
Subject / Theme / Site / Policy (page, paragraph)	Object / Support / Comments Reasons (Including Proposed Changes / Amendments)
Highways and Traffic	<p>Hampshire County Council (HCC) is the highway authority for all roads in Hampshire except for motorways and trunk roads (responsibility of Highway England) and this response is concerned with the potential highway and transportation impacts of the land use proposals set out by Eastleigh Borough Council (EDC) on the local Hampshire road network. HCC primary concern as highway authority is the efficient use, management and maintenance of the local highway network. Ensuring that all new development mitigates its impact on the Hampshire network is the function of the highway authority.</p> <p>In this context the primary focus of the HCC as local highway authority is to:</p> <ul style="list-style-type: none"> • Maintain and improve the safety and capacity of the local transport corridors linking local communities to the Strategic Road Network (SRN) M3 / M27 • Maintain the function of the A27 / A335 / A334 / A3025 / A3035 / B3354 and B2177 and their junctions for strategic connectivity; • Continue to work with utility providers to ensure the highway network is resilient; • Promote access to local services and facilities by the sustainable transport modes of walking, cycling and public transport with links to existing networks; and • Ensure that the Hampshire Local Transport Plan objectives are translated in to the Local Plans and their supporting documents. <p><u>Transport Assessment</u></p> <p>Hampshire County Council officers have co-operated with Eastleigh Borough Council in advising on the methodology for the assessment of the impacts of the proposed development within the Borough. Hampshire County Council are supportive of the use of the strategic model, known as the Sub Regional Transport Model (SRTM), to assess the strategic disposition of proposed development across the Borough.</p> <p>It should be noted that the use of the SRTM and its accompanying Transport Assessment (TA) is focused at a strategic level and intended to identify potential strategic transport infrastructure required to enable the successful delivery of the development locations and quantum's as set out in the proposals in the local plan. This response is therefore not concerned with the localised traffic and transportation impacts of each</p>

proposed development site; these will need to be assessed by individual site TAs that can be prepared in the full knowledge of the details of each site and its surroundings.

The purpose of the TA is to identify the key locations / junctions on the highway network where the impacts of local plan development (as predicted by the SRTM) may result in a 'severe' transport impact such that mitigation measures are required to justify the allocation of the site or future planning decisions. Hampshire County Council acknowledges that this work should not look to rectify existing highway concerns across the district, but focus on those junction / links which are made worse by the addition of local plan development traffic.

The TA concludes that following junctions are predicted to become busier in the 'Do More' scenario and may need additional mitigation:-

- Botley Road, Eastleigh Road signalised junction
- Winchester Road / Mortimers Lane
- M3 Junction 12/Ailbrook Way Roundabout
- Winchester Road/Otterbourne Hill
- M3 junction 12 roundabout
- Fair Oak road/Allington Lane
- A334/B3051/Botley Bypass roundabout
- Woodhouse Lane/Botley Bypass

The modelling indicates that the proposed mitigation measures help to manage the impact of the local plan. Whilst junction improvements have been looked at, minimal consideration has been given to the role and impact of public transport and other sustainable modes. Ascertaining the impact of sustainable and active transport measures prior to the implementation of any 'Do More' transport measures is strongly recommended.

Modelling assumptions

The modelling work was carried by Systra on behalf of Eastleigh Borough Council. There are some inconsistencies between the assumptions made by the Borough Council and other districts; however these are not considered to invalidate the outcomes of the model and its recommendations. The Baseline (2036) scenario includes the following 'committed' highway infrastructure proposals, agreed by Hampshire County Council and Highways England:

- Fair Oak Road / Sandy Lane / Allington Lane junction improvements – 2 lane approach between the 2 junctions on Fair Oak Road, right turns to Allington Lane and Fair Oak Road have their own lanes, and flares added to right turn out of Sandy Lane and left turn from Fair Oak Road to Sandy Lane
- Knowle Lane and Church Lane adjustments to better reflect rural narrow roads with pinch points
- Maypole roundabout - widening the southbound Woodhouse Lane approach to provide two lanes and the widening of the other approach arms to provide increased flare lengths
- Denhams Corner roundabout improvements – long flares added on Bubb Lane and Botley Road approaches
- M27 Smart Motorways – Junction 4 to 11
- M3 Smart Motorways – Junction 9 to 14.
- M27 Junction 8 and Windhover roundabout – RIS1 scheme
- M27 Junction 9 – Highways England Growth and Housing fund scheme
- Whiteley Way – New road linking existing section of Whiteley Way to A3051

The assumptions on “committed schemes” need to be understood when considering the conclusions reached in the TA. In this case “committed” does not mean the schemes have been approved for delivery just that there is a reasonable probability that they will come forward within the plan period. In the event that some of these schemes do not happen the implications could be severe. They are greatest in the case of schemes related to the strategic road network (SRN) simply because of their size and transformational impact on the transport system. Whilst all the motorway schemes are being developed by Highways England, most still need to pass through Highways England’s formal business case process and none have started delivery. The M27 Smart motorways scheme is the most certain to be delivered having recently been tendered. Some others, notably the M3 Smart motorway, are still going through business case development and therefore there remains a risk that they may not happen.

For the purpose of drafting the TA it has effectively been assumed they all have acceptable business cases and are approved for delivery. We do not disagree with this assumption for the purpose of drafting the TA as there is no reason to believe such scheme will not be approved in the plan period. Unfortunately, such a situation can and has happened in the recent past. The TA has not undertaken a sensitivity test on these important schemes or for that matter considered the impact of delayed delivery. If such scenarios were to occur they would have a significant material impact on the acceptability of the development in highway terms. The advice from Hampshire County Council is to review the status of these schemes at the time of any future planning application, particularly in relation to the Strategic Growth Option (SGO). This is likely to require the need for further technical appraisal of the critical dependency between the development sites

and the list of "committed" schemes above.

Development Strategy Principles

The development strategy in this plan focuses growth on two Strategic Growth Options (north of Bishopstoke and north east of Fair Oak; referred to as options B and C), together with a number of strategic sites, development within existing urban areas, dispersed within smaller sites and a minor amount on new smaller greenfield sites.

