

CABINET

21 July 2016

EASTLEIGH BOROUGH LOCAL PLAN WAY FORWARD

Report of the Planning Policy and Implementation Manager

Recommendations

It is recommended that Cabinet recommends to Council that:

- 1) The progress made on strategic transport schemes is noted;
 - 2) The Planning Policy and Implementation Manager, in consultation with the Leader of the Council, responds to the current Hampshire County Council consultation on Botley Bypass confirming the Council's view that the bypass is needed;
 - 3) The way forward for technical work, and specifically on housing need, is endorsed;
 - 4) The proposed approach to consider the role individual smaller sites can make to meet the Borough's development needs, is endorsed;
 - 5) The Council continues further technical and investigative work to evaluate the potential for strategic scale development in the northern part of Eastleigh Borough, including promotional activities in seeking funding and technical support; and
 - 6) The Planning Policy and Implementation Manager, in consultation with Cabinet, is authorised to engage specifically with neighbouring authorities on cross-boundary strategic planning issues, including development requirements and strategic infrastructure.
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Summary

Work is progressing on a new Local Plan to provide a framework for guiding development in the borough for the next twenty years. The plan will set out a strategy for development in the borough for the period to 2036. It will form part of the development plan, for use in determining planning applications, as well as giving communities and public and private infrastructure providers' certainty in planning for the future.

The aim of this paper is to advise Cabinet of progress on the Local Plan to date, including developments on sub-regional planning through the Partnership for Urban South Hampshire; progress on funding bids for strategic infrastructure; and the outcomes of the Issues and Options consultation on the Local Plan. Endorsement is then sought for the

proposed way forward for the plan and work outlined for the coming months.

Statutory Powers

Planning and Compulsory Purchase Act 2004.

Localism Act 2011

The Town and Country Planning (Local Planning) (England) Regulations 2012

Introduction

1. Work is progressing on a new Local Plan to provide a framework for guiding development in the borough for the next twenty years. The plan will set out a strategy for development in the borough for the period to 2036. It will form part of the development plan, for use in determining planning applications, as well as giving communities and public and private infrastructure providers' certainty in planning for the future.
2. The aim of this paper is to advise Cabinet of progress on the Local Plan to date, including developments on sub-regional planning through the Partnership for Urban South Hampshire (PUSH); progress on funding bids for strategic infrastructure; and the outcomes of the Issues and Options consultation on the Local Plan. Endorsement is then sought for the proposed way forward for the plan and work outlined for the coming months.
3. This report should be considered alongside the 14 June Cabinet report on the results of the Issues and Options consultation for the local plan, the draft consultation document itself, the accompanying Sustainability Appraisal of the options and the Habitat Regulations Assessment and other supporting material produced for the consultation which is available on the Council's website at <https://www.eastleigh.gov.uk/planning-building/planning-policy-and-implementation/local-plan/emerging-local-plan-2011-2036.aspx> .

PUSH Position Statement

4. Members will be aware that PUSH has been working on a review of the South Hampshire Strategy since 2014. Cabinet considered a paper at the meeting of 21 May 2015 which recommended proposals for assisting in a consultation PUSH was expected to undertake on an options document in the summer of 2015.
5. The document was not published at that time, but PUSH has since progressed its technical work, including an update to the Strategic Housing Market Assessment (SHMA), Transport Study and Sustainability Appraisal. These have been used to inform PUSH's considerations of options for development across South Hampshire and the Isle of Wight.
6. Leading on from that technical work, at its meeting of 7 June 2016 the PUSH Joint Committee noted the completion of a Position Statement setting out the outcomes of work to date. That Position Statement and the associated technical documents are

now available on the PUSH website at http://www.push.gov.uk/work/planning-and-infrastructure/push_spatial_position_statement_to_2034-2.htm and will inform the production of local plans in the PUSH area.

