

# Eastleigh Borough Local Plan (2016-2036)

Adopted April 2022



| Source                                    | Reference/Title                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hampshire County Council/Solent Transport | <p>Local Transport Plan 2011 – 2031 (HCC 2011)</p> <p>Local Transport Plan - Strategy for South Hampshire (Solent Transport 2011)</p> <p>Transport Delivery Plan 2012-2026 (Solent Transport 2013)</p> <p>Eastleigh Borough Transport Statement (HCC 2012)</p> <p>Eastleigh Strategic Transport Study – Interim report – Issues and Options (HCC 2015)</p> <p>Countryside Access Plan</p> |
| Solent LEP                                | Solent Strategic Transport Investment Plan (2016)                                                                                                                                                                                                                                                                                                                                         |
| Highways England                          | Roads Investment Strategy 1 (2015)                                                                                                                                                                                                                                                                                                                                                        |
| Transport operators                       | <p>Southampton Airport Ltd – Southampton Airport Masterplan 2006</p> <p>and Southampton Airport surface access strategy</p> <p>Network Rail Wessex Route Study (2015)</p>                                                                                                                                                                                                                 |
| NPPF                                      | Paragraphs 17, 29-41                                                                                                                                                                                                                                                                                                                                                                      |

### Strategic policy S11, Transport infrastructure

1. **The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:**
  - a. **ensuring new developments:**
    - i. **encourage walking, cycling and the use of public transport; and**
    - ii. **minimise congestion and support safety on the highway network;**

**as informed by appropriate transport assessments; and**
  - b. **safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.**
2. **The key proposals for new and improved transport infrastructure in the Borough are as follows:**
  - a. **the Eastleigh Cycle Route Network and improved pedestrian routes as set out in the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the Eastleigh Cycling Strategy, the Eastleigh Walking Strategy and strategic policy S12 below;**
  - b. **the Transforming Cities Fund public transport, cycling and walking upgrades on the following corridors:**

- i. Southampton – Chandler’s Ford – Winchester;
  - ii. Southampton – Portswood – Eastleigh – Fair Oak;
  - iii. Southampton – Bitterne – Hedge End – Bursledon – Hamble;
- c. enhancements to the railway system to improve access to Southampton Airport Parkway from the east; and
- d. local improvements to railway stations and bus services and infrastructure to enhance their accessibility and use.
- e. new or improved road accesses into Eastleigh River Side associated sites, including the new Chickenhall Lane link road (see E6, E7, E9, and paragraphs 6.4.31 – 6.4.40);
- f. the Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane (see BO5, Chapter 6, section 6.5 and paragraphs 6.5.78 – 6.5.82);
- g. a new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath (see WE1 and WE2, Chapter 6, section 6.5, HH1, Chapter 6, section 6.1 and paragraphs 6.5.53 – 6.5.55);
- h. a new road to the south of Hedge End bypassing the Sundays Hill junction between Heath House Lane and Bursledon Road (the Sundays Hill bypass see paragraphs 6.2.23 – 6.2.25, Chapter 6, section 6.2);
- i. a new road to the south of Hedge End linking the western end of the Sundays Hill bypass with St John’s Road (see HE4 Chapter 6, section 6.5 paragraphs 6.5.30);
- j. road corridor improvements (walking, cycling, bus and/or junction upgrades):
  - i. Eastleigh to Fair Oak (see policy E8 and paragraphs 6.1.30 – 6.1.35; 6.4.44 – 6.4.49)
  - ii. Hamble Lane (see paragraphs 6.2.26 – 6.2.27)
- k. additional junction improvements at
  - i. Botley (as set out in policy BO6 and paragraphs 6.5.84 – 6.5.85);
  - ii. Eastleigh (as set out in policy E8 and paragraphs 6.4.44 and 6.4.46 – 6.4.52);
  - iii. Fair Oak and Horton Heath (as set out in paragraphs 6.1.36 – 6.1.37);
  - iv. Hedge End (as set out in paragraphs 6.5.28 – 6.5.34)
  - v. West End (as set out in paragraphs 6.5.53 – 6.5.55)
- l. improvements to junctions 5, 7 and 8 of the M27 motorway and to other junctions identified as being in need of improvement in the Highways England Roads Investment Strategy, Hampshire County Council Local Transport Plan, the Solent Transport Delivery Plan, the Hampshire County Council/Eastleigh Borough Transport Statement, the transport assessment of the Pre-submission Local Plan and other strategy documents, including improvements to the Windhover roundabout and A27 in Bursledon and the creation of smart motorways;