The highway authority supports a development strategy that locates housing allocations either:

- near existing services and facilities which can be readily accessed by walking and cycling or public transport facilities or where, if such facilities are missing these can be adequately provided and funded through development; or
- Within a major development area that is of a sufficient scale to provide local essential services and facilities.

The above approach provides the opportunity to design development that is accessible by sustainable modes of transport (walking, cycling and public transport) and helps to minimise the need for trips by motor vehicles. This in turn helps manage the harmful impacts of traffic on human health and environmentally sensitive environments in accordance with the Local Transport Plan objectives. The allocation of sites in the Eastleigh Borough Council Plan can be said to broadly meet the two criteria above.

The largest single allocation in this plan period is the Strategic Growth Option (SGO, B & C) at land north of Bishopstoke and north east of Fair Oak. In transport terms this meets second principle well but not necessarily the first. This is because the SGO location is fairly isolated meaning that in bringing forward such a site the development masterplan will need to concentrate on the self-containment of trips. As such it will require significant investment directed toward sustainable transport improvements.

Hampshire County Council would also suggest the addition of a further development principle as part of the strategy. This should consider addressing travel demands through reducing and managing the need to travel. This means providing for sustainable transport modes and intelligent master planning. This will help to ensure that the development has the necessary services and facilities (schools, food retail and employment) to support a sustainable community i.e. reducing the need to travel by car and increasing the opportunities to travel by walking, cycling and public transport. The scale of the SGO should support this. The wording of Policy S5 sets out the development principles of this proposed development. Key to delivery of this allocation is a new link road connecting the SGO to junction 12 of the M3 (covered later in detail in Policy S6 (link road) and Policy S12 (transport infrastructure)). However, there are concerns that the link road

could fail to be completed within the plan period and that phases of development may not be sufficiently mitigated without it.

From a point of principle higher density development also tends to support higher levels of sustainable modes. This should be taken into account in the master planning process.

Phasing and critical dependencies

Within the TA the link road for the SGO is included within both the 'Do Something' and 'Do More' scenarios and therefore its assessment is based on the absolute assumption that the link road will be delivered. For a number of practical reasons related to viability and other commercial consideration it is unlikely that such infrastructure would precede any development and that it would be phased. Further work will be needed to determine phasing issues and mitigating the impacts of each phase.

At this relatively early stage in the planning of the SGO it is not considered unreasonable for there to be a high degree of uncertainty about the phasing, timing and triggers. However, a broad indication should be included in the main "Strategic Policies" section of the TA. It is also important that the infrastructure delivery plan and the masterplan should also set out how the phasing plan for the link road will relate to improvements to Junction 12 of the M3.

Hampshire County Council is aware that there is no agreed scheme for junction 12 of the M3 at this stage and that this will need to be agreed with Highways England. The improvement to the junction is critical as the new link road adjoins it. An agreed design should be developed to demonstrate that the junction is able to accommodate additional traffic from the SGO and that this in turn will allow the relief road to perform its function. An acceptable local plan will need to consider that the allocation of the SGO may need to be made subject to an acceptable design being agreed between the two highway authorities and the Borough Council.

The delivery of the Smart Motorway scheme for both the M27 (proposed to commence 2018/19) and the M3 (proposed to commence 2020/21) are the responsibility of the Highways England and therefore beyond the responsibility of both the local highway authority and the local planning authority. Should either scheme fail to be delivered or be delayed significantly, then this will cause severe issues for the assumed dispersal and delays likely to be experienced by traffic within the Borough.

Deliverability of the full SGO

Phases 2 and 3 lie outside of the administrative Eastleigh Borough boundary and within the Winchester City Council area. Phase 1 is also outside the main development envelope of the SGO. This does present a risk that the scale of achievable development may not be deliverable as it outside of the control of planning authority. If sufficient scale is not achievable then the development strategy above will not be achievable and the transport sustainability of the site will be compromised.

In summary Hampshire County Councils' main requests are that the agreed local plan should include the following:-

- A requirement that the SGO allocation be subject to an agreed design for Junction 12 of the M3.
- The addition of a development principal that seeks to reduce and manage the demands for transport through sustainable transport measures and intelligent master planning
- More detail on the timing and delivery of each of the various phases of the new link road and its relationship to Junction 12 improvements.
- A better understanding of what highway mitigation measures are required to come forward to ensure the network functions during all phases of delivery.
- A commitment to review of modelling should there be a material change in the status of the assumed committed schemes (both HCC and HE) used in the baseline.

Hampshire County Council has provided highway advice to Eastleigh Borough Council throughout the drafting of their emerging local plan. The TA demonstrates that sufficient evidence has been presented to justify the site allocations in highway terms and it relies on the Sub Regional Mode (SRTM) for the evidence base.

However, the highway authority seeks clarification that the following recommendations will be given due regard as the sites for development come forward through the planning process:-

- The planning should consider running some sensitivity tests to inform the site allocations which remove the schemes that have not been formally committed from the analysis.
- Should the link road fail to be completed within the plan period, or be significantly delayed in its construction, then an alternative package of mitigation measures should be developed to offset the traffic impacts during each of the phasing scenarios. These measures should allow the local highway network to function effectively and efficiency until the link road is completed.

	<ul style="list-style-type: none"> The deliverability of a mitigation scheme for junction 12 of the M3 is still outstanding. The final design should be tested, as without this infrastructure improvement the preferred SGO option is unlikely to be deliverable, and therefore the SGO itself would almost certainly be subject to objection from HCC as the local highway authority and potentially from Highways England
<p>Green Borough issues</p>	<p>The Highway Authority also takes this opportunity to provide the Borough Council with some comments and observations on the specific Green Borough issues as set out below:</p> <p>Issue G12. Access to new development sites The County Council notes the text that states: 'We must be sure that we can provide adequate access to new development sites, bearing in mind the difficulties in securing public funding to improve existing networks'.</p> <p>The Highway Authority consider that there should be a reference to providing <u>sustainable access</u> to all new development sites in accordance with Manual for Streets and Design for Life. New development should link with existing networks to establish permeability and legibility.</p> <p>Issue G13. Accessibility to public transport and integration of public transport and other non-motorised transport networks. 'lack of bus priority hinders this (bus) mode'.</p> <p>The Highway Authority note that bus priority is a consideration of any new junction improvement, but this needs to be considered where frequency demands it.</p> <p>Issue G14. Rail Network. '...looking at how we get to stations (including car parking)'</p> <p>The Highway Authority agrees that encouraging walking, cycling and the use of the bus to access rail services should be promoted. Car parking is not the only solution and has its own limitations.</p> <p>Issue G16. Footpath/cycleway/bridleway network. 'These networks are fragmented...'</p> <p>The Highway Authority support the concept of joining up and developing a legible network of routes to</p>

