

Matter 13

Action 13.1 Check matter 13 statements reflect representations

1. EBC officers reported verbally at hearing sessions where statements were inaccurate.

Action 13.2 Para 6.2.13 – delete reference to DM24

2. This is a standard paragraph throughout chapter 6 of the Local Plan. This is deleted in the modifications here and throughout the plan (paragraphs 6.1.13, 6.1.29, 6.2.13, 6.2.75, 6.3.14, 6.4.17, 6.4.69, 6.5.15, 6.5.50, 6.5.75 in the Submission Local Plan). The modifications also update the site policies listed under 'Development proposals and special policies' for each local area; MM52.

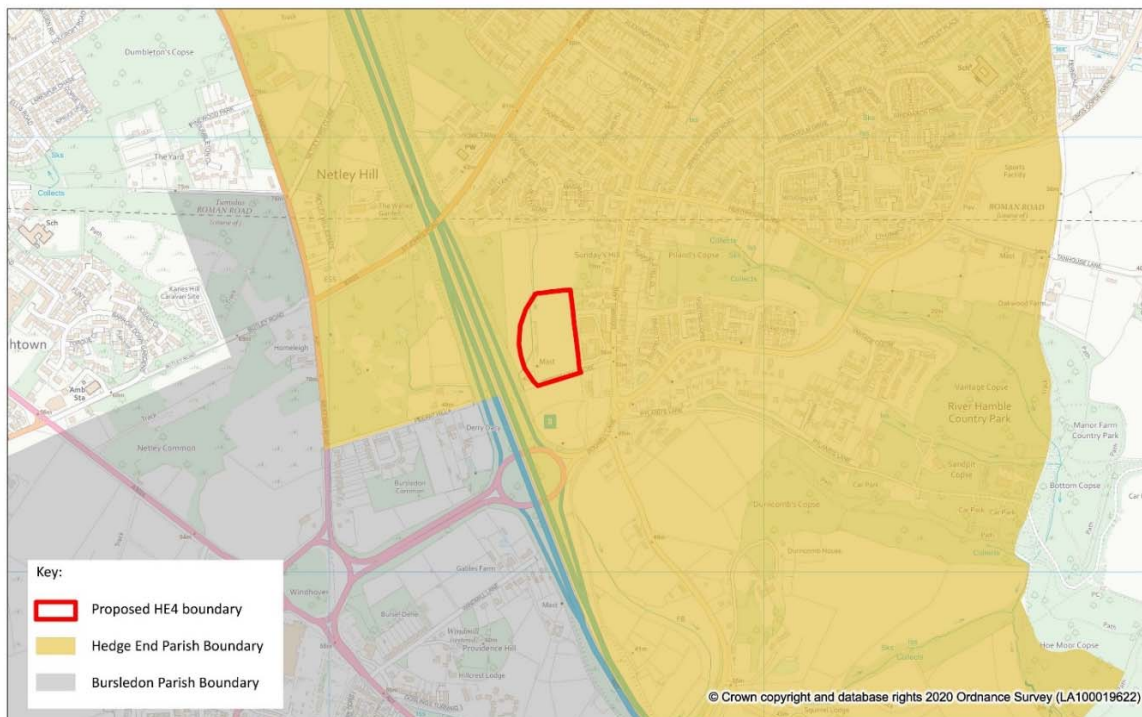
Action 13.3 Policy BU7

- this is an allocation, so delete reference to 'special policy area'
 - specify the site area
 - delete the last paragraph "in the event that..."
3. These points are addressed in the modification MM80.

Action 13.4 Para 6.2.35 – this site has reduced so clarify whether part of it still falls within Bursledon

4. As shown in Figure 1, site HE4 Land off Peewit Hill Close and Dodwell Lane is now wholly within the Hedge End parish. Paragraph 6.2.35 notes that part of the site was in the Bursledon parish. The paragraph will be deleted as it is no longer correct: MM81.

Figure 1 Site HE4 and parish boundaries for Bursledon and Hedge End



Department:	Department
Date: 14/04/2020	Scale: 1:10000

Action 13.5 New strategic policy on the historic environment – clarify that the conservation areas are ‘as designated on the policies map’

5. Conservation areas will be shown on the adopted Policies Map under policy DM12 and the new policy S8 amended to note this; MM29.

Action 13.6 Policy BU8 – the Council has indicated it would withdraw subject to a modification to BU9

6. Policy BU8 is deleted in the plan, MM82.

Action 13.7 HA2 – the Council proposes to withdraw this allocation

7. The Council has provided a separate paper to consider this site allocation.

Action 13.8 With regard to the table in HOU12a beneath para. 2.2, confirm the correct breakdown of site area bands

8. The methodology set out in HOU012a includes a table to estimate the net site area which can be developed for housing. This was based on Table 3.3 in the Strategic Land Availability Assessment (HOU010a).
9. This table contained an error in the ratio for sites of 4 - 5.99 ha which were incorrectly noted as sites 5 - 5.99 ha. The table should be amended as follows:

Site Area	Ratio to Calculate Net Site Area
Up to 0.39 hectares (ha)	100% gross to net ratio
0.4 - 0.99 ha	90% gross to net ratio
1 - 1.49 ha	80% gross to net ratio
1.5 - 1.99 ha	75% gross to net ratio
2 - 3.99 ha	65% gross to net ratio
<u>4 – 5.99 ha</u> 5-5.99 ha	60% gross to net ratio
6 - 7.99 ha	55% gross to net ratio
8 ha +	50% gross to net ratio

Action 13.9 Policy FO3

- delete the countryside gap designation from within the site
- increase to "approximately 119 dwellings"

10. The policy and supporting text that will now follow the policy will be amended to address these points; MM66.

Action 13.10 Policy FO4

- amend supporting text to read Botley Road not Botley Lane

11. The Council will make minor modifications to Policy FO4 and the first and ninth lines of para 6.1.36 (of the ED33 version of the plan); MM67.

