



Eastleigh Borough Local Plan 2016-2036



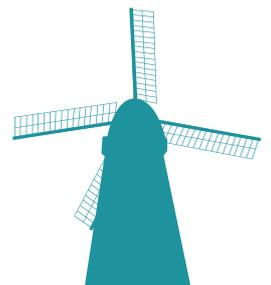
# Eastleigh Borough Local Plan 2016-2036

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## Statement of Common Ground between Eastleigh Borough Council and the South Downs National Park Authority

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October 2019



## 1. **Summary**

- 1.1 The South Downs National Park Authority (SDNPA) and Eastleigh Borough Council (EBC) agree that the changes to the Eastleigh Local Plan set out below are appropriate in order to address the key concerns raised by the SDNPA in their 'regulation 20' representation.

## 2. **Introduction**

- 2.1 This statement addresses the 'regulation 20' representations made by the South Downs National Park Authority on the Eastleigh Borough Local Plan (2016 – 2036). It is not binding on either party, but confirms the agreed position with respect to the Eastleigh Local Plan 2016-2036 for the purposes of the Local Plan Examination. The SDNPA reserves the right to comment further on matters of detail relating to the Plan policies, text or evidence base.

- 2.2 By way of context, both parties recognise that Section 62 of the Environment Act 1995 requires all relevant authorities, including local authorities such as Eastleigh Borough Council, to have regard to the purposes of national parks. These are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
- To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

## 3. **Policy S1 – Delivering Sustainable Development**

- 3.1 Policy S1 new policy criterion after ix:

“have regard to the purposes of the South Downs National Park, including regarding its status as an International Dark Night Skies reserve”

- 3.2 and include a footnote to this criterion to state:

“The National Park purposes are to conserve and enhance the natural beauty, wildlife and cultural heritage of the area; and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.”

#### **4. Policy DM8 – Pollution**

##### 4.1 Amend criterion iv:

“light intrusion, both generally and with respect to the South Downs National Park’s status as an International Dark Night Skies reserve”

##### 4.2 Paragraph 5.49 already makes an appropriate supporting reference to the South Downs although a factual addition should be made:

“Light: Lighting can have a significant impact on people’s perception of their environment and the South Downs to the north east of the borough is specifically designated as a Dark Sky reserve due to its low levels of light pollution (the areas of the National Park closest to the Borough are designated as Dark Sky Zone E1(b) Transition Zone in the South Downs Local Plan dark night skies policy)”.

#### **5. Policy S5 – New Communities, land north of Bishopstoke and land north and east of Fair Oak**

##### 5.1 It is agreed that the SGO policy boundary has been drawn to exclude the area of landscape with high sensitivity to change associated with local views from the national park.

##### 5.2 Policy S5: Amend first paragraph:

“...Development will be in accordance with the principles of development set out in this policy; and also in accordance with the North of Bishopstoke and Fair Oak Supplementary Planning Document and a detailed masterplan to be approved by the Council, both of which will be prepared in close consultation with all relevant parties....”

##### 5.3 New paragraph after paragraph 4.25:

“The North of Bishopstoke and Fair Oak SPD, and the more detailed masterplan, will accord with the principles set out in policy S5. They will be prepared in consultation with all relevant parties. These will include Winchester City Council, the South Downs National Park Authority, Bishopstoke Parish Council, Fair Oak and Horton Heath Parish Council, other Parish Councils in the wider affected area, environmental / woodland organisations, the highway authorities, transport operators, education and health authorities, utility providers, other local service providers, businesses, the developers and landowners, and any other relevant parties as set out within the Council’s Statement of Community Involvement.

“The South Downs National Park boundary lies approximately 1 kilometre to the east of the SGO boundary. In accordance with its statutory duty the Council will have regard to the need to conserve and enhance the natural beauty, wildlife and cultural heritage of the area, and promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public. The design of the development, green infrastructure and traffic management measures, as set out in the SPD and detailed masterplan, will have regard to these objectives, and to the South Downs Green Infrastructure Framework, the Council’s SGO landscape sensitivity background paper, the Landscape and Visual Baseline Report, and be informed by a detailed landscape impact assessment. Traffic issues are set out in paragraph 4.30 below.

- 5.4 The SDNPA has expressed significant concern regarding the increase in vehicle movements through Owslebury, Upham and Twyford likely to result from Policy S5. Since the consultation closed, EBC has received new transport evidence which shows a potentially significant increase in vehicle movements over an average 12 hour period on roads in the South Downs National Park, resulting from the SGO and associated link road (ED 18). The SDNPA’s concern has become greater as a result of this new evidence.
- 5.5 EBC consider that the strategic transport model is likely to be over estimating the likely increase in vehicle movements because it does not incorporate the ‘country lane’ nature of the roads. This is explained in more detail in ED 18.
- 5.6 Nevertheless, EBC and the SDNPA agree that a more detailed and specific mitigation strategy will need to be in place to ensure that the special qualities of the National Park’s rural roads and settlements are preserved, to ensure the SGO is delivered whilst meeting the obligations on public authorities set out in the introduction section above.
- 5.7 SDNPA consider that this detailed and specific mitigation strategy needs to be in place ahead of the Local Plan adoption. EBC consider that a detailed mitigation strategy is not needed at this stage, but that the Local Plan should require such a strategy prior to the granting of outline planning permission. This will ensure a specific mitigation strategy for the South Downs National Park is factored into the section 106 developer contributions legal agreement and Infrastructure Delivery and Phasing Plan, based on a Transport Assessment specific to the SGO planning application, to ensure the effective delivery of the SGO whilst meeting the obligations on public authorities set out in the introduction section above.

5.8 Notwithstanding the unresolved concern highlighted, Criterion 10a includes a requirement for the developers to make an appropriate financial contribution towards the provision of transport measures, including off site measures within the South Downs National Park. It is agreed this statement should be strengthened. It is suggested this can be achieved within the policy by adding:

“...and within the South Downs National Park, having regard for ‘Roads in the South Downs’”

5.9 and add to the end of paragraph 4.30:

“Where this assessment predicts a material increase in traffic within the South Downs National Park, funding for measures will be provided by the development specifically to mitigate the predicted volume increase in traffic movements having regard to the purposes of the National Park. This will be based on a specific mitigation scheme to be incorporated within the infrastructure and delivery plan to be considered as part of the outline planning application, and secured by a planning obligation (section 106 agreement). It will be necessary to conserve and enhance the rural character of the roads, discourage the use of minor roads as through routes, and ensure the cohesiveness of communities. Measures will have regard to the South Downs National Park Authority’s ‘Roads in the South Downs’ document, which is a material consideration for decision-making purposes in the National Park given it is referred to in South Downs Local Plan Policy SD21”.

5.10 And include a footnote to provide citation for ‘Roads in the South Downs’:

“Roads in the South Downs – Enhancing the safety and quality of roads and places in the National Park (Hamilton-Baillie Associates, 2015)”

5.11 Criterion 15, amend:

“...Green infrastructure will be designed to create, maintain and enhance ecological networks, and attractive green routes through the development to key destinations including the wider countryside and South Downs National Park for pedestrians, cyclists and horse riders....

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