	encourage and support active travel as links to and within the new development areas are essential.
Objective i) Tackling congestion - Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure;	The Highway Authority also takes this opportunity to provide the Borough Council with some comments and on the Objective i) Tackling congestion. Whilst the Highway Authority agree that it is important to tackle congestion however it is also important to recognise that car usage 'per say' is unlikely to be reduced. Providing sustainable travel options will contribute to reducing short, localised car journeys and this is the key factor in reducing congestion.
Eastleigh Borough Council's preferred strategy for development.	The Highway Authority supports the 5 principles set out in this paragraph.
Strategic Policy S1 Delivering sustainable development	The Highway Authority notes that Criterion V of Strategic Policy S1 which states: "v) minimise the need to travel and, where travel is necessary, provide access to more sustainable forms of transport and alternatives to car use" The Highway Authority supports the wording of this Strategic Policy and encourages the minimisation of the need to travel. The Highway Authority supports Strategic Policy S3. The Highway Authority supports Strategic Policy S4.
Strategic Policy S3 Location of new housing	
Strategic Policy S4 Employment Provision	
Strategic Policy S5 New Communities (land north of Bishopstoke and east of Fair Oak)	In transport terms, the Highway Authority does not consider this allocation to be an immediately sustainable location without significant investment directed toward the highway and sustainable transport network. The phasing, timing and viability of this site and the associated infrastructure will be critical to achieving their sustainability as a development opportunity. The Highway Authority would place particular focus on two of the policy criterion: 9) development will support the link road In transport terms, this is not considered to be an immediately sustainable location without significant investment directed toward the highway and sustainable transport network. The phasing, timing and viability of these sites and the associated infrastructure is crucial to achieving their sustainability.

	<p>10) make contribution to other on and off site transport measures The details of the contributions to other on and off site transport measures would need agreement from the Highway Authority, especially concerning traffic management and dispersal within the South Downs National Park.</p>
<p>The North of Bishopstoke and the Fair Oak SPD.</p>	<p>A proposed SPD on this site allocation is welcomed by the Highway Authority and Hampshire County Council request the opportunity to make comments on this document at the earliest opportunity.</p>
<p>Master Plan for the SGO.</p>	<p>The County Council as the Highway Authority would also request to be involved in the master planning of any Strategic Growth Option.</p>
<p>Strategic Policy S6 New Allbrook Hill, Bishopstoke and Fair Oak link road.</p>	<p>Details of the phases for the link road are noted by the Highway Authority. It is important to consider that not all the land for this link road is within the ownership of the developer or the Borough Council and that could become an issue for delivery. The Highway Authority suggests an alternative phasing scheme could be considered, for example, has the Borough Council considered as an alternative if the phasing could commence from the site westwards towards the existing highway network?</p>
<p>The design and chronological phasing of the road is informed by the TA</p>	<p>The Highway Authority also asks the Borough Council to confirm whether the road will be designed as per the Design Manual for Road & Bridges (DMRB) standards as it is a through route?</p>
<p>Strategic Policy S12 Transport Infrastructure</p>	<p>The Highway Authority does not agree that the design and chronological phasing of the road has been informed by the Transport Assessment. The same phasing is outlined in the TA without justification. The Highway Authority therefore asks the Borough Council to confirm how will the road be designed to encourage traffic to use it?</p>
<p>Strategic Policy S13 footpath, cycleway and bridleway links.</p>	<p>The Highway Authority notes that the Borough Council will work with others to deliver the list of new and improved transport schemes as set out in this policy. It is also noted that the list of schemes and some of timings around delivery is set out in the Borough Councils Infrastructure Delivery Plan (IDP). This document should be kept under review and updated as necessary to reflect changes in circumstance.</p>
<p>Policy E8 Junction improvements, Eastleigh</p>	<p>The list of new routes is noted by the Highway Authority and it is considered to be ambitious and will require significant funding for delivery and maintenance. It is noted that the list of schemes and some of timings around delivery is set out in the Councils Infrastructure Delivery Plan (IDP). This document should be kept under review and updated as necessary to reflect changes in circumstance.</p>
<p>Policy E9 Southampton Airport.</p>	<p>The Highway Authority notes the Borough Council's support for improvements to Twyford Rd / Romsey Rd and Chickenhall Lane / Bishopstoke Rd.</p>
	<p>The Highway Authority would want to be involved assessing any TA associated with the expansion of the</p>

	<p>airport to ensure that the highway can accommodate the proposed expansion and it does not compromise any future opportunities.</p> <p>The Highway Authority will need to be satisfied that any proposed development of this site should not adversely affect the existing highway efficiency or compromise future opportunities for increasing capacity.</p> <p>The Highway Authority will need to be satisfied that access to the land for development should not compromise the future delivery of the new link road and be designed so as to facilitate the use of the link road as a through route.</p> <p>The Highway Authority will need to be satisfied that access to the land for development should not compromise the future delivery of the new link road and be designed so as to facilitate the use of the link road as a through route.</p> <p>The arrangement and scheme design for the Allbrook Relief Road should seek to prioritise through traffic northwards to junction 12 of the M3. The Highway Authority awaits the detailed design of the improvements to junction 12 of the M3 to consider them.</p> <p>The improvements to the alignment of the Highbridge Rail Bridge are noted, and should make provision for pedestrians and cyclists to access as this is likely to be a route for Non Motorised Users (NMU) from the SGO.</p> <p>Securing the delivery of a footbridge at the rail station is supported by the Highway Authority.</p> <p>Hampshire County Council supports the reserving of land along the route for the Botley Bypass and the delivery of the associated localised highway improvements as set out.</p> <p>Hampshire County Council notes that improvements at this junction form part of the TA for the SGO and should be delivered at the appropriate time.</p> <p>Comments on the Infrastructure Delivery Plan (IDP) Hampshire County Council notes the text contained in Chapter 6, pages 18-26 of the Infrastructure Delivery Plan (IDP) which states: 'There may be a need for works to junction 12 of the M3 to improve access when the new SGO link road is built. However, this is yet to be modelled and costed. None of these Highways England works (delivery of M27 and M3 Smart Motorways schemes) are directly related to development proposals arising out of the local plan and aim to deal with general traffic congestion on the network'.</p> <p>However, Hampshire County Council would not agree with this statement. Improvements to junction 12 of</p>
Policy E10 Land south of M27, junction 5	
Policy AL1, land east of Allbrook Way	
Policy AL2, land west of Allbrook Way	
Policy AL2, land west of Allbrook Way - transport	
Policy HE6 Hedge End Rail Bridge	
Policy BO5, Botley Bypass	
Policy BO6 Junction improvement to Botley Road/Bubb Lane roundabout.	
Highway Authority comments on the Infrastructure Delivery Plan (IDP)	