Action 13.11 Policy HH1

- consider phasing of the link road to Bubb Lane
- criterion vi – clarify which settlement(s) the development should integrate with and provide links to
- criterion xiv (regarding BREEAM) - delete

12. Policy HH1 was introduced in ED33 as a modification in view of the council's ownership of the site and other modifications proposed to Policies S3 and DM24. After the discussions at the hearings, the Council is proposing changes to HH1 (as set out in ED33) and its supporting paragraphs which will follow the policy, MM73.

Action 13.12 Policy HE5, WE2, WE3 – confirm land ownership

13. The land ownerships are as follows:

Policy HE5 – Land at Netley Firs, Kanes Hill, Hedge End

14. This site is allocated in part for employment use and in part as a travelling showman's site and is under private ownership. In accordance with the application form for planning application O/18/82750 it is owned by Majortek Components Ltd.

Policy WE2 – Land adjoining the Chalcroft Business Park

15. This site is allocated for employment use. It was not put forward for consideration through the SLAA. The allocation was carried forward from the failed 2011-2029 version of the local plan (PSP001), where it was Policy WE7.

16. The main Chalcroft Industrial Park itself is owned by FIP West End Limited trading as the Chalcroft Business Park. The [website of FIP West End Limited](#) shows the Business Park [site boundary](#) as including the WE2 site. On this basis it is assumed that WE2 is owned by FIP West End Limited.

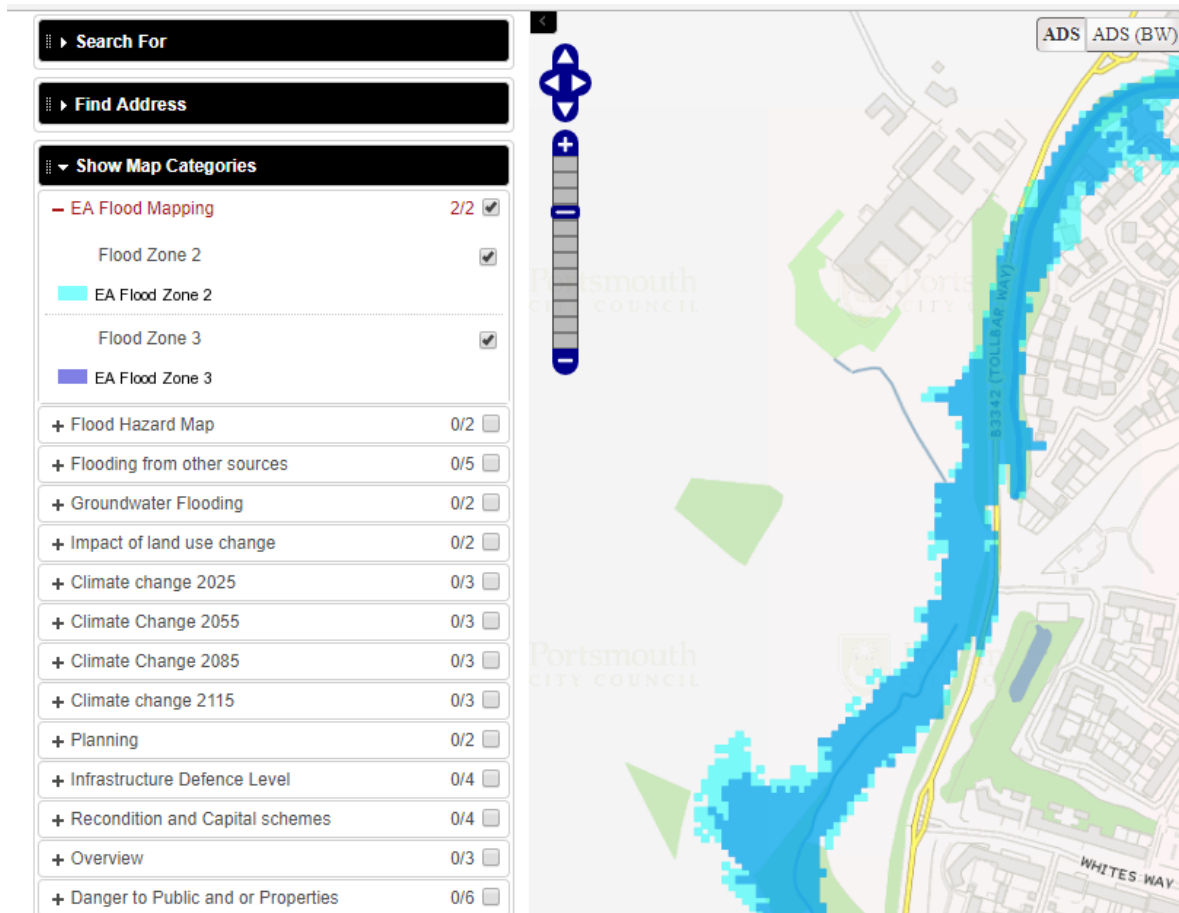
Policy WE3 – Land west of Tollbar Way and south of Berrywood Business Park

17. This site is allocated for employment use. It was not put forward for consideration through the SLAA. The allocation was carried forward from the failed 2011-2029 version of the local plan (PSP001), where it was Policy WE8.
18. There is no information available about the ownership of the Business Park. However, further research has revealed that this land did form part of a site put forward for consideration in the 2015 SLAA where it formed the northern part of site 11-9. That site was put forward for consideration by Gladman developments who have sought (unsuccessfully) to secure planning permission for residential development on a large tract of land to the west of this site. It included not only the site now allocated under Policy WE3 but also the field to the south.
19. On the SLAA pro forma for the site the owners are stated to be the Bastian Family.