- 4.58 The Borough Council has undertaken a transport assessment to identify where improvements to transport infrastructure are likely to be needed.
- 4.59 HCC and Solent Transport documents including the Local Transport Plan, the Transport Delivery Plan, the Public Transport Delivery Plan and the Eastleigh Borough Transport Statement have identified key road junctions and routes in the Borough where improvements are likely to be required to resolve existing transport issues. These include routes where there is already significant peak hour congestion, such as the Eastleigh - Fair Oak corridor, Hamble Lane and the Windhover roundabout and Junction 8 on the M27 motorway.
- 4.60 In connection with new or redevelopment proposals, the development strategy also includes some new road proposals. These include the Chickenhall Lane link road to open up existing and new employment sites at Eastleigh River Side and in the vicinity of the airport, a new road link between Burnetts Lane and Bubb Lane to facilitate development at Horton Heath and resolve existing issues of access to the Chalcroft Business Park (this scheme is now committed), the Botley bypass and a link from the south-eastern part of Hedge End to M27 junction 8 to facilitate new development at Boorley Green, Botley and east and south of Hedge End and to help resolve existing transport issues (this scheme is now under construction). The Transport Assessment with this plan identifies the implications of the proposed developments and identified proposed improvements to junctions and routes to mitigate adverse effects. All schemes will be designed to avoid adverse impacts on any European site in accordance with policy DM11.
- 4.61 The Council is also proposing improvements that are needed for other reasons, in particular the provision of the Botley bypass, which is needed to relieve the village of significant flows of through traffic that are affecting air quality, its historic environment, the quality of life for residents and visitors and its economic viability as a local centre and heritage asset (see BO5 and related text, Chapter 6, section 6.5).
- 4.62 In terms of public transport, the Borough Council (in conjunction with other local partners) will continue to work with and/or lobby train operators, Network Rail, the Department for Transport and the Three Rivers Rail Partnership regarding improvements to the rail network in the Borough and wider sub-region. The Council has sought (and will continue to seek) the following improvements in particular:
- Regular direct services to Southampton Airport Parkway from the east (i.e. Portsmouth area);
  - A minimum half-hourly service at all stations serving the Borough (as most local stations currently only receive an hourly service that is often viewed as an inadequate alternative to driving even on routes where rail offers a direct alternative to the car);
  - Direct rail services that better replicate journey opportunities provided by the M27 and M3 and provide a better alternative to driving e.g. Hedge End to Southampton Airport Parkway and Southampton Central, Bursledon to Eastleigh and Winchester;
  - Sufficient space on all services, including at peak hours, for commuters in trips within the Borough/South Hampshire to have a seat.
- 4.63 Some of these improvements may be deliverable utilising the existing infrastructure and hence could be delivered via the rail franchising process. However it is likely that some of these improvements would not be feasible without investment in infrastructure. Potential improvements could include redoubling current single track areas on the Botley line, and improvements in the Eastleigh station area to support more reversing trains (e.g. a fourth platform). One proposed infrastructure intervention which the Council is less supportive of is the Eastleigh Chord proposal, as it is felt

that this would result in improved train services bypassing Eastleigh town centre. It could also complicate delivery of the Chickenhall Lane Link Road. This is a high priority road scheme that the Council strongly supports. It could also impact on current employment land and could complicate development at Southampton Airport. At present, it is unlikely that any of these rail infrastructure improvements could occur until towards the end of the Local Plan period.

- 4.64 In addition the Council will continue to work with Network Rail, the train operators and local stakeholders (including the Three Rivers Rail Partnership) on more localised improvements to railway stations and related facilities in the Borough.
- 4.65 The Council also works closely with bus operators to improve their services in and through the Borough. This includes discretionary provision of financial support for a range of commercially unviable but socially necessary bus services (especially in the evenings and at weekends) and Council funding and delivery of improvements to bus stops, shelters and other minor schemes. The Council will also work with Hampshire County Council to deliver bus priority to address the issue of congestion on key bus routes.
- 4.66 Southampton Airport is a major 'gateway' to south Hampshire and is located almost entirely in Eastleigh Borough. The Council works with Southampton Airport Ltd through a local Airport Consultative Committee on development of the airport and surface access to it. The Local Plan policy for development at Southampton Airport is at E9, Chapter 6 section 6.4.
- 4.67 There are opportunities for park and ride northwards from Stoneham Lane playing fields to serve the Chandler's Ford business parks and potential other areas including Eastleigh town centre and Southampton city centre.
- 4.68 Details of, and justification for, each of these proposals are set out within the site specific policies in Chapter 6 and/or in the Solent Transport Delivery Plan and the Hampshire County Council/Eastleigh Borough Transport Statement. In addition, information regarding the costs and timing of these proposals are included in the Council's Infrastructure Delivery Plan (IDP) and will be kept under review in future updates of the IDP. Detailed transport assessment required in support of proposals to develop the Local Plan site allocations may also reveal a need for off-site works additional to those identified in strategic policy S11 and in Chapter 6 of the Local Plan. Schemes will be designed without adverse effect on any European site in accordance with policy DM11.
- 4.69 Implementation of the proposals listed under policies S11 and S12 and detailed in Chapter 6 as well as any other off-site works that are required will take place through related development and/or be fully or partly funded through developer contributions (community infrastructure levy or other planning obligations – see Chapter 7). It is recognised that such contributions may not cover the full costs of all the schemes and that other funding sources may need to be found. These could include funding from the Solent LEP or secured through Solent Transport (the Local Transport Body), Borough Council funds, government grants and other sources.
- 4.70 In the collection and apportionment of developer contributions, priority will be given to securing an appropriate proportion of this funding towards mitigating the impact of development proposals on the highway network, in liaison with Hampshire County Council as highway authority. Proposed mitigation measures are set out in strategic policy S11 above and the detailed transport proposals in Chapter 6. They reflect those set out in the Transport Assessment and are also included in the Infrastructure Delivery Plan. Further guidance will be provided in an update to the Council's Planning Obligations Supplementary Planning Document.

