

- sustainable drainage measures;
- a woodland visitor management plan;
- any other measures which are required to ensure there is no adverse impact.

4.34 The development lies within flood zone 1, the lowest area of flood risk. However it is important it is designed to manage flood risk and not increase flood risk in surrounding communities. This will require the provision of sustainable drainage in accordance with policy DM6 and other measures. Any planning application for development permitted by this policy will be required to be accompanied by a further full flood risk assessment.

4.35 Green infrastructure is connected 'networks' of multi-functional areas of green space and other environmental features. It includes all types of open space and playing pitches, hedgerows, trees, woodland streams and wetland. The Infrastructure Delivery and Phasing Plan will include a Green Infrastructure Strategy which will also set out management arrangements. New and enhanced green infrastructure will be integrated into the overall layout and design of development and into the existing network of green infrastructure so as to achieve multiple aims. These include the creation of an attractive sense of place, a gap between the two communities and with adjacent settlements, a range of public open space and sports pitches for existing and new communities, attractive routes for pedestrians, cyclists and horse riders, an ecological network connecting and protecting important ecological features and ancient woodland, and managing flood risk. Suitable alternative natural greenspace will encourage residents to stay locally rather than use more environmentally sensitive areas elsewhere.

4.36 Parts of the development area are understood to have sand and gravel mineral reserves. In accordance with the Hampshire Minerals and Waste Plan (2013) and Minerals Safeguarding SPD (2016) the applicant will assess these mineral reserves and extract these minerals prior to the development proceeding if appropriate. The preference will be for minerals to be extracted and used on site as part of the construction of the development, to minimise traffic and amenity impacts, and to facilitate the timely delivery of new homes. These activities should only be undertaken if it does not impact on the biodiversity value and hydrology associated with the River Itchen Special Area of Conservation.

4.37 Development will protect the setting of designated assets such as listed buildings. The area north of Bishopstoke is a non-designated historic park and garden, although there are no visible features of this asset remaining. Development is appropriate in this area and to enhance the asset development should reflect the history of the area, for example in the design and layout of the open spaces.

### **Strategic Policy S6, New Allbrook Hill, Bishopstoke and Fair Oak link road**

**A new link road is supported from the Allbrook Link Road to the B3037 east of Fair Oak, as defined on the policies map, serving the housing allocation at Allbrook Hill (policy AL1) and the new communities north of Bishopstoke and Fair Oak (policy S5). This link road has 4 phases:**

- **Phase 1:** from the Allbrook Link Road to the junction of Allbrook Hill and Pitmore Lane.
- **Phase 2\*:** the existing B3335 Highbridge Road. This will include a

realignment of the road to improve the traverse of the Allbrook rail bridge for larger vehicles. It will also include more signs as needed warning of the rail bridge within this phase and across the wider network.

- **Phase 3\*:** from the B3335 through the new community north of Bishopstoke to the B3354 Winchester Road north of Fair Oak.
- **Phase 4:** from the B3354 through the new community north and east of Fair Oak to the B3037.

\*Parts of phases 2 and 3 are within Winchester City Council’s area.

Each phase of the link road will meet each of the following criteria:

1. include an appropriate design of the highway, junctions and crossings for vehicles, cyclists, pedestrians and where appropriate horse riders. The highway will be designed to act as a through road: a main road outside of the development areas, and to form a through street within the development areas to integrate with the new communities;
2. not adversely affect (either alone or in combination with other plans or projects; and subject only to imperative reasons of overriding public interest in the absence of alternative solutions) the integrity of the River Itchen Special Area of Conservation or any other European site. This will include the provision of appropriately designed bridges across the river and its tributaries,

measures to manage hydrology, and any other measures required;

3. not adversely affect Sites of Importance for Nature Conservation;
4. not increase flood risk in the wider area and if possible reduce existing flood risk;
5. be designed to manage and mitigate its:
  - a. visual effect on the landscape
  - b. noise effects on surrounding communities; and
6. integrate into the overall design for the new communities to the north of Bishopstoke and Fair Oak, in accordance with the masterplan required by policy S5. This will include space for sustainable drainage and a tree lined avenue.

4.38 The new link road will connect the existing community at Fair Oak and the new communities north of Bishopstoke and Fair Oak with junction 12 of the M3. As well as serving the new communities, the link road will provide significant congestion relief along the existing Bishopstoke Road and in central Eastleigh (an air quality management zone).