Action 13.13 Policy WE3

- confirm the extent of flood risk
 - include a criterion on flood risk in the policy as necessary
20. Policy WE3 allocates 0.8ha of land to the west of Tollbar Way and south of Berrywood Business Park for employment purposes. The matter of flood risk is addressed at paragraph 6.5.55 which states that 'part of the site may be at risk from flooding from an adjoining watercourse and a flood risk assessment may be required in accordance with policy DM5'.
 21. The eastern site boundary of the WE3 allocation follows the tree line running north-south down Tollbar Way. Beyond the tree boundary is a wide grassed highway verge and then the highway itself. To the eastern side of Tollbar Way is a footway with verge beyond which is another line of trees and it is within that line of trees which the water course giving rise to the potential flood risk sits. This watercourse can be seen on the Policies Map.
 22. An analysis of the SFRA shows that the flood risk insofar as it affects the WE3 site directly reflects the path of this watercourse. The SFRA shows the whole eastern boundary to be within Flood Risk Zone 3 with small parts in Zone 2. The risk largely lies in the south-eastern tip of the site as can be seen from the extract from the SFRA below.

Figure 2 Extract from flood risk mapping showing site of Policy WE3



Source: <https://www.portsmouth.gov.uk/SiteElements/Html/PUSHLive-Server.html>

23. Despite the potential flood risk in the area the council considers that the matter is adequately addressed in the policy and the supporting text which refers back to the provisions of Policy DM5. Policy DM5 is set out below and is considered to be a reasonable and comprehensive approach to managing flood risk in the borough. However, in view of the location and nature of potential flood risk identified in the SFRA the council considers that it would provide greater clarity to include reference to the need to avoid and mitigate the potential flood risk as part of the policy rather than simply the supporting text. Accordingly it is proposed to add a new criterion e to policy WE3: MM114.

Action 13.14 Policy WE4

- ensure the policy reflects the importance of the site to the Borough
- revise policy to enable greater flexibility within the urban edge (for any not just outdoor sport and recreation; leisure use subject to sequential approaching and enhancing sporting facilities)
- reconsider which criteria are needed and how they are phrased (e.g. criteria iii. high quality design; vi. Short-term car parking and landscaping)
- reconsider precise site boundary
- liaise with RB Sport and Leisure Holdings PLC regarding draft wording

24. The Council and RB Sport and Leisure Holdings PLC have discussed this policy as requested and have provided a note to the Inspector. The Council has proposed changes to the policy wording and site area as a result, MM115.

Action 13.15 Policy BO1

- Inspector is considering whether the 30 dwelling figures should be expressed as “at least”
- criterion ix – consider whether more flexibility can be included to support on site waste water treatment, liaising with the Environment Agency and Southern Water

25. These points are addressed in the modifications MM116.

Action 13.16 Policy BO2

- Include wording to support the provision of the Botley to Bishops Waltham bridleway project within the site, liaising with Hampshire County Council, the Ramblers Association and the Botley to Bishop’s Waltham Bridleway Project Working Group
- Amend to reflect the outline planning permission for up to 375 dwellings
- Delete criterion v (employment provision)

26. The Council is continuing to work with Hampshire County Council to finalise the outstanding parts of the Section 106 for site BO2 Land North and East of Winchester Street, Botley (planning application number O/18/83698). These include the provision of a route within the site and delivering part of the trail within Eastleigh borough. The Council is awaiting confirmation of the requirements needed to deliver this.

27. The requirement within the site is for a linking section in the north west of the site. This route is to the north of the Botley bypass and connects to the farm track crossing over the railway line and continuing onto Newhouse Farm.

28. Policy BO2 criterion xiv does not currently refer to the Botley to Bishops Waltham’s bridleway. The proposed text submitted by the Botley to Bishop’s Waltham Bridleway Working Group in their response on Matter 13, issue 13.12 included reference to a ‘new and strategic footpath/ cycleway/ bridleway route between the Winchester Road and Wangfield Lane to link with the proposed Botley to Bishop’s Waltham rail trail’.

29. This text was agreed by Hampshire County Council who reported that they have agreed a financial contribution towards the route. This part of the development will be delivered by Hampshire County Council’s Countryside team.