the M3 are required as consequence of the traffic growth and the new link junction joining the M3 at this location.

Also, the delivery of Smart Motorway scheme for both the M27 and M3 will in part provide capacity on the motorway network for traffic growth arising from the additional development proposed during the local plan period within Eastleigh; especially for traffic joining at junction 12 of the M3.

Para 6.7 suggests that the delivery of Smart Motorways is an essential scheme. Hampshire County Council would agree with this.

Para 6.14 – confirmation is sought as to whether the Chickenhall Lane Link Road (CLLR) is required to deliver the required amount of employment land during the plan period. Full or partial construction of the CLLR is an extensive infrastructure element due to its location, the proximity to the airport and railway lines, together with utility and topographical issues.

Para 6.22 It remains unclear how the x2 P&R sites proposed will be funded; although it is acknowledged that EBC is of the opinion that these are not required for the local plan. Strategically, the delivery of P&R in the Solent area is supported and promoted by Hampshire County Council.

Para 6.25-26 Smart motorways

The delivery of Smart Motorway scheme for both the M27 and M3 will in part provide capacity on the motorway network for traffic growth arising from the additional development proposed during the local plan period within Eastleigh; especially for traffic joining at junction 12 of the M3.

Para 6.36 *'The development proposed in the Local Plan will increase the population within the catchment areas of these routes, thus helping to sustain these services in the future'. It is not the view of Hampshire County Council that the new populations of the proposed housing locations will necessarily sustain all the existing bus services. Extending existing bus services is not always desirable or achievable and can affect the viability of those services.*

Para 6.37 and 6.32 links from Hedge End to Southampton by bus and a pedestrian bridge to Hedge End Rail Station from the north are both desirable as they offer improved access for non-car modes from Hedge End/Boorley Green areas to Southampton which is the principle key destination for employment within the Borough. TA in general includes minimal consideration of the improvements to active and sustainable

	<p>modes. Ascertaining the impact of sustainable and active transport measures prior to the implementation of any 'Do More' transport measures is strongly recommended. Any spare capacity as a result of sustainable measures should be allocated to these modes rather than highway improvements. This needs addressing.</p>
<p>Minerals Safeguarding</p>	<p>Hampshire County Council as the Local Mineral Planning Authority note that the Eastleigh Borough Council Local Plan 2016-2036 Pre-Submission Version takes account of the Hampshire Minerals and Waste Plan (2013).</p> <p>A number of the policies proposed contain an element relating specifically to minerals where appropriate, which is an approach the County Council fully support. Hampshire County Council take this opportunity to make Eastleigh Borough Council aware that mineral assessments have been received that were undertaken in relation to ground investigations at Land West of Woodhouse Lane and Land west of Uplands Farm, Botley. In both cases the mineral assessments have concluded that the mineral present is of insufficient quality to make extraction viable. Therefore policies HE1 xvii and BO2 xvii are no longer necessary and should be removed, but their retention would not prejudice a future development coming forward on that site. For reference, Hampshire County Council have included the wording of each policy below that could be removed:</p> <p>HE1 Land West of Woodhouse Lane</p> <p>xvii- a thorough examination of the potential for incidental minerals recovery for that part of the site within the Minerals Safeguarding Area;</p> <p>BO2 Land West of Uplands Farm, Botley</p> <p>xviii- a thorough examination of the potential for localised small scale minerals extraction or incidental minerals recovery for that part of the site within the Minerals Safeguarding Area;</p>
<p>Children's Services – School place planning</p>	<p>Hampshire County Council has a statutory duty to ensure a sufficiency of school places for Hampshire children, therefore, forecasting of pupil numbers plays a key role in the decision making process around building/extending and even moving educational provision.</p>

	<p>The size and diversity of Hampshire creates a number of challenges for meeting the demand for primary and secondary school places. The main principle of current and future provision is that Hampshire County Council will seek to provide local schools for local children.</p> <p>Hampshire County Council Children's Services continues to work in partnership with Eastleigh Borough Council to ensure that sufficient school places are made available for local children. On-going capital investment has resulted in a number of high quality primary and secondary schools across the borough. Hampshire County Council has welcomed the opportunity to comment on the development of Eastleigh's emerging Local Plan and continues to assess how demographic change and new housing will impact on existing education provision before considering the provision of new primary and secondary schools as appropriate. Hampshire County Council is committed to supporting local schools for local children that deliver high quality outcomes whilst retaining a long term viable future.</p> <p>Hampshire County Council Children's Services would welcome further engagement with Eastleigh officers regarding the future potential provision of new primary and secondary schools. The long term viability of a new secondary school as part of the Borough Council's proposed Strategic Growth Option (SGO) is best achieved when meeting the demand from new developments with circa 5000 dwellings.</p>
<p>Policy DM31, Dwellings with higher access standards</p>	<p>Hampshire County Council Adult Services notes the contents of Policy DM31 which states: "The Borough Council requires that development should meet higher national access standards as set out in Part M of the building regulations for new build residential development (or future equivalent): i. 100% of dwellings meet at least Part M4(1) standard (Visible dwellings); including ii. 80% of dwellings on each site meet Part M4(2) standard (Accessible and adaptable dwellings) and for major development of 40 residential units and above, ii. should include: iii. At least 2 dwellings or 7% (if higher number) of all market housing; at least 1 dwelling or 8% (if higher number) of all affordable housing; and 100% of all specialist housing for older people and <u>adults with disabilities</u> meet the Part M4(3) standard (Wheelchair user dwellings)."</p> <p>Hampshire County Council Adult Services broadly support Policy DM31 however the definition of 'specialist housing' should be expanded to not just include older people but to also include <u>'adults with disabilities'</u> as Hampshire County Council considers that there is a need for such specialist supported housing for adults with physical and learning disabilities of working age and not just older people at a Building regulations standard M4(3).</p>

