

SOUTH HAMPSHIRE STRATEGIC EMPLOYMENT ZONE

AREA ACTION PLAN

APPENDICES
May 2007

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Local Plan Review (2006)**

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These Appendices related to the Issues and Options version of the South Hampshire Strategic Employment Zone Area Action Plan which was published in May 2007.

Relevant Policies of the Adopted Eastleigh Borough Local Plan Review (2006)

The following policies of the Local Plan Review (2006) are particularly relevant to the Area Action Plan:

Policy 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.

Policy 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 SINIC.

Policy 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.

Policy 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).

Policy 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.

Policy 69.BE:

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

Policy 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.

Policy 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.

Policy 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 provided.

Policy 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.

Policy 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.

Policy 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.

Policy 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 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy 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;

- 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.

Policy 161.TA:

Proposals for appropriate tourist facilities in urban areas will be permitted subject to all the following criteria being met:

- 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
- 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.

Policy 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 the Council is satisfied that the environmental and traffic impacts of the development are acceptable.

Policy 75.LB:

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

Policy 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.

Policy 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.

Planning Policy and Other Relevant Strategy and Background Documents

Relevant National Policy Guidance

Planning Policy Statement 1: Delivering Sustainable Development

PPS1 sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.

Published alongside PPS 1 is 'The Planning System: General Principles'. This provides a general description of key elements of the planning system, including its structure the determination of planning applications and the Secretary of State's role (2005).

PPS3: Housing

Planning Policy Statement 3: Housing (PPS3) underpins the delivery of the Government's strategic housing policy objectives and our goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live (2006).

PPS4: Industrial, Commercial Development and Small Firms

This guidance sets out the Government's policy in respect of industrial, commercial development and small firms, advising on issues such as re-use of urban land, mixed uses and locational factors. It was, however, published in November 1992.

Planning Policy Statement 6: Planning for Town Centres

The Government's key objective for town centres is to promote their vitality and viability by:

- planning for the growth and development of existing centres; and
- promoting and enhancing existing centres, by focusing development in such centres and
- encouraging a wide range of services in a good environment, accessible to all (2005).

PPS9: Biodiversity and Geological Conservation

This guidance sets out planning policies on the protection of biodiversity and geological conservation through the planning system (2005).

PPG13 :Transport

This PPG's objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

It also aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

To deliver these objectives, the guidance says that local planning authorities should actively manage the pattern of urban growth, locate facilities to improve accessibility on foot and cycle, accommodate housing principally within urban areas and recognise that provision for movement by walking, cycling and public transport are important but may be less achievable in some rural areas (1994).

PPS22: Renewable Energy

This guidance sets out the Government's policies for renewable energy, which includes those energy flows that occur naturally and repeatedly in the environment (2004).

PPS23: Planning and Pollution Control

This guidance is intended to complement the new pollution control framework under the PPS Act 1999 and the PPC Regulations 2000 (2004).

PPS25 Development and Flood Risk

Planning Policy Statement 25 (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

Regional Planning Policy Guidance (The Draft South East Plan)

The South East Plan sets out a vision for the future of the South East region to 2026. The South East Regional Assembly (SEERA) submitted the draft South East Plan to Government in 31 March 2006 and it is timetabled for adoption in 2008.

The following are policy extracts from the draft South East Plan.

POLICY SH1:

OVERALL STRATEGY

Development in South Hampshire will be led by economic growth and urban regeneration. Portsmouth and Southampton will be dual focuses for investment and development as employment, retail, entertainment, higher education and cultural centres for the sub region. The other towns will play a complementary role serving their more local areas. These urban areas will be enhanced so that they are increasingly locations where people wish to live, work and spend their leisure time. Investment and improvements in transport will reflect this, as will the location of sites for development. High density development will be encouraged in the city and town centres, around public transport hubs and at other sustainable locations. Up to around 2016, development will be concentrated on existing allocations and other sites within existing urban areas plus a number of urban extensions. Thereafter, development will be concentrated on sites within existing urban areas and in two Strategic Development Areas. The scale and pace of land release for development will be related to the rate of economic growth taking place across the sub-region and to the provision of new infrastructure.

SUB-REGIONAL TRANSPORT STRATEGY

The transport and planning authorities will work together to:

- i Reduce the need to travel through the development of smarter choices, such as travel planning and measures to discourage less sustainable journeys
- ii Manage the strategic transport network for longer distance journeys (especially from/to the ports of Southampton and Portsmouth and Southampton Airport) and the local network for shorter journeys
- iii Invest in new schemes:
 - Motorway improvements (including selective widening and junction improvements)
 - Park and Ride schemes
 - A Premium Network of high quality public transport linking the area at high frequencies with associated priority measures
 - Local roads and bypasses
 - Rail improvements (both passenger and freight)

- Ferry services
- Access to Strategic Development Areas.