30. There is a continuing difference of opinion on additional text for this criterion. Hampshire County Council proposed the following text (additional text underlined):

‘xiv the retention, improvement, and maintenance of the existing Public Rights of Way through the site, and the provision of good quality pedestrian and cycle links both within the site, and to connect the site to the surrounding area also the provision of a financial contribution towards a section of a new and strategic footpath/ cycleway/ bridleway route

between the Winchester Road and Wangfield Lane to link with the proposed Botley to Bishop's Waltham rail trail'

31. In response, the Botley to Bishop's Waltham Bridleway Working Group proposed the following:

'xiv. the retention, improvement, and maintenance of the existing Public Rights of Way through the site, and the provision of good quality pedestrian and cycle links both within the site, and to connect the site to the surrounding area also the physical provision of a bridleway, together with its inclusion on the Definitive Map, financial contribution towards a section of a new and strategic footpath/ cycleway/ bridleway route between the Winchester Road and Wangfield Lane to link with the proposed strategic Botley to Bishop's Waltham rail trail. The bridleway is to pass along the north side of the proposed Botley Bypass and via Newhouse Farm and Wangfield Lane at a point east of the River Hamble to secure adequate sustainable and recreational facilities to connect Botley with the countryside to the northeast'

32. In their formal response, the working group reiterated the importance of the bridleway as a strategic green link to the north. They noted that Hampshire County Council own the land and therefore they consider it essential that the Council should commit not only to the funding but to the provision of the route.

33. Eastleigh Borough Council require the provision of the link within site BO2 and are seeking the delivery of a section of the trail within the borough beyond the development site. This may be delivered either through improvements to Botley footpath 3 from Newhouse Farm to Maddoxford Lane or via an alternative agreed route. Providing there are safeguards to ensure its delivery, this may be delivered through a financial contribution or the physical provision.

34. The Council is proposing modifications to criterion xiv as follows (MM117):

'xiv-1. the retention, improvement, and maintenance of the existing Public Rights of Way through the site, and the provision of good quality pedestrian and cycle links both within the site, and to connect the site to the surrounding area also the delivery of a section of a new and strategic footpath/ cycleway/ bridleway route between the Winchester Road and Wangfield Lane to link with the proposed Botley to Bishop's Waltham rail trail'

35. This text is based on the changes initially put forward in the matter 13 response. It retains reference to connecting the site to the surrounding area as this is applicable to the site as a whole and provides some flexibility about the delivery of the route.

36. The changes to the number of dwellings and deletion of criterion v (employment provision) are also addressed in modification MM117.

Action 13.17 Paragraph 6.5.72 – confirm and amend as needed the position regarding GP and cemetery provision in Botley. With regard to cemetery provision, given that this paragraph states a need for more cemetery space but HE7 is deleted, provide more information regarding the overall balance of cemetery need / provision in this part of the Borough

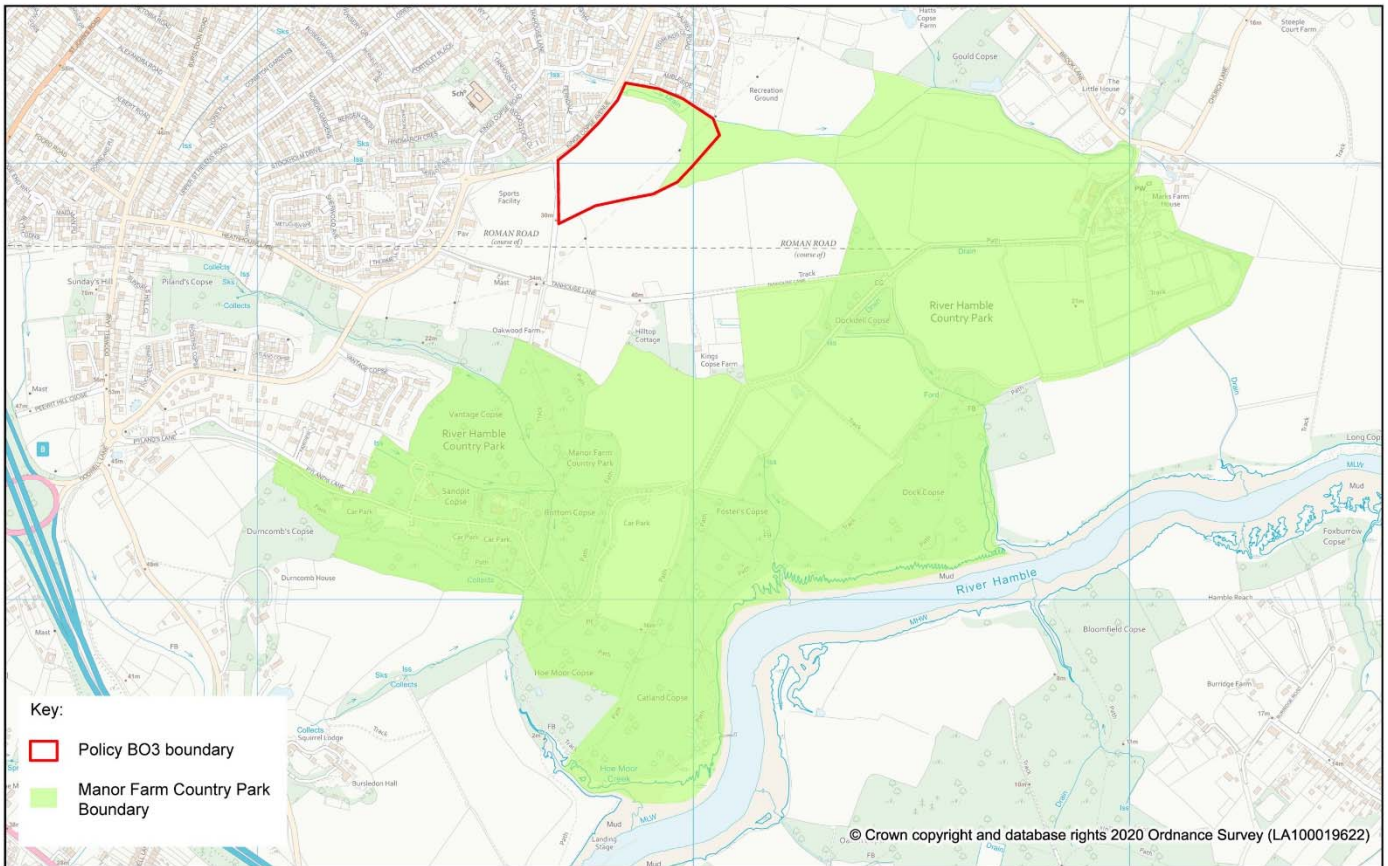
37. The Council is proposing modifications to amend this supporting text. This will be an additional modification to paragraph 6.5.72. It will recognise that there is a need for adequate health provision for new development and will be a need for additional cemetery facilities in the near future.
38. The Council is seeking to work in partnership with the Clinical Commissioning Group (CCG) and is supporting the CCG to bring forward plans for healthcare in the southern parishes.
39. The Council is aware of the issue with cemetery provision in this part of the borough and that the Albert Road cemetery in Hedge End, which is overseen by Hedge End Parish Council, will reach capacity within the next few years. This is the only open cemetery within the Hedge End parish for cremated remains or earthen graves and can accept non-parishioners. The Council has investigated whether sites within the area such as BO2 Land north east of Winchester Street could provide capacity, however the water table was too high for this provision. The Council will continue to investigate potential sites to meet this need.