Countryside Access & Public Rights of Way

Hampshire County Council Countryside Service provided comprehensive comments to the previous local plan consultation which do not appear to have been incorporated by the Borough Council into the latest version of their Local Plan. Notwithstanding this fact, the Countryside Service have the following comments on specific issues and policies set out in the EBC Local Plan:

Issue G13 - Accessibility to public transport and integration of public transport and other non-motorised transport networks

Request that the public rights of way network is included within this policy.

Issue G16 – Footpath/cycleway/bridleway network

This policy criterion details that the quality and safety of some existing cycle paths in particular could be improved. This statement should be expanded to include public rights of way in general.

Issue C1 – Encouraging healthy lifestyles

Request that this policy criterion be amended to include active travel and wellbeing generated from natural experience and access to the countryside.

Strategic policy S1 – Delivering sustainable development

Request that this policy is amended. Criterion iv) should include carbon sequestration and criterion v) should be amended to minimise the need to travel long distances and include promotion of active travel.

Strategic Policy S5 - New Communities, land north of Bishopstoke and land north and east of Fair Oak

The implementation of the SGO and associated link road is likely to have a major adverse impact on the public rights of way network including:

- Mutation of character, classification and heritage of the routes
- Loss of amenity/recreational value
- Fragmentation of paths
- Loss of green infrastructure
- Loss of wildlife corridor
- Increase in safety/nuisance issues for users (dogs will not be able to run off lead and children will need to be closely supervised)
- Increase in air pollution from motor vehicles.

Hampshire County Council note point 10 of this policy reads that "The developer will make an appropriate financial contribution towards the provision of... a. other transport measures (on and off site), including appropriate public transport, cycling, walking, horse riding and traffic management measures...". The Council requests that public rights of way are explicitly mentioned either within this policy or within the supporting text, as needing to be retained and enhanced, and a contribution provided towards enhancing the local network.

It is also noted that public rights of way are to be incorporated into the road network. DEFRA guidance (Rights of Way Circular 1/09 Paragraph 7.8 states that preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic. Paragraph 7.11 also in effect states that developers should not use footpaths, bridleways or restricted byways for vehicular access to the site.

On all allocation plans the Hampshire County Council Countryside Service request that on-site and surrounding Public Rights of Way and Hampshire County Council run Countryside Sites are shown, so that applicants are fully aware of the site's opportunities and constraints. The Council also requests that all existing rights of way are retained within a suitable green corridor to conserve their amenity and biodiversity value, and that where necessary, works are carried out to the routes to Countryside Service design standards.

Paragraphs 4.30 and 4.38 should be amended to include the Public Rights of Way network.

The Council notes that discussions are to take place in relation to the management regimes required for certain parts of the site. Hampshire County Council Countryside Service would like to be consulted as a key stakeholder/land manager.

Strategic Policy S6 - New Allbrook Hill, Bishopstoke and Fair Oak Link Road

The Eastleigh Strategic Transport Study North Bishopstoke Bypass Feasibility Study details under Section 8 that liaison with County Council stakeholders will take place. As the area in question is crossed by several rights of way, the Council requests that Hampshire Countryside Service is also formally consulted.

Strategic Policy S10 - Green infrastructure

Request that a reference to the public rights of way network is included within this policy.

Strategic Policy S12 - Transport infrastructure

Request that a reference to the public rights of way network is included within this policy.

Strategic Policy S13 - Strategic footpath, cycleway and bridleway links

Although we welcome the principle of delivering new footpaths, cycle ways and bridleways, Hampshire County Council is concerned that some of the routes appear to be undeliverable and will not provide the anticipated public benefit. For example providing a new link from Ithen Valley Country Park to Manor Farm Country Park may provide ecological benefits in providing a green corridor between the two areas of natural green space, however the Council does not expect that people will want to travel between the two country parks.

The Council Notes that the policy states that it would like to improve 'connections between the parishes and Eastleigh Town Centre'. We request that this be widened, to seek connections between settlements in general.

To ensure the rights of way network is protected and enhanced, it is requested that the policy is strengthened through the following amendment – 'New development should integrate with existing routes and ~~wherever-possible~~ maintain, protect and enhance their function'.

Policy DM1, General Criteria for new development

Request that a reference to the public rights of way network is included within this policy as part of a criterion. Also request that the policy be amended to ensure that all applications should include all land necessary for access to the site from a public vehicular highway.

Policy DM13 - Transport

The reference to Hampshire County Council Transport Contributions Policy is noted. There is a specific criterion in this policy that states:
"contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate"

The Council requests that 'Byways' is added to this criterion as set out below:

"contributions towards relevant off-site sustainable transport infrastructure, public rights of way, byways and service improvements where appropriate"

Policy DM33 - Gypsies travellers and travelling show people

Request that a reference to the public rights of way network is included within this policy as part of a criterion.

Policy DM35 - Provision of recreation and open space facilities with new development

Hampshire County Council request that provision is made for the contributions collected through this policy go towards the wildlife sites and Country Parks within the District, not just the ones managed by Eastleigh Borough Council.

Policy DM40. Funding Infrastructure

Request that the proposed new Supplementary Planning Document for Planning Obligations when drafted should be revised to include PROW and that contributions are secured for all sites not just those managed by Eastleigh Borough Council.

It is noted that details for funding the Strategic Routes within Strategic Policy S13 are not provided and therefore the Countryside Service request information on any funding proposals for the routes.