## Footpaths, cycleways and bridleways

### Strategic policy S12, Strategic footpath, cycleway and bridleway links

1. The Borough Council in partnership with the highway authority will seek to create new, and improve existing, footpath, cycle and bridleway links throughout the Borough, connecting key destinations including the country parks, increasing access along the coast and to the South Downs National Park and improving connections between the parishes and Eastleigh Town Centre. The Council will seek the provision of the following new and strategic footpath/cycleway/bridleway routes as shown on the key diagram and the policies map:
  - a. Forest Park to Otterbourne via Chandler's Ford;
  - b. Chandler's Ford to Chilworth;
  - c. Lakeside Country Park to Forest Park;
  - d. Eastleigh to Botley via Bishopstoke, Horton Heath and Hedge End;
  - e. Eastleigh to Hedge End parallel to the railway line;
  - f. Eastleigh to Southampton via Stoneham Lane;
  - g. Itchen Navigation to Stoke Park Woods;
  - h. Eastleigh/Bishopstoke to Itchen Valley Country Park and Mansbridge via the Itchen valley;
  - i. Bishopstoke to Fair Oak via Stoke Park Woods and on to the South Downs National Park;
  - j. Itchen Valley Country Park to Manor Farm Country Park;
  - k. Manor Farm Country Park to Forest of Bere via Botley and on to the South Downs National Park including the Botley to Bishop's Waltham Rail Trail;
  - l. Boorley Green to Hedge End railway station;
  - m. Botley to Fair Oak and on to the South Downs National Park;
  - n. Botley to Hamble via Manor Farm Country Park;
  - o. Botley to Southampton;
  - p. Southampton to Hamble via the Royal Victoria Country Park and Netley.
2. All of these routes will avoid conflict with established nature conservation interests and where possible be coupled with green links for biodiversity. Working in partnership with the highway authority to agree and create highway including footpaths, cycle routes and bridleways will ensure that all new highway accords with appropriate design and construction standards to enable its adoption by the highway authority and so secure its long-term maintenance.
3. New development should integrate with existing routes and public rights of way and wherever possible maintain, protect and enhance their function. Development that would sever, obstruct or otherwise have a detrimental impact on the existing or proposed network of green routes as shown on the policies map will not be permitted.

4.71 As part of its cycling and walking strategies (subject to future update), the related work to encourage use of alternative transport modes as part of the climate change strategy, and its contribution to the PfSH Green Infrastructure Strategy, the Borough Council wishes to improve the network of multifunctional non-vehicular routes in the Borough, including footpaths and cycleways. Given the importance of recreational horse-riding in the Borough, bridleways also form an important part of recreational provision, as well as contributing to road safety. (Note, however, that it will not always be possible to upgrade existing footpaths for use as cycleways or bridleways). The PfSH Green Infrastructure Strategy includes proposals for a network of green routes through south Hampshire that serve both recreational and alternative transport purposes. In addition, the Borough Council has had regard to the Hampshire Countryside Access Plan proposals for the Forest of Bere, the Solent and the Test and Itchen areas. The Borough Council will be preparing new walking and cycling strategies in future to provide further detail on the Council's priorities for infrastructure for these modes. Within the Borough, the Council has identified priority routes that:

- link the main urban areas;
- link the Borough's country parks, to enable longer-distance circular routes;
- link to strategic areas of green space beyond the Borough's boundaries, in particular the Forest Park in southern Test Valley and the South Downs National Park; and
- take advantage of the Borough's coastline, including working with partners to ensure that the England Coastal Path follows the most suitable route in the Borough.

4.72 The Borough Council will seek to secure these routes by ensuring the provision of new spaces and routes in association with new development, improvements to existing routes and countryside access agreements. The approach will follow a 'link and place' approach, recognising the dual functions of streets and routes as both part of the transport network and as places in their own right and how these roles may vary along a route. Hampshire County Council in its role as highways authority also has a role implementing these footpath and cycleway improvements. In securing these routes, the Council will ensure that they do not have adverse impacts on nature conservation interests, including those on the coast, and wherever possible will ensure that they help to manage recreational pressures on such areas whilst the routes themselves may act as corridors for biodiversity. The Council also wishes to protect this network of routes from development that would harm or disrupt it.

4.73 Details of the costs and timing of these proposals will be included in updates to the Council's Infrastructure Delivery Plan. The precise line of a route can be altered as an integral part of the design of development provided its function is still served.

## Key diagram

4.74 The Key Diagram illustrates the Council's strategy for the location of new development in the Borough, related transport improvements and the protection of the countryside and coast (Figure 3). The Local Plan is also accompanied by a Policies map with an Ordnance Survey map base.

**Figure 3: Key Diagram**