Action 13.18 Policy BO3

- increase dwelling capacity from 70 to 120 dwellings
- amend site area
- clarify that the country park is outside of the site allocation

40. These text changes are proposed in the modifications MM118.
41. Figure 3 overleaf shows the site and the boundary of the River Hamble Country Park (formerly Manor Farm Country Park). Part of the site is within the country park. This is land within the Manor Farm Local Nature Reserve in the north and east of the site.

Figure 3 Site BO3 and the River Hamble Country Park



Department: SP Policy BO3/Country Park
Date: 08/04/2020 Scale: 1:12000

Action 13.20 Policy E1

- confirm site area

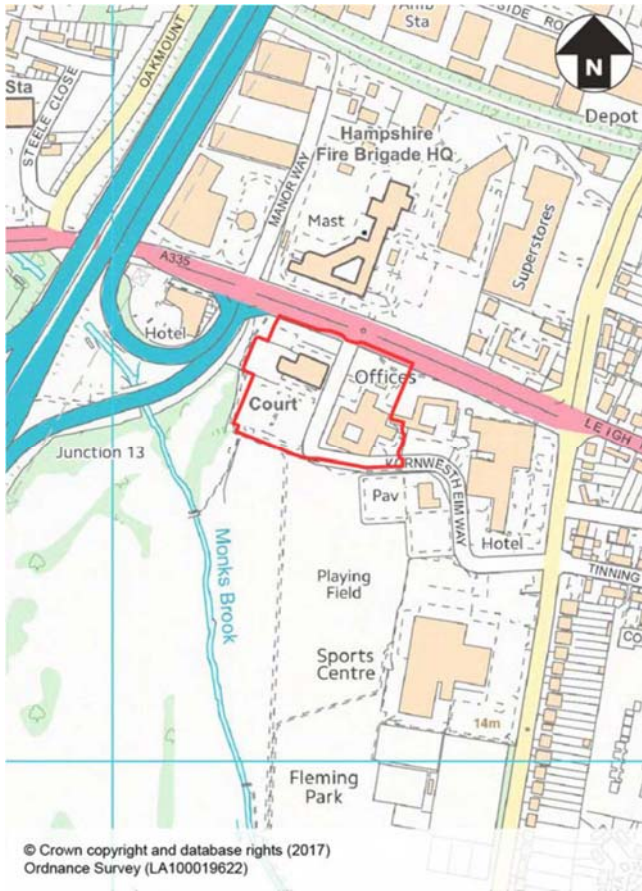
Action 13.21 Policy E1

- include a policy criterion to support higher density development

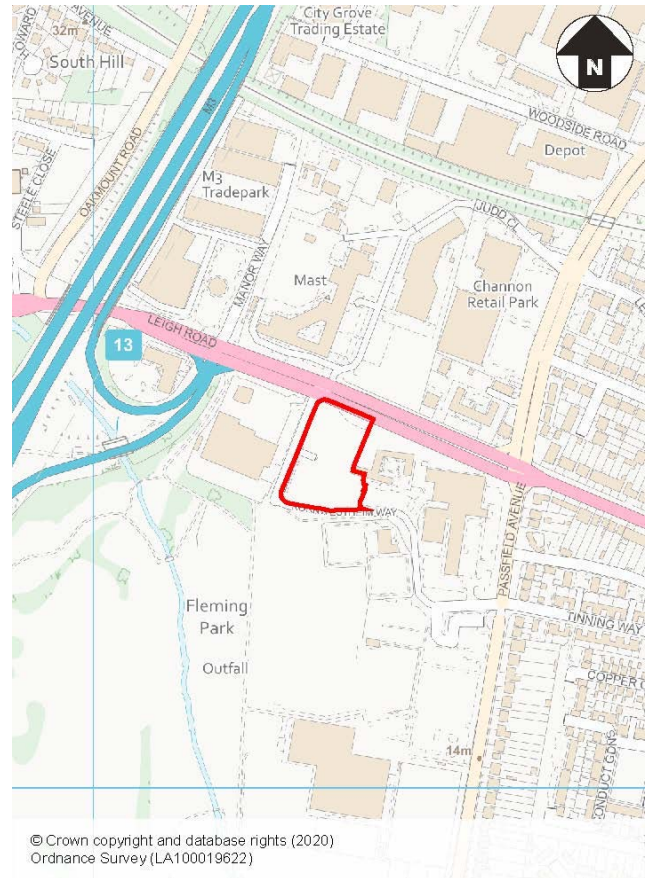
42. Policy E1 was re-written in the council's evidence to the examination (Matter 13.9 Hearing Statement) to reflect the fact that the magistrates court site was now developed and only the old civic offices site remained. These changes are contained in modifications; MM92.