Policy FO1 - West of Durlley Road, Fair Oak

Fair Oak and Horton Heath Footpath 4 runs east to west approximately 50m from the southern boundary of the allocated development site (it would appear that the definitive line of the footpath may be obstructed), this links to Durlley Footpath 16 which travels across a golf course. Fair Oak and Horton Heath Footpath 3 runs east to west 173m to the north of the site. Durlley Footpath 12 runs southwards 650m to the south. The policy includes the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including exploring connectivity through existing informal links between gaps in the west boundary vegetation on the onto Newmarket Close and Fontwell Gardens.

The existing links with Newmarket Close and Fontwell Gardens should be extended to provide a link between Fair Oak and Horton Heath Footpath 4 in the south and Footpath 3 in the north providing a sustainable transport link from the development to the school, college and open space provision, and on to Fair Oak and Horton Heath Footpath 20 (strategic link Bishopstoke to Fair Oak). New footpath link to Durlley Footpath 12 in the south providing off-road pedestrian link between the settlements of Durlley and Horton

Heath.

Policy BU3 - Land lying south east of Windmill Lane
This development would be within 1km of the River Hamble Country Park, which is a Hampshire County Council Countryside Site. The County Council therefore requests a developer contribution towards enhancing this site, to mitigate for the increased recreational pressure which the development will generate.

Policy BU7 - Riverside Boatyard, Blundell Lane, Bursledon (Special Policy Area)
Hotel/holiday accommodation at this location is likely to lead to increased recreational pressure upon the local rights of way network, specifically Bursledon Footpath 14 which runs north to River Hamble Country Park.

The Council supports point ii) and requests that a contribution is provided towards enhancing Bursledon Footpath 14. In addition, the development would be within 1km of the River Hamble Country Park. The Council therefore requests a developer contribution towards enhancing this site, to mitigate for the increased recreational pressure which the development will generate.

Policy HA1 - Railway station parking, Hamble
The land immediately to the south of Hamble Rail Station forms part of Royal Victoria Country Park (RVCP), which is a County Council Countryside Site. In addition, Hamble le Rice Footpath 16, and Hound Footpath 6, which forms part of the Hamble Rail Trail, are located to the immediate south of the rail station. Request confirmation of the exact location of this allocation, as it is not clear from the previous local plan policies map. The County Council would expect this allocation to have no adverse impacts upon the existing rights of way network. There are also potential access issues onto Police Road and Hamble Road, as well as concerns with this carpark being used for free by non-commuting users (dog walkers at RVCP, parents at Hamble School, and visitors at the Policy Training Centre). Furthermore, there are concerns about potential fly-tipping and other anti-social behavior. The Countryside Service therefore requests a meeting with EBC to discuss future options in relation to this particular allocation.

Policy HA2 - Mercury Marina
Hackett's Marsh and Mercury Marsh, which are County Council Countryside Sites and part of the SPA, are located a short distance to the north and south of the site respectively. In addition, Hook with Warsash (SINC), which is also a County Council Countryside Site, is on the opposite side of the River Hamble. The County Council therefore request that any development at this location does not have an adverse impact

upon these sites and would also expect development at this location to provide a link to the rights of way network, in order to support sustainable travel by visitors around the local area.

Policy HA3 - Hamble Airfield

Hamble le Rice Footpath 1 passes across this site. In addition, Hamble le Rice Footpaths 13 and 16, Hound Footpath 6, and Royal Victoria Country Park, are located to the west of this site and Hound Bridleway 9 adjoins to the site's north-east corner. The County Council support paragraph 6.2.63 which states that the existing rights of way should be retained as part of any development and would expect Footpath 1 to be upgraded to a multi-user route, as well as new east-west across the site being provided, linking in with the existing network, where possible. These would help provide sustainable travel routes to and from Hamble and the rail station, and to Royal Victoria Country Park. Should this site be used for mineral extraction, Hampshire County Council welcome that it would then be retained as accessible countryside.

Policy E1 - Land at the Civic Offices and former Magistrates' Court, Leigh Road, Eastleigh

Eastleigh Footpaths 23a and Eastleigh: 23b are adjacent to the site, providing links to the south. The County Council would expect development at this location to retain the existing rights of way and provide direct links to them.

Policy E6 - Eastleigh River Side

Eastleigh Footpath 49 runs alongside the River Itchen, and forms part of the long-distance walking route, the Itchen Navigation. The County Council request that this allocation provides pedestrian links to Footpath 49, in order to support sustainable travel.

Policy E7 - Development opportunities adjoining Eastleigh River Side

Eastleigh Footpath 49 runs alongside the River Itchen, and forms part of the long-distance walking route, the Itchen Navigation. The County Council request that this allocation provides pedestrian links to Footpath 49, in order to support sustainable travel.

Policy E9 - Southampton Airport

Eastleigh Footpath 49 runs along the eastern boundary of the site, and forms part of the Itchen Navigation (Itchen Way) long-distance route. The County Council therefore support point c. of the allocation.

Policy E10 - Land south of M27 junction 5

Eastleigh Footpath 28 runs through this site. Hampshire County Council support this policy which states that

"Future development must not adversely affect the existing public right of way that runs alongside parts this site and Stoneham Way." The Council also requests that development at this location provides links to this public right of way.

Policy E11 - Western extension to Lakeside Country Park, Eastleigh
Eastleigh Bridleway 29 (Doncaster Drive) runs along the southern boundary of this proposed extension. The County Council request that multi-user links are provided to this bridleway, from the proposed extension.

Policy HE5 - Land at Netley Firs, Kanes Hill, Hedge End
Netley Common, which is a SINIC and a Hampshire County Council Countryside Site, is approximately 100m to the south-west of this allocation. In addition, Hedge End Footpath 501 is located 400m to the south of the site, linking St John's Road (B3033) to Peewit Hill. The County Council requests that any development at this location provides a development mitigation contribution towards enhancing both Netley Common and Footpath 501.

Policy WE2 - Land adjoining the Chalcraft Business Park
West End Footpath 3 runs near to the northern boundary of this allocation. To support sustainable travel, The County Council requests that the allocation at this location seeks to provide a direct pedestrian link to the nearby Footpath 3.