7. The Position Statement addresses important issues concerning the distribution of future development across south Hampshire, potential major development locations in the longer-term, and key infrastructure to support sustainable growth. It is important to note that the Position Statement is not a spatial strategy – rather it documents the level of agreement reached by partner authorities in considering how to meet the development needs of the PUSH area in a sustainable way.
8. The Position Statement identifies the need for new housing and development for employment uses. It distributes development totals to each of the local authority areas in a way which aims to meet needs to 2026, and a very high proportion of needs to 2034 and significantly increases the rate of development across South Hampshire in response to the evidence on housing need. The statement identifies a distribution of housing across the sub-region. This includes a figure of 650 dwellings per annum for Eastleigh Borough. Given the drive for housing growth, and the fact that the Position Statement does not contain proposals for how all the identified housing needs in the Southampton Housing Market Area can be met, the targets are expressed as minima to be tested further through Local Plans.
9. The Position Statement also states that, based on preliminary desktop studies of site constraints, there is potential capacity in the northern part of Eastleigh Borough to accommodate strategic-scale mixed use development. This conclusion was reached following a comprehensive assessment of the PUSH area. Assessed factors included environmental and other designations, categorised according to the strength of protection afforded to them by the National Planning Policy Framework; countryside gaps; the potential to create new or expanded communities; transport infrastructure (walking / cycling, bus, rail, road, and the potential for improvements); water / waste water and green infrastructure.
10. However, the Position Statement is clear that a district's housing requirement and the location of any strategic development must be established through a more detailed (localised) consideration of environmental constraints and infrastructure requirements. It is the Eastleigh Local Plan which will determine these issues – not the PUSH Position Statement. Those issues are considered further elsewhere in this report.
11. Further technical work on cross-boundary planning issues is currently being undertaken on behalf of PUSH, and may be supplemented by further joint working by local authorities under the Duty-To-Cooperate, and potentially by any devolved authority arrangements agreed for this area. Therefore confirmation is sought that officers engage with neighbouring authorities on strategic cross-boundary issues outside of the PUSH process as and when required.
12. Although the PUSH Position Statement covers the period to 2034, it is recommended that the Eastleigh Local Plan covers the period to 2036 in line with the Issues and Options consultation document. A longer overall Plan period gives all parties greater certainty and provides greater scope for dealing with some of the strategic issues the borough faces, including the backlog of housing delivery.

Strategic Transport Infrastructure

13. Following on from the Eastleigh Strategic Transport Study, work has progressed on a number of transport initiatives.
14. **Southampton Airport Economic Gateway.** A substantial amount of work was undertaken to progress the Chickenhall Lane Link Road between 2005 and 2009, largely fuelled by economic drivers at the time. The scheme was costed in the order of £120m. Following an indication in the 2016 Budget that the Chickenhall Lane Link Road would be eligible to bid for funding from the Local Majors Transport Fund, the Solent Local Enterprise partnership (LEP) is progressing a bid with Hampshire County Council as Highways Authority for revenue funding from the Large Local Major Transport Scheme Fund to develop proposals further. Such proposals would, if delivered in whole or in part, unlock access to the previously identified employment land at Riverside and Southampton Airport.
15. **Botley Bypass.** On 31 March 2016 the Hampshire County Council Executive Member for Environment and Transport agreed a recommendation to update the historic route for Botley Bypass, undertake consultation, notify both Eastleigh Borough and Winchester City Councils of the alignment, and request appropriate provision in Local Plans. A Transport Business Case has been prepared by Hampshire County Council in support of a bid for Local Growth Fund funding from Government via the Solent LEP. Overall the total construction costs of this scheme are now estimated to be £22-£24m.
16. Hampshire County Council is currently consulting upon the preferred route and design of the bypass. It is proposed to respond to the current consultation confirming the Council's view that the bypass is needed.
17. **Solent Metro.** The Solent LEP Strategic Transport Investment Plan was published in May 2016. The Plan proposed investment in a new metro-style system and the LEP is seeking revenue funding from the national Large Local Major Transport Scheme Fund to develop this concept further, focusing on the potential for tram-train technology in the west of the sub-region and an extension of bus rapid transit in the east.
18. **Eastleigh Town Centre.** Funding has been sought via the One Public Estate partnership for re-development proposals which would help to facilitate proposals which would enable significant improvements to the A335 Twyford Road / Romsey Road / Station Hill / B3037 Bishopstoke Road Junction in Eastleigh town centre, improving capacity and reducing congestion.
19. **North Bishopstoke Bypass.** Hampshire County Council has progressed high-level technical work in consultation with the Environment Agency and Natural England to determine potential route options for a bypass. Discussion is taking place with Network Rail regarding the railway underpass on Highbridge Road, and with third party landowners for the Albrook Hill link. No showstoppers have yet been identified. The costs of the new road are estimated to be in the region of £31m.
20. **South Bishopstoke Bypass.** Hampshire County Council has progressed high-level technical work in consultation with the Environment Agency and Natural England to