Figure 4 Changes to the boundary of site E1

Boundary in ED35



Revised boundary

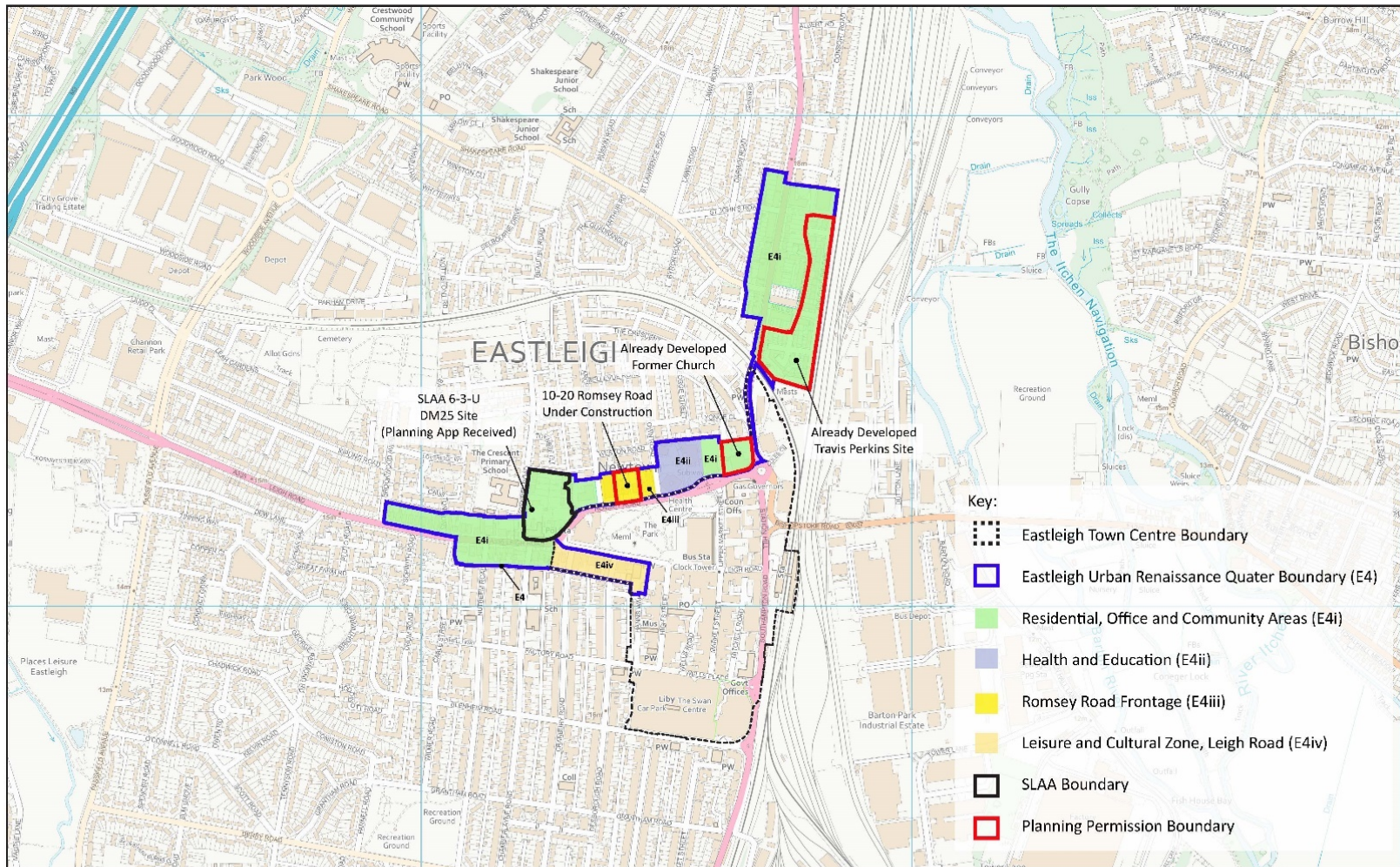


Action 13.22 Policy E4

- produce map which shows areas which have been developed, current SLAA sites and longer term areas for change

43. Figure 5 overleaf identifies site in the quarter with planning permission or under construction.

Figure 5 Policy E4 Urban Renaissance Quarter – progress on component sites



Policy E4 - Urban Renaissance

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Department:	Strategic Planning
Date: 20/04/2020	Scale: 1:10000

Action 13.23 Policy E4

- review site boundaries in light of above map
- criterion i – review to allow greater than 3 storeys, taking cue from para.4 of the Council’s response
- criterion iii b (50% residential) – delete criterion
- include the grade II church clause as criterion v

44. The policy wording changes are proposed in the modifications MM96.

45. As stated in the response to Actions 11.6 and 11.7, the Council has provided a separate paper to consider sites in Eastleigh Town Centre and whether the boundary should be extended to meet the outstanding retail needs. This also sets out the latest retail trends within the context of the impact of the Covid-10 pandemic.