Policy WE3 - Land west of Tollbar Way and south of Berrywood Business Park, Hedge End
West End Footpath 9 is a short distance to the south of this allocation. Hampshire County Council would support a direct pedestrian link to this right of way from this allocation, if possible. Furthermore, an aspiration of the Hampshire Countryside Access Plan is to upgrade Footpath 9 and 10 between Bar Way and Moorgreen Road to a multi-user route and/or to provide a link from Bar End to Bubb Lane. The County Council would like to explore whether this proposal could help deliver these aspirations.

Policy WE4 - Land at Ageas Bowl and Tennis Centre, Botley Road, West End
The Countryside Service is currently in discussions with Eastleigh Borough Council regarding the delivery of a right of way across this site. The Council therefore requests a meeting to discuss this allocation in more detail.

Policy BO1 - Land south of Maddoxford Lane and east of Crows Nest Lane

The Council supports point ii. of this allocation, and request that pedestrian links are sought from this development to the surrounding rights of way network, which include Botley Footpath 3 and Botley Footpath 2, which are a short distance to the east and west respectively.

Policy BO3, Land east of Kings Copse Avenue and east of Tanhouse Lane

This allocation is on part of the River Hamble Country Park, which is an Hampshire County Council Countryside Site, while Botley Bridleway 20 runs down the western boundary of the site. The County Council welcomes point vi. of this allocation, but would also expect a direct multi-user link to Bridleway 20. In addition, requests a developer contribution towards enhancing the country park, to mitigate for increased footfall.

Policy BO4, Land north of Myrtle Cottage, Winchester Road

Botley Footpath 1 borders the northern part of the site, and provides a sustainable travel link to Hedge End to the west. The County Council support point iv. of the allocation, and consider it appropriate that this development retains Footpath 1 within a green corridor, provides a direct link to it, and provides a contribution towards enhancing it, to mitigate for the increased footfall the development will generate.

Countryside Access Plan for Hampshire (page 246)

The reference on page 246 to the Countryside Access Plan needs to be updated to the latest version which can be found here: <https://www.hants.gov.uk/landplanningandenvironment/countryside/accessplan>

Hampshire County Council, Public Health
Correspondence to lynn.butler@hants.gov.uk

Policy	Support/ Oppose/ Neutral	Comments
<u>General development principles</u>		
Strategic policy 1 (S1) - Delivering sustainable development	Neutral	Ref point v: suggestion to amend wording to "minimise the need to travel and, where travel is necessary, prioritise more sustainable forms of transport, such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use"
Policy DM1 - General criteria for new development	Neutral	Ref point ii: "have regard to potential, concurrent or emerging development opportunities on adjoining land"
		Suggestion to include "Incorporate design measures to ensure external spaces are inclusive in terms of disability, older people and dementia incorporating <u>RPI Dementia Guidance</u> ¹ and guidance on <u>healthy high streets</u> " ²
		No reference to <u>HCC Public Health Strategy</u> despite national planning guidance ³
<u>Housing</u>		
Policy DM1 - General criteria for new development	Neutral	See previous comment
Policy DM27 - Delivering Older peoples housing	Support	We support the recognition of need for a range of housing types to suit the needs of the <u>growing older population</u>
Policy DM30 - Delivering affordable housing	Neutral	We support the requirement of 35% affordable housing.

Policy	Support/ Oppose/ Neutral	Comments
		<p>Ref point d: We would like to see an explicit requirement for affordable housing to be indistinguishable in appearance from the market housing on site, and distributed evenly across the site.</p> <p>We would like to see reference to and explicit requirement to provide socially rented housing</p>
Policy DM31 - Dwellings with higher access standards	Support	We support the requirement for 80% of new dwellings to be built to Part M4(2) Standard
Policy DM32 - Internal space standards for new residential development	Support	We support the requirement for all new dwellings to meet as a minimum the Nationally Described Space Standards
<u>Countryside protection and rural development</u>		
Strategic policy 10 (S10) - Green infrastructure	Neutral	<p>Ref point 4.67: Wording should be changed say that paragraph reads "...improving physical and mental wellbeing through exercise and physical activity, local food production..." to reflect that exercise and physical activity are two different behaviours^{iv} that will involve potentially differing utilisation of green infrastructure</p> <p>There should be reference to the <u>Hampshire County Council Physical Activity Strategy 2018-21</u>^v</p>
<u>Sustainability and infrastructure</u>		
Strategic policy 10 (S10) - Green infrastructure	Neutral	See previous comment
<u>Transport</u>		
Strategic policy 12 (S12) - Transport infrastructure	Neutral	There should be reference to the <u>Hampshire County Council Physical Activity Strategy 2018-21</u>

Policy	Support/ Oppose/ Neutral	Comments
Strategic policy 13 (S13) - Strategic footpath, cycleway and bridleway links	Neutral	There should be reference to the <u>Hampshire County Council Physical Activity Strategy 2018-21</u>
Policy DM13 - General development criteria - transport	Neutral	There should be reference to the <u>Hampshire County Council Physical Activity Strategy 2018-21</u>
<u>Natural environment, heritage and conservation</u>		
Strategic policy 10 (S10) - Green infrastructure	Neutral	See previous comment
<u>Design</u>		
Policy DM22 - Changes of use in retail frontages in district centres	Neutral	There is further opportunity to protect the vitality of retail areas and the health of communities by including restriction on A5 hot food takeaway uses. Suggestion to include requirements that the proposal will not result in the net gain of number of A5 hot food takeaways in a defined retail area and that the proposal will not result in the net gain of number of A5 hot food takeaways within 400m of a school. Suggestion to amend point iii to read "it does not have a negative impact on the provision of services, on sustainability of a key shopping area or on the health and wellbeing of the local community" since there is increasing evidence of an association between hot food takeaways and poor health ^{vi} .
Policy DM27 - Delivering Older peoples housing	Support	See previous comment
Policy DM31 - Dwellings with higher access standards	Support	See previous comment
Policy DM32 - Internal space standards for new residential development	Support	See previous comment
Policy DM35 - Provision of recreation and open space facilities with new development	Support	We support the high regard given to the provision of recreation and open space within new development. We support the adoption of explicit standards for open space.