determine potential route options for a bypass. No showstoppers have yet been identified. The costs of the new road are estimated to be in the region of £30m.

21. Finally, through the consultation process officers were asked about the deliverability of **Junction 6 of the M27**. Meetings have been held with Highways England where it was confirmed there remain no plans for the progression of this scheme.
22. It should be recognised that it is unlikely that all of the transport improvements listed here will be delivered. However, taken together with the remaining initiatives outlined in the Eastleigh Strategic Transport Study, there are a number of opportunities to significantly improve transport links across the borough.
23. The deliverability of these transport improvements has the potential to be a significant factor in finalising the development strategy for the borough.

Issues and Options Consultation

24. On 10 December 2015 Council approved the publication of the Issues and Options document for the Eastleigh Local Plan 2011-2036, along with supporting documents for an 8 week period of public consultation. The consultation document was published for consultation on 23 December 2015, with a closing date for representations of 17 February 2016. The appraisals and assessments that informed the Issues and Options were also consulted upon at this time.
25. Full details of the consultation outcomes were reported to Cabinet on 16 June 2016. It should be recognised that these representations raise a number of significant issues regarding the delivery and sustainability of the spatial options set out in the Issues and Options document. Points concerning policy options have also been raised, often with regard to issues which have seen a change in legislation or guidance since the 2011-29 Plan was prepared.
26. The issues raised in this consultation have highlighted a range of additional technical work required to inform the next formal stage in the plan-making process, including (but not limited to) -
 - An analysis of gaps to address the settlement pattern in the borough;
 - A landscape sensitivity assessment;
 - Further work on transport modelling and deliverable transport improvements;
 - An assessment of the ecological and environmental impacts of new development;
 - The impacts of Starter Homes and other factors on the housing strategy for this borough;
 - Work on the viability of development;
 - A full Infrastructure Delivery Plan identifying the infrastructure needed to support delivery of the Plan and the mechanism for securing its delivery;

- Investigating environmental limits of development in this borough, including the capacity of waste water treatment works;
 - An assessment of the green infrastructure of the borough to ensure a high quality environment is maintained.
27. This work will be prepared and refined over the coming months to inform the next stage of consultation on the emerging Plan.
28. However, given the responses received to date and relevant evidence, initial consideration of the consultation outcomes can indicate the way forward for the preparation of the Plan. These are discussed in the following sections.

Housing Needs

29. The appropriate level of housing needs will be determined through the Local Plan process. The National Planning Policy Framework seeks to boost significantly the supply of housing. The Issues and Options consultation has raised many significant issues relating to the delivery of additional development. The extent to which the borough can achieve this boost in housing delivery will need to be tested further before the plan is finalised.
30. The Issues and Options Consultation considered four scenarios on the level of housing required in the Borough. The sustainability appraisal document considered this issue on pages 27-32. The consultation set out a range of scenarios of housing requirements to be considered in the plan-making process. Since then, evidence has continued to emerge, from commissioned reports, the PUSH technical work, and Inspector's decisions on planning appeals which has informed the current position on the Borough's housing requirement. Put simply – the demographic drivers have fallen since the PUSH 2014 SHMA was produced, but other factors – the views of Inspectors on the need for affordable housing and market signals, and the duty to cooperate – are indicating a higher figure.

