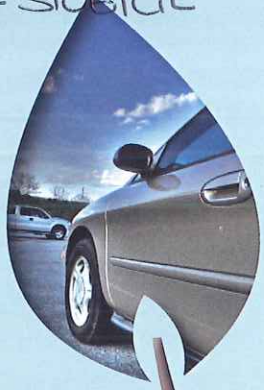
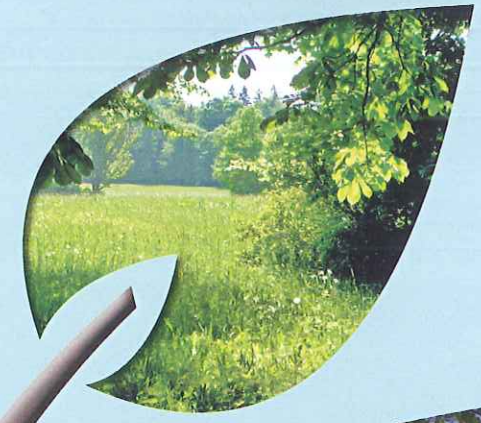
Contributions
Dm23 – Transport
Dm32 – POS
Dm35 – Com Inf
Dm37 – S106/CIL

Adverts
Dm1 – General
Dm23 – Transport
NPPF – Cumulative

New Dwellings
Dm1 – General
Dm2 – Sus Dev
Dm24 – Parking
Dm25 – Resi Dev
Dm29 – Internal Space

Listed Consent
Dm10 –









Eastleigh Borough Local Plan 2011 - 2029

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EASTLEIGH BOROUGH COUNCIL

these are necessitated by the development and proportionate to the scale of development.

Development proposals in excess of those outlined in appendix B of the DfT 'Guidance on Transport Assessment' that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as Travel Plans[72] to reduce car use.

New development intended to serve or accommodate large numbers of people will only be permitted in locations that as well as having adequate road access, are or can be served by means of transport other than the private car, including bus, train, cycle and pedestrian access.

5.107 It is important that new development can be accessed safely, and that to help manage car use, development is wherever possible accessible by means of transport other than the private car. The layout of larger scale sites should provide for access by public transport vehicles. The related requirements of the Local Transport Plan and the Eastleigh Borough Transport Statement are set out in Appendix A, paragraphs A10 to A12. Transport assessments should be undertaken using Transport for South Hampshire's Sub-Regional Transport Model[73] wherever possible in order to ensure compatibility with other local transport assessment work.

5.108 Strategic policy S7, Chapter 4 identifies the major new transport infrastructure that will be required to serve new development. These schemes are reflected in site-specific proposals in Chapter 6. Hampshire County Council and the Borough Council also maintain a list of local transport improvements as set out in the Eastleigh Borough Transport Statement, which include the footpath, cycleway and bridleway routes identified in strategic policy S8, Chapter 4. This provides a robust framework of local transport policy to justify the list of local transport schemes which are used as the basis for securing S106/ S278/CIL funds collected by EBC and HCC. All of the transport infrastructure required to deliver the Local Plan will be identified in the Borough Council's Infrastructure Delivery Plan.

Policy DM24, Parking

New development will be required to provide off-highway parking in accordance with Eastleigh Borough Council's Residential Parking Standards SPD which sets out minimum requirements for residential parking provision and Hampshire County Council's Parking Standards which establish maximum parking standards for other forms of development.

For retail, commercial or leisure developments, parking in excess of the Hampshire standards will only be permitted if it assists the vitality and economic viability of a town or district centre. In town, district centres or local parades, retail, commercial or leisure development which does not meet the adopted parking standards may be permitted subject to a financial contribution towards measures to assist on-street parking management, public transport, cycling and walking.