Policy	Support/ Oppose/ Neutral	Comments
Policy DM36 - New and enhanced recreation and open space facilities	Support	We support the high regard given to the provision of new and enhanced recreation and open space facilities and the recognition of the importance of open space for food production.
<u>Retail</u>		
Policy DM22 - Changes of use in retail frontages in district centres	Neutral	See previous comment
<u>Community facilities</u>		
Strategic policy 11 (S11) - Community facilities	Neutral	With regards to new local shops in the context of community facilities, we would like to see requirements that local shops enhance the local food and health environment.
Policy DM22 - Changes of use in retail frontages in district centres	Neutral	See previous comment
Policy DM34 - Protection of recreation and open space facilities	Support	We support the high regard given to the protection of recreation and open space within new development. However, whilst recreational space is important, the biggest impact on peoples' lives is ensuring spatial strategy as a whole supports healthy lifestyles. See <u>Hampshire's Spatial Planning JSNA chapter</u> ^{vii} for further information.
Policy DM35 - Provision of recreation and open space facilities with new development	Support	See previous comment
Policy DM36 - New and enhanced recreation and open space facilities	Support	See previous comment

Policy	Support/ Oppose/ Neutral	Comments
Policy DM38 - Community, leisure and cultural facilities	Neutral	We support the high regard given to the protection of community, leisure and cultural facilities. However, we suggest amending working around point i. so that it reads "they are readily accessible to the communities they are intended to serve by a variety of modes of transport, <i>including by walking and cycling</i> "
<u>Open space, leisure and recreation</u>		
Policy DM34 - Protection of recreation and open space facilities	Support	See previous comment
Policy DM35 - Provision of recreation and open space facilities with new development	Support	We support the high regard given to the provision of new and enhanced recreation
Policy DM36 - New and enhanced recreation and open space facilities	Support	See previous comment
Policy DM38 - Community, leisure and cultural facilities	Neutral	See previous comment
<u>Bursledon, Hamble-le-Rice and Hound – sites</u>		
Policy BU8 - Open space at Long Lane, Bursledon	Support	We support the allocation of land for use as public open space
Policy HA1 - Railway station parking, Hamble	Neutral	We would like to see ambition to achieve a modal shift to active travel to the railway station
Policy HO1 - Country Park, land south of Bursledon Road	Support	We support the allocation of land for use as public open space
<u>Chandler's Ford and Hittingbury – sites</u>		

Policy	Support/ Oppose/ Neutral	Comments
Policy CF1 - Central Precinct, Chandler's Ford	Neutral	In line with the Chandler's Ford and Hittingbury's 20-20 Vision for health priorities, we would like to see restrictions around A1 and A3 uses and the provision of unhealthy food, especially in close proximity to schools and parks, recreation and open space facilities.
<u>Eastleigh (including Allbrook) – sites</u>		
Policy E3 - Eastleigh town centre	Neutral	We would like to see the criteria around demonstration of "increased vitality" expanded to ensure that health and wellbeing is also considered within the context of community and town centre vitality.
Policy E11 - Western extension to Lakeside Country Park, Eastleigh	Support	We support the allocation of land for use as public open space
<u>Any other comments</u>		
Appendix B	Reference should be made to the Hampshire County Council Public Health Strategy 2016-2021 ^{viii} , the Hampshire County Council Physical Activity Strategy 2018-2021 ^{viii} , the Hampshire County Council Public Health and Planning in Hampshire Position Statement ^x , and the Hampshire's Spatial Planning JSNA chapter ^x .	
Paragraph A.8 should be amended to read "social care and public health"		
Suggestion that reference be made to West Hampshire Clinical Commissioning Group regarding the commissioning and delivery of various health services.		
Monitoring framework	Suggestion to amend indicator to "rates of excess weight (overweight and obese)" to reflect wording on official indicator. Correct source is Public Health England, not Department of Health ^{xi}	

Policy	Support/ Oppose/ Neutral	Comments
Ref. "A Healthy Community; Objective viii – Enabling Healthier lifestyles / wellbeing	Suggestion to include an indicator on "rates of excess weight (overweight and obese) in children aged 4-5". Source is Public Health England ^{xvi}	Suggestion to include an indicator on "rates of excess weight (overweight and obese) in children aged 10-11". Source is Public Health England ^{xvi}
		Suggestion to replacing 'adults participating in sport' with ' % of physically inactive adults'. Source is Public Health England ^{xvi}
		We would also recommend adding % short commuting journeys made by alternatives to car travel (Census data)

ⁱ RTPI (2017) Creating better environments for people living with dementia <http://rtpi.org.uk/knowledge/practice/dementia-and-town-planning/>

ⁱⁱ Public Health England (2018) Healthy High Streets: Good Place Making in an Urban Setting https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/677263/26.01.18_Healthy_High_Streets_Full_Report_Final_version_2.pdf

ⁱⁱⁱ UK Government <https://www.gov.uk/guidance/health-and-wellbeing>

^{iv} World Health Organisation: Physical Activity <http://www.who.int/dietphysicalactivity/pa/en/>

^v Hampshire County Council Physical Activity Strategy 2018-2021 <http://documents.hants.gov.uk/public-health/HampshirePhysicalActivityStrategy2018-21.pdf>

^{vi} Public Health England (2017) Spatial Planning for Health: An evidence resource for planning and designing healthier places https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/625568/Spatial_planning_for_health_an_evidence_resource.pdf

^{vii} Hampshire Spatial JSNA <https://www.hants.gov.uk/socialcareandhealth/publichealth/isna/healthcommunitiessummary>

^{viii} Hampshire County Council Public Health Strategy 2016-2021 <http://documents.hants.gov.uk/public-health/TowardsahealthierHampshirestrategyforimprovingthepublicshealth2016-2021.pdf>

^{ix} Hampshire County Council Public Health and Planning in Hampshire Position Statement <http://documents.hants.gov.uk/public-health/PublicHealthandPlanninginHampshirePositionStatement.pdf>

^x Hampshire Spatial JSNA <https://www.hants.gov.uk/socialcareandhealth/publichealth/isna/healthcommunitiessummary>

eight Borough <https://fingertips.phe.org.uk/profile/public-health-outcomes-compar/E12000008/ati/101/are/E07000086>