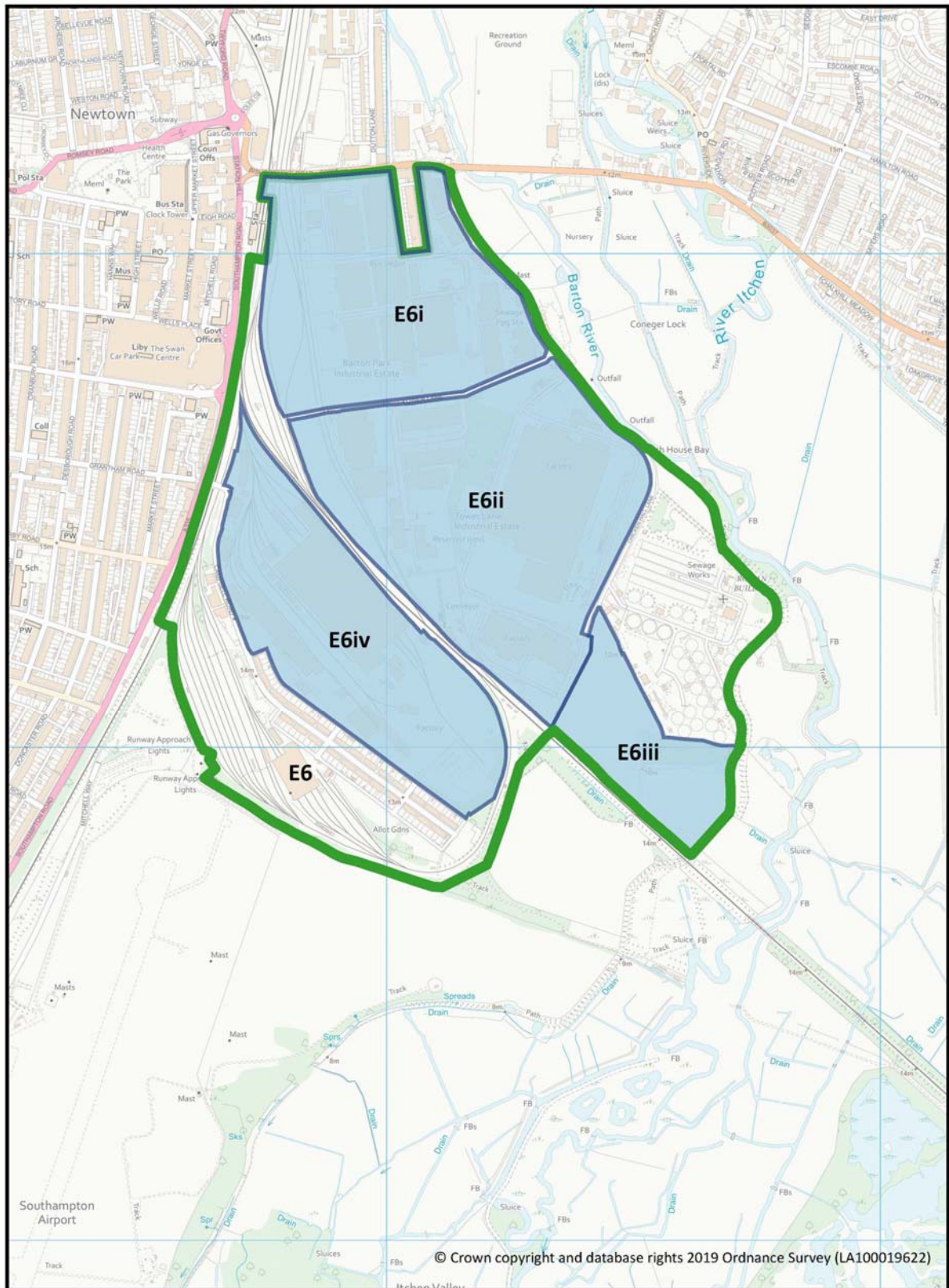
Action 13.24 Policy E6 part I

- confirm site area and provide site map

46. The site area of E6(i) Barton Park/Deacons Industrial Estates in the submitted Local Plan is 20.5 hectares.

47. The map below (figure 6) shows all the sites within policy E6. Site E6i is at the north of the site.

Figure 6 Components of site E6



Eastleigh - Employment



Action 13.25 Policy E6
Criterion h – the reference to the public safety zone needs to add “as shown on the policies map”
Para 6.4.34 – rephrase to clarify that Barton Road is not included within the site allocation

48. The changes to policy E6 are shown in modifications; MM97. The reference to Barton Road in paragraph 6.4.34 will be removed as an additional modification.