Evolution of Housing Evidence

31. The Council commissioned evidence on the Borough's Objectively Assessed Housing Need which was considered by Cabinet in March 2016. On that evidence, Cabinet resolved to adopt an interim housing figure of 590 dwellings per annum as the basis of calculating its five year land supply requirement and determining planning applications. This decision took into account the best available advice on housing projections and housing need to arrive at a borough wide housing requirement, but did not consider any adjustment the Council may be required to make as a result of wider housing need in the Southampton Housing Market Area (which is a matter for the Local Plan).
32. The Inspector at the recent Appeal at Bubb Lane rejected that figure, preferring a figure of 630 dwellings per annum. A report to be considered by Cabinet on 14 July 2016 recommends that figure as a new interim housing requirement.
33. Members may be concerned about the potential impact on housing numbers of the recent referendum to leave the European Union. However, the impact of this vote on international migration is far from certain at this time. In any event, the National

Planning Policy Framework and Planning Practice Guidance are unchanged and there is no basis for revising, at this time, the population projections published by the Office for National Statistics which form the basis of the assessment of housing need.

34. Against that evidence, and with reference to the responses received in the Issues and Options consultation, the following paragraphs consider each of the scenarios set out in the Issues and Options consultation in turn, with reference to emerging evidence on housing needs and the Council's responsibilities to consider the housing needs of the wider area under the Duty to Cooperate, particularly considering the PUSH position Statement discussed in paragraphs 4-12 of this report.

Examining Housing Ranges

35. The lower end of the range of housing numbers consulted on (520-584 dwellings per annum), was derived from the summer 2015 study looking at the Borough's own housing needs only. Given the technical evidence outlined above, the methodology of assessing housing needs set out in the Planning Practice Guidance, the need for the Borough to address wider housing needs under the duty to cooperate and the outcomes of recent planning appeal decisions, it is considered extremely unlikely that the lowest level of housing requirements (520-584 dwellings per annum) would be considered sound by a planning Inspector.
36. The second range of housing numbers (615-677 dwellings per annum) was produced using the 2014 PUSH SHMA. Although the SHMA assessed housing needs across the sub-region, no reallocation of housing between districts was proposed. Therefore again, this number was derived from looking solely at evidence available at that time of the Borough's housing need.
37. Since this range was published, PUSH has published a Position Statement setting out a housing requirement of 650 dwellings per annum for the borough. This figure does fall within the second range set out in the Issues and Options consultation. However, it was prepared on a different basis to the housing range in the Issues and Options paper, including an element to factor in additional requirements to help meet the wider needs arising within the Housing Market Area, through the Duty to Cooperate.
38. However, both the overall level of housing need in the wider Southampton Housing Market Area and the appropriate proportion of that which should be delivered in Eastleigh are subject to challenge, and therefore the PUSH Position Statement figure cannot be taken as a given in the new Local Plan. This is exacerbated by the failure of the PUSH Position Statement to demonstrate how unmet housing needs arising elsewhere in the Southampton Housing Market Area will be met under the "Duty to Cooperate". Further work will be required to determine if there is a need to increase delivery above this 650 dwellings per annum figure.
39. Finally, the Issues and Options consultation set out two further scenarios of housing growth (743-747 dwellings per annum and 830 dwellings per annum). Both of these options were prepared taking into account to varying degrees estimates of unmet housing need in the wider housing market area under the duty to cooperate. The view expressed in the PUSH position statement is that levels of growth at this level would be constrained by the rate of development which is achievable over the Plan period.