POLICY SH13:

AFFORDABLE HOUSING

Regional and local agencies will work together to provide new affordable homes to meet both the backlog of needs and the needs generated by future growth. On average 30-40% of housing on new development sites should be affordable housing.

A common policy framework will be developed by the South Hampshire authorities to ensure a consistent approach to the delivery of affordable housing. They will work together to establish the amount, types, sizes and tenure of affordable housing required in South Hampshire, the site size thresholds above which the affordable housing policy will apply, and how such provision should be funded. Local Development Documents will set the percentage of housing on development sites which must be affordable in order to contribute towards the sub-regional target.

POLICY SH14:

ENVIRONMENTAL SUSTAINABILITY

The South Hampshire authorities will:

- i Produce a common framework, for incorporation into Local Development Frameworks, that establishes density ranges for development related to accessibility to services and public transport, that favours development around transport hubs and community infrastructure within a reasonable radius to encourage pedestrian and bicycle movement, and where possible joins development to the natural environment through linked and accessible open spaces that promote both recreational opportunities and high biodiversity
- ii Jointly plan the infrastructure and approaches necessary to make effective management and use of natural resources an integral part of a growing economy in the sub-region
- iii Co-operate on assessment of and planning for effective coastal zone management to address the risk of sea level rise, and co-operate to minimise the risk of other forms of flooding
- iv Require new commercial and residential buildings in the sub-region to achieve at minimum an equivalent rating to Ecohomes/BREEAM Very Good, and post 2012 an equivalent rating to Ecohomes/BREEAM Excellent, with particular emphasis on water efficiency, unless such requirement is impractical due to the size of the development

- v Adopt measures to encourage the use of recycled materials in all construction
- vi Require developments to incorporate energy efficient passive solar design principles to the extent possible, promote high standards of energy efficiency in new and existing development, and require developers to provide at least 10% of energy demand from renewable sources in housing schemes of over 10 dwellings and commercial schemes of over 1,000 square metres
- vii Deliver a minimum of 100 MW of renewable energy in the sub-region by 2020
- viii Achieve a decrease of between 8% and 20% in water use (compared to the national average in 2005) for all new development, help promote more efficient water use in existing developments and require implementation of sustainable urban drainage systems where feasible in all new developments. The authorities will develop common policies to achieve these aims in their Local Development Frameworks.

POLICY CC1:

SUSTAINABLE DEVELOPMENT

The principal objective of the Plan shall be to achieve and to maintain sustainable development in the region. The strategy and policies of the Plan promote measures that contribute to:

- i. Achieving a sustainable economy
- ii. Promoting good governance
- iii. Using sound science responsibly
- iv. Living within environmental limits
- v. Ensuring a strong, healthy and just society. All public authorities shall ensure that their actions contribute to meeting the objectives set out in the Integrated Regional Framework.

POLICY CC2:

CLIMATE CHANGE

The strategy and policies of the Plan will promote measures to mitigate and adapt to the forecast effects of climate change and should be implemented through application of local planning policy and other mechanisms. Behavioural change will be essential in implementing this policy and the measures identified.

Mitigation, through reducing greenhouse gas emissions, will primarily be addressed through greater resource efficiency including:

- i. improving energy efficiency performance of new and existing buildings and influencing behaviour of occupants;
- ii. Reducing the need to travel and ensuring good accessibility to public and other sustainable modes of transport;
- iii. Promoting land use that acts as carbon sinks;
- iv. Encouraging development and use of renewable energy
- v. Reducing the amount of biodegradable waste landfilled. In addition, and in respect of carbon dioxide emissions, regional and local authorities, agencies and others shall include policies and proposals in their plans, strategies and investment programmes to help reduce the region's carbon dioxide emissions by at least 20% below 1990 levels by 2010 and by at least 25% below 1990 levels by 2015. A target for 2026 will be developed and incorporated in the first review of the Plan (and no later than 2011).

Adaptation to risks and opportunities will be achieved through:

- i Guiding strategic development to locations offering greater protection from impacts such as flooding, erosion, storms, water shortages and subsidence
- ii Ensuring new and existing building stock is more resilient to climate change impacts
- iii Incorporating sustainable drainage measures and high standards of water efficiency in new and existing building stock
- iv Increasing flood storage capacity and developing sustainable new water resources
- v Ensuring that opportunities and options for sustainable flood management and migration of habitats and species are not foreclosed.