Action 13.26 Policy E7
– delete the note at the end referring to policy E9

49. This change is proposed in MM98.

Action 13.27 Policy E9
– ensure the policy wording and policies map are clear as to how different parts of the policy apply to the operational airport area and to the employment land
– policies map: amend the reference “E9a,b,c,d” as there is no criterion d
– support B1a office development subject to the sequential approach (subject to considering updated office target)

50. Modifications to policy E9 are set out in MM100.

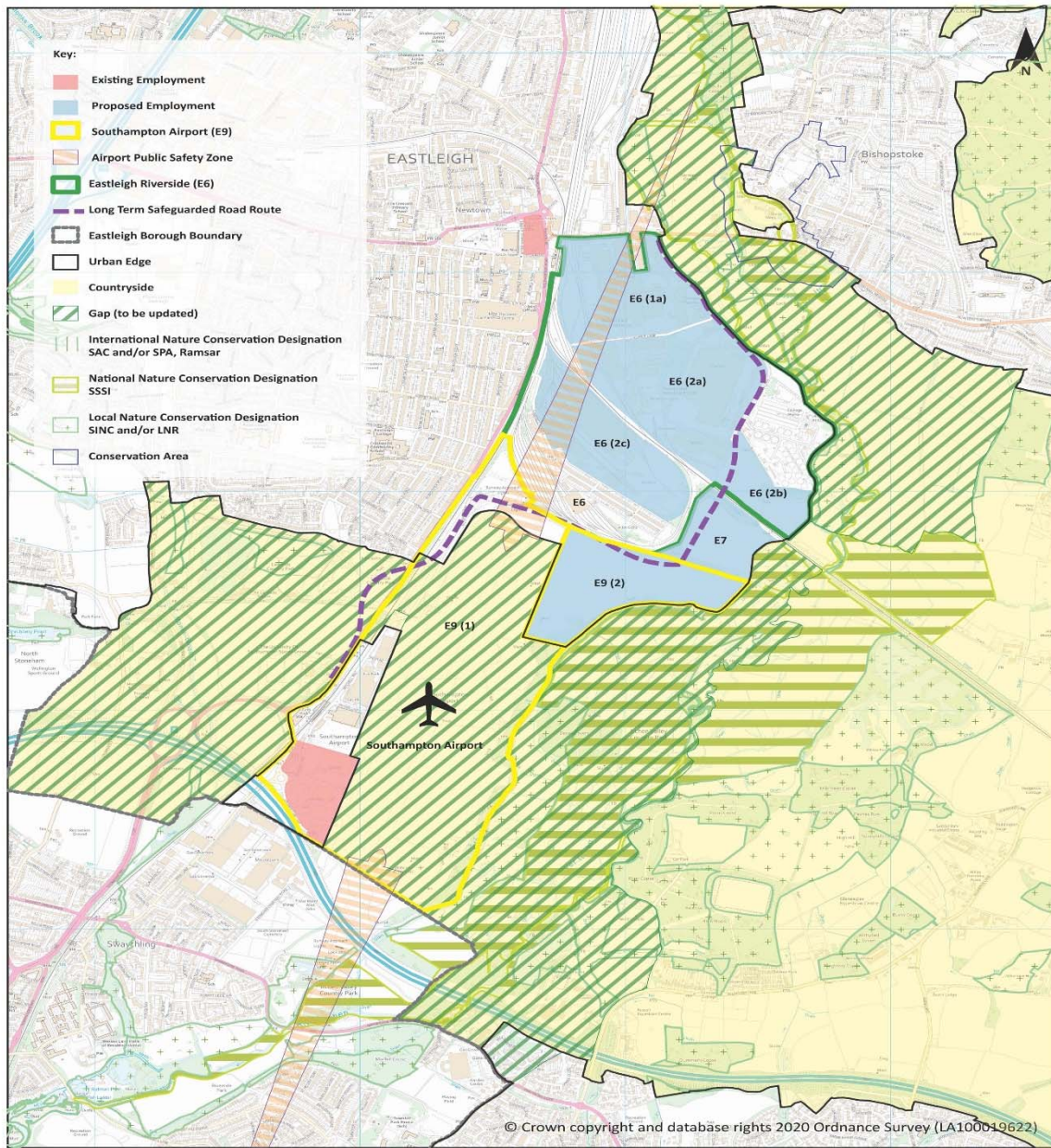
51. A site map will also be added that identifies the land northeast of the runway; E9 (2).

52. The main operational area of the airport is shown on the submitted policies map (SUB002) with a yellow boundary, countryside / gap shading, the words “Southampton Airport” and an aeroplane symbol and the annotation “E9”. The “E9” reference will be modified to refer to “E9 (1)”.

53. The Northern Business Park is shown with a yellow boundary, white shading and the annotation “E9a, b, c & d”. This will be modified to “E9 (2)”. For consistency, the white shading will be changed to light blue so that it is the same as E7 and E6 as an allocated employment site.

54. The changes to the Policies Map is shown below:

Figure 7 Policy Map changes for E9



Eastleigh - Employment
(extract from Policies Map - North)

Scale: 1:20,000
Date: June 2020
Dept: SP



Action 13.28 Policy DM15 – subject to further consideration by the Inspector – clarify safeguarding is for existing and allocated employment sites

55. As set out in Action 10.5, the Council is proposing to extend policy DM15 to safeguard allocated employment in addition to existing employment sites. This was not included in the schedule but will be added in if the Inspector agrees to this approach.

Action 13.29 Policy CF2

- amend the boundary to reflect the area which has planning permission
- define “noise sensitive uses” in the glossary

56. The change to policy CF2 is proposed in the modifications MM90. A glossary will be added in the Local Plan after Appendix C, MM123.