In addition, further work will be required to test any additional environmental or other constraint which would act as a ceiling on levels of development.

40. In these circumstances, it will be for Eastleigh Borough Council to demonstrate that the level of housing proposed in the new Local Plan responds positively to the level of housing need in the Housing Market Area and other factors outlined at the start of this section. It is proposed that a target of 650 dwellings per annum informs this stage of the Plan process, and that further work is undertaken as part of the Plan process to consider the presence of both needs and also the presence of ceilings to development (either through deliverability, environmental constraints or the delivery of any necessary infrastructure). Members are advised that further work on these points will be required on housing needs and any constraints, before a preferred option for the new Local Plan is determined.
41. On the basis of a 650 dpa figure, to inform consideration of the work to be undertaken, the total housing requirement over the Plan period 2011-2036 would be 16,250 dwellings. The most recent assessment of housing land supply shows completions to date and capacity within the urban areas totalling 4,666 dwellings. The document also identifies greenfield sites with permission and with resolution to permit totalling 5,285 dwellings. These figures will be updated and refined in response to a further investigation of the capacity of the urban areas and any further planning permissions or appeals granted, along with a continuing assessment of the level of housing development outlined in paragraph 38 of this report. Nonetheless, some additional 6,300 homes are likely to be required on additional greenfield sites.

Towards a Development Strategy

42. Given the likely overall development needs discussed above, and the current focus on delivering and maintaining a five-year supply of housing, there is likely to be a need for a range of sites to ensure that a supply of housing is maintained. The spatial options consulted upon in the Issues and Options consultation looked at broad locations within the borough and set out estimates of the levels of development which could be achieved. One spatial option looked at what might be deliverable following an approach of relatively smaller extensions being brought forward in a number of settlements. The sites put forward in that option had an estimated capacity to deliver some 5,000 dwellings. The issues and options consultation appraised this area under spatial option A. The sustainability appraisal document considers this spatial option in pages 43-54 and the interim findings of the sustainability appraisal are summarised on page 32 of the Issues and Options consultation document.
43. The key test of deliverability and the emphasis on maintaining a supply of housing during the Plan period set out in the NPPF indicate that a development strategy which does not **wholly** rely on large scale strategic development is preferable. It is also noted that there was some support for this option at the Issues and Options consultation.
44. However, areas that were included in the published Option A have a number of issues regarding their suitability. Some areas fall within options for strategic scale development considered elsewhere in this report; others have recognised traffic and other issues (land south of Bursledon and Hamble Airfield), others lie within strategic gap (land west of Hedge End). Therefore it should be stressed that the

recommendation is *for the approach to be followed* in progressing the delivery of the Plan – i.e. examining the role smaller sites can play in the overall development strategy – *not the inclusion in the plan at this stage of those sites shown under Option A in the Issues and Options consultation document.*

45. On that basis, further work to consider the role individual smaller sites can make to meet the Borough's development needs is recommended. That includes considering alternatives and additional smaller sites to the areas outlined in Option A of the Issues and Options consultation. It should be recognised however that this option, has limited scope to deliver significant new infrastructure, including new transport schemes to address congestion issues.
46. Turning to the remaining Spatial Options of the Issues and Options consultation, Options F, G, and parts of Options B, C and D were included within Option A and their relative merits will be considered and developed further as part of this process where strategic development is not considered appropriate. Option F (land around Botley associated with Botley Bypass) is now being promoted by Hampshire County Council and was included in the previous Local Plan consultation, and Option H (River Side) is also has potential to contribute to this approach.
47. However, given the levels of housing likely to be required in this plan period, it is considered that this approach not be able to deliver the levels of development Borough needs on its own. Therefore given the levels of housing need, it is appropriate to continue work considering the potential to deliver sustainable development on a strategic scale.