POLICY CC4:

SUSTAINABLE CONSTRUCTION

The construction of all new buildings, and the redevelopment and refurbishment of existing building stock, will be expected to adopt and incorporate sustainable construction standards and techniques. This will include:

- i High standards of energy and water efficiency that exceed current standards required by the Building Regulations and reflect best practice

- ii Designing to increase the use of natural lighting, heat and ventilation, and the provision of a proportion of energy demand from renewable sources
- iii Reduction and increased recycling of construction and demolition waste and procurement of low-impact materials
- iv Designing for flexible use and adaptation to reflect changing lifestyles and needs and the principle of 'whole life costing'.

POLICY CC8b:

REGIONAL HUBS

Relevant regional strategies, local development documents and Local Transport Plans will include policies and proposals that support and develop the role of regional hubs by:

- i. Giving priority to measures that increase the level of accessibility by public transport, walking and cycling
- ii Encouraging higher density land uses and/or mixed land uses that require a high level of accessibility so as to create living centres;
- iii Giving priority to the development of high quality interchange facilities between all modes of transport

POLICY CC12:

CHARACTER OF THE ENVIRONMENT AND QUALITY OF LIFE

Actions and decisions associated with development and the use of land should actively encourage the conservation, and where appropriate the enhancement of the character, distinctiveness, and sense of place of settlements and landscapes throughout the region. Opportunities for creating a high quality environment should be sought, based on a shared vision that places emphasis on good design, innovation, sustainability and achieving a high quality of life.

Other Relevant Strategies and Policy Documents approved by the Borough Council

Eastleigh Borough Community Plan (2004) can be obtained from the Borough Council Offices or viewed at www.eastleighstrategicpartnership.org

The Eastleigh Town centre Strategy (2003) can be obtained from the Council's Head of Planning Policy.

Borough of Eastleigh Transport Strategy (2000)

Available from the Borough Council's Head of Engineering or can be viewed at www.eastleigh.gov.uk/PDF/Transport%20BETS.pdf

Strategy for the Parks and Green Spaces of Eastleigh 2007-2011

Available from the Borough Council's Head of Countryside and Recreation

The Housing Strategy for Eastleigh 2006-2011

Is available from the Borough Council's Head of Housing or viewed at

www.eastleigh.gov.uk

The Council's Prosperity Strategy 2005-2010

Can be obtained from the Council's Economic Development Manager or viewed at

www.eastleigh.gov.uk

The Eastleigh Air Quality Management Area

Details can be obtained from the Council's Head of Environmental Health or viewed at www.eastleigh.gov.uk/PDF/AQMA%20info.pdf

Documents approved by Hampshire County Council

The Hampshire Local Transport Plan 2006-2011

Can be obtained from Hampshire County Council or viewed at

www3.hants.gov.uk/transport/local-transport-plan.htm

Background Documents in Course of Preparation

EBC Employment Study

Final Report due: July 2007

SEEDA Study of Enabling Mechanisms

Final Report due: May 2007

APPENDIX 3

Policies from the adopted Eastleigh Borough Local Plan Review which will be replaced by policies and proposals in the AAP

The following is a list of Local Plan policies which will be superseded on the adoption of the AAP. Their full wording can be seen in Appendix 1.

56.BE	Barton park
57.BE	Barton Park
111.E	Former railway works
112.E	Prysmian Land
113.E	Wide Lane/Mitchell Way site
114.E	Northern Business Park
115.E	Airport Special Policy Area
121.E	Dutton Lane area safeguarding
164.TA	Conference centre at Barton Park

Consultation Undertaken to Date

The various stages could be characterised as:-

Pre-consultation – gathering many views on the issues and options from selected stakeholder groups.

Issues and Options Stage: still an opportunity to gather views, this time more widely. We try to reach every affected community. Also it is an opportunity to check the views of stakeholders.

Preferred Options: At this stage the Council will have adopted a position, “nailed its colours to the mast”. Consultation at this stage will involve an element of promoting the Council’s position. We will hope that constructive criticism does not contain any “show stoppers”. This might be an opportune time for use of a promotional DVD.

Who will we consult?	“Pre-consultation” stage	What means of consultation?
Public Sector Stakeholders (SEZ)	26 September 2006	Participative workshop
Eastleigh Strategic Partnership	28 September 2006	Presentation, leaflets, questionnaires
Southampton and Fareham Chamber of Commerce	4 October 2006	
Borough Councillors	1 November 2006	Participative workshop
Borough Council Staff		Various inc. intranet chat-room and unit workshops
Landowners and Business Interests including imminent investors	8 February 2007	Participative workshop
ELAC Borough Councillors	20 March 2007	Seminar – draft Issues and Options