72 http://webarchive.nationalarchives.gov.uk/20100409053417/http://www.dft.gov.uk/adobepdf/165237/202657/guidanceontapdf

73 http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/tfsh-projects-evidence-base.htm

Proposals to provide new car parks, extend existing car parks or provide workplace park & ride facilities will be permitted within the urban edge if:

i. **it can be demonstrated that this is the only way transport requirements can be met;**
ii. **the proposals form part of a strategy aimed at managing use of the private car, such as a work place travel plan; and**
iii. **transport and other environmental assessments demonstrate that the benefits of the proposal outweigh any adverse effects; and**
iv. **the developer pays for any off-site highway improvements necessary to accommodate traffic generated by the proposal, and any-additional works necessitated by an inability to meet work place travel plan targets.**

5.109 Although the Borough Council generally seeks to manage car use and encourage the use of other ways of travelling, it has to be recognised that motor vehicles provide mobility and support the economic life of the area. Off-street parking is therefore required in accordance with the minimum standards for residential development established by the Borough Council in the Residential Parking Standards Supplementary Planning Document. This also outlines how the 'minimum' parking standards can be reduced through the use of unallocated shared parking, when compared to minimum allocated parking requirements. In the standards for other forms of development in Hampshire County Council's Parking Strategy and Standards 2002, the need for parking is assessed against the accessibility of the site by other modes such as public transport, cycling and walking. Parking in excess of the 'maximum' may be accepted if supported by a transport assessment.

A healthy community

Housing

Relevant issues, vision, and objectives

Issues (Chapter 2): **C1 – C4**

Vision (Chapter 3): **10**

Objectives (Chapter 3): **xvi-xviii**

Related local and national strategies/policies (see Appendix A)

Source	Reference/ title
Eastleigh Borough Council	Housing Strategy for Eastleigh 2012-2017 Accessible Homes Strategy 2008-2011 Homelessness strategies Supplementary Planning Documents[74] Affordable Housing 2009 Accommodation for older people and those in need of care' 2011
Eastleigh Borough Community Plan	Action Plan - Vision 9 & related actions

74 http://www.eastleigh.gov.uk/PPIpublisheddocuments

Source	Reference/ title
PUSH	PUSH Economic Development Strategy 2010 South Hampshire Strategy 2012 Strategic Housing Market Assessment
Hampshire County Council	Community Infrastructure Study Housing provision for Older People in Hampshire 2009
NPPF	Paragraphs 47-53

5.110 The borough contains a range of types, size and tenure of housing stock as described in Background Paper H1, Housing. New homes will be required to meet the needs of the growing population and particularly the anticipated growth in households over the plan period. The Strategy in Chapter 4 sets out broadly where these are to be built, identifying the main site allocations (see strategic policy S3, Chapter 4), which are described in detail in Chapter 6. Estimates include provision for on-going development in the urban areas, and the following policies set out criteria for such development. They also describe how affordable housing and housing for special needs are to be provided.

- Residential development in urban areas

Policy DM25, Residential development in urban areas

Within the urban edge as defined on the policies map, residential development through new build, conversion, sub-division or extension will normally be permitted subject to the general development criteria and transport policies of this local plan.

New dwellings will be permitted provided that:

i. **where feasible the scheme provides a mix of dwelling types and sizes to meet local needs, including dwellings capable of adaptation to meet changing needs over time and extra care housing;**
ii. **affordable housing is provided in accordance with policy DM28;**
iii. **a minimum density of 35 dwellings per hectare (net) should be achieved unless site constraints or local character justify a lower density. In areas with good access to public transport and other services and amenities, higher densities will be sought.**

The development of, and extensions to residential accommodation specifically designed for older people, and those in need of specialised residential care services, will be encouraged in sustainable locations within the urban edge, particularly in or close to local centres.
Where possible residential development sites, including those proposed to be allocated in Chapter 6, should include provision for self-build development.

5.111 This policy enables residential development within urban areas in a way that meets identified local needs and helps to create mixed and balanced communities. The Borough Council will prepare a supplementary planning document on the mix of dwellings to be achieved in new residential development schemes.