Strategic Scale Development

48. Strategic scale developments can play a significant role in delivering housing growth. They have been a feature in a number of Hampshire authorities in recent years, with proposals at Welborne in Fareham, Whitehill & Bordon in East Hampshire, Aldershot Urban Extension in Rushmoor and Manydown in Basingstoke.
49. Strategic scale developments provide the opportunity for new communities to be planned from the outset with comprehensive master planning and mechanisms for securing the appropriate infrastructure when it is required. In the case of Eastleigh, there is the opportunity to capitalise on assets including the links to the wider Hampshire economy and a high quality natural environment to create a sustainable community.
50. However, it must be acknowledged that planning, funding and delivering strategic scale development is subject to additional challenges over and above those for smaller scale development, and for that reason it is recommended only as part of a balanced development strategy which allows for sufficient time for such a large-scale development to begin to deliver.
51. Government has recognised that there are significant challenges to delivering strategic development. Therefore bespoke advice and assistance is available to authorities considering bringing strategic scale developments forward. To that end, options for securing assistance with the testing, promotion, and delivery of larger scale strategic development should be pursued. In addition, site promoters should be encouraged to

proceed with additional work on strategic sites to provide additional understanding of what is deliverable. Therefore permission is sought to continue further technical and investigative work in exploring the potential for strategic scale development in the northern part of Eastleigh Borough, including promotional activities in seeking external funding and technical support.

Strategic Locations

52. As discussed in paragraph 9, the PUSH Position Statement identifies the northern part of Eastleigh Borough as having potential for strategic scale development. The Issues and Options consultation outlined a number of broad spatial options for locating development. Of the locations identified in that consultation, there are two areas which are considered to have the capacity to deliver development at a strategic scale.

North Bishopstoke and Fair Oak

53. The area north of Bishopstoke and Fair Oak (Options B and C in the Issues and options consultation) provides a theoretical capacity of up to 6,200 dwellings and associated uses. The issues and options consultation appraised this area under spatial options B and C. The sustainability appraisal document considers these spatial options in pages 55-72 and the interim findings of the sustainability appraisal are summarised on pages 34 and 37 of the Issues and Options consultation document.
54. It is understood to be dependent upon and support the delivery of strategic transport improvements including the North Bishopstoke Bypass outlined in the Eastleigh Strategic Transport Statement. Responses to the Issues and Options consultation have raised a number of issues which will need to be addressed in the coming months before deliverability can be confirmed.
55. However, information available on requirements for strategic infrastructure (in particular, transport and education – often two of the most significant items) indicates that infrastructure costs are similar to other strategic development proposals which have been part of development Plans which have been found sound at Examination – an important indication that the development should be viable. It should be noted this option includes some of the broad areas considered under Option A in the Issues and Options consultation.

North of West End, Allington Lane

56. The area north of West End, around Allington Lane also has capacity for strategic scale development. The bulk of the land previously promoted for development fell within the area identified as Option E in the consultation, with the remainder falling within the southern part of land identified as Option D. The sustainability appraisal document considers these spatial options in pages 73-88 and the interim findings of the sustainability appraisal are summarised on pages 39 and 42 of the Issues and Options consultation document. Proposals for a Major Development Area (MDA) were previously promoted and considered by this Council. Comprehensive development of the MDA was previously associated with delivery of Chickenhall Lane Link Road and is still understood to be dependent upon it.

57. It should be noted that the resolution to permit the land known as west of Horton Heath for 950 dwellings plus associated uses means that the original MDA concept cannot be delivered, but there is still significant amount of land which could potentially be developed.
58. The total area identified as Option E has a theoretical capacity of approximately 2,250 homes and the total area identified as Option D has a theoretical capacity of 2,300 homes. The northern part of Option D has been identified as having potential for a settlement extension as part of the approach in Option A, associated with the South Bishopstoke Bypass
59. Responses to the Issues and Options consultation has raised a number of significant issues which will need to be addressed in the coming months before deliverability of strategic scale development within the Plan period can be confirmed. Development of the whole of land identified under option E, if combined with option D, would lead to the coalescence of settlements. The estimated infrastructure costs (specifically, the substantial estimated costs of the Chickenhall Lane Link Road) also raise significant concerns over the deliverability of this strategic scale development focused on the Allington Lane area within the Plan period. Therefore although it cannot be categorically ruled out the delivery of strategic development in the area must be seen as doubtful at this time.
60. Officers will investigate and challenge these proposals further alongside assessments of the options including their sustainability to enable a preferred option to be selected.

Financial Implications

61. There are no financial implications for the Council associated with this report other than those within agreed budgets. Funding support will be sought to assist with the additional technical work required to deliver strategic scale development. Cabinet will be updated as necessary.

Risk Assessment

62. To comply with the law for Sustainability Appraisal/Strategic Environmental Assessment, it is essential that the likely significant effects of the plan and the alternatives are identified, described and evaluated in a comparable way. Therefore the Council will be undertaking a continual process of testing decisions and judgements about the preferred options selected for inclusion in the Local Plan and alternatives, alongside, and in support of, the work outlined in this report on the way forward. The legislative requirements are such that a final decision on preferred options can only be made once refined options are tested, and outline reasons for not adopting alternatives are provided. The testing and evaluating of options for strategic development and engagement with neighbouring authorities will be public in nature to allow for a fair and public analysis of what the Council regards as reasonable alternatives to meeting the Plan objectives.
63. The Government has made it clear that an increase in the level of new housebuilding is a priority. It is vital that the Council has an up to date Local Plan in place as soon as possible, alongside a five-year land supply, in order to avoid the risk of development proposals not in accordance with the Council's preferred direction being submitted and

approved on appeal. The Council has already received a number of such 'hostile' planning applications and more are believed to be pending.

64. As with all local plans, the development strategy may face serious challenges from both the development industry and other interested parties. It is therefore essential that the plan is under-pinned by a robust and up to date evidence base and reasoned justification.
65. The biggest risk to delivery of the plan is provision of infrastructure. The provision of necessary infrastructure is a prerequisite for delivery of the Plan, but proposals which rely on significant infrastructure to unlock their development potential, such as new transport links, have the potential to not come forward in a timely manner. To mitigate this risk the Council will need to undertake further feasibility and deliverability work to inform an Infrastructure Delivery Plan to demonstrate how the necessary infrastructure will be secured.
66. The Housing and Planning Act 2016 conferred additional powers on the Secretary of State regarding the ability to direct the preparation of all or part of a Local Plan. To mitigate this risk the Council should expedite the delivery of the Local Plan as quickly as possible in accordance with a credible, deliverable timetable.

Equality and Diversity Implications

67. The Equality Act is not relevant to the decision in this report as the decision does not relate to eliminating discrimination, advancing equality of opportunity, or fostering good relations between different people. An Equality Impact Assessment has not been carried out.

Conclusion

68. This report summarises progress on the Local Plan to date, including developments on sub-regional planning through PUSH; progress on funding bids for strategic infrastructure; and the outcomes of the Issues and Options consultation on the Local Plan in relation to an emerging spatial strategy for the borough. Approval is sought for Member endorsement of how the Plan is carried forward from here.
69. The work identified in paragraph 26 of this report, and the recommendation to continue work on investigating and testing strategic scale development options, have implications for the work programme. Once Members have agreed the way forward officers will finalise a detailed project plan for the delivery of the Local Plan for consideration by Cabinet in September (i.e. the next meeting after the summer break) taking into account resourcing requirements.
70. Cabinet it therefore requested to consider the contents of this report and make recommendations to Council as set out.

TOBY AYLING
PLANNING POLICY AND IMPLEMENTATION MANAGER

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Appendices Attached: None.
*Report No RPP532

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information.

None.