4.39 The link road can be divided into a number of phases:

- **Phase 1 connects the existing Allbrook link road (and hence junction 12 of the M3) with the B3335.** This phase of the road relies on land in separate ownership to that in the new communities to the north of Bishopstoke and Fair Oak. However it is understood that the land will be



released for the road in conjunction with development at Allbrook (policies AL1 and AL2).

- **Phase 2 is the existing B3335.** This road passes under the mainline railway via a bridge with slightly constrained dimensions. Light vehicles can pass each other. However heavy goods vehicles cannot pass each other. The development and link road will generate some increase in heavy goods vehicles. However the situation for existing and additional traffic can be improved by re-aligning the roads (to enhance the vertical and horizontal clearance) and improving warning signs. The re-alignment will include a new bridge which crosses the River Itchen Special Area of Conservation (SAC), and the remainder of the road also passes within 200 metres of the Special Area of Conservation. The road, including the realignment also lies within the flood zone and needs to be designed to mitigate flooding issues. The route of the re-alignment is within the control of the developers.
- **Phase 3 runs from the B3335 through the new community to the north of Bishopstoke to the B3354.** This road crosses tributaries and headwaters of the River Itchen SAC which are also within the flood zone. This phase lies within land controlled by the developers.
- **Phase 4 runs from the B3354 through the new community to the north and east of Fair Oak to the B3037.** This phase lies within land controlled by the developers.

4.40 The design and chronological phasing of the road will be informed by a Transport Assessment for the new development to ensure it appropriately accommodates all road users. The link road will be designed

to encourage traffic to use it as a through route, to reduce congestion whilst appropriately managing traffic on the new route, particularly as it passes through new residential areas.

4.41 Given the environmental designations the link road passes, a full planning application should be submitted. The road will require an Environmental Impact Assessment and project level Appropriate Assessment (Habitat Regulations). The road will require careful design to ensure it does not adversely affect the integrity of the River Itchen SAC. This will require a number of measures:

- The bridges across the River Itchen, its tributaries and headwaters must be appropriately designed. This means they will be single span bridges to ensure sufficient passage for otters, and migratory fish and preservation of the hydrological processes, unless strong and compelling evidence can be provided in the project level Appropriate Assessment (Habitat Regulations) HRA that an alternative design will not adversely affect the integrity of the River Itchen SAC.
- Management of surface water run-off.
- Measures will be put in place to mitigate any adverse effects on southern damselfly populations so as to ensure no adverse effect on the integrity of the River Itchen SAC.

4.42 The road will also avoid the buffers around the woodlands as set out in policy S6.

4.43 The road will require a project level flood risk assessment. Where the road is realigned and a new road is created compensatory storage areas will be provided elsewhere.

4.44 The road will require project level landscape, noise and lighting assessments and be designed to mitigate these effects.

4.45 The road will be designed to appropriately manage and cater for all different road users including pedestrians and cyclists, and to integrate into the new communities as places.

## Countryside, countryside gaps and the coast

### Relevant issues and objectives

**Issues (Chapter 2): G1, G2, G3**

**Objectives (Chapter 3): ii, iv, vii**

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

| Source   | Reference/ title   |
|--|--|
| Eastleigh Borough Council                                    | Biodiversity Action Plan 2012 - 2022   |
| PUSH   | Green Infrastructure Strategy<br>Framework for Gaps  |
| North Solent Shoreline Management Plan Client Steering Group | North Solent Shoreline Management Plan (see policy Units 5C04 - 5C10).   |
| Hampshire County Council                                     | Hamble River Harbour Authority Strategic Vision, Strategic Plan and Management Plan<br>Hampshire Integrated Character Assessment <sup>18</sup> 2011<br>Countryside Access Plan for Hampshire |
| Marine Management Organisation                               | Draft South Marine Plan <sup>19</sup>  |
| NPPF   | Paragraphs 17, 109 - 114   |

## Countryside and gaps

4.46 The issues set out in Chapter 2 suggest that the Borough's countryside is under pressure from development and non-agricultural uses, with some areas in need of improved management, in particular those adjoining the urban edges of settlements. Quite a large proportion of the Borough's countryside is in use for recreational horse-grazing, with related development pressures for stabling and other built facilities.

4.47 The Borough's countryside is an important and diminishing resource. It is valued for many reasons, including agriculture and community food production, its landscape qualities and biodiversity value. Habitats of value include the special characteristics of the valleys of the rivers Itchen and Hamble and the networks of ancient woodlands, streams and wetlands throughout the Borough. The countryside is also important for the setting it provides for towns and villages, and the opportunities it provides for recreation. The Council is keen to protect and enhance the countryside within the Borough and maximise its opportunities for people and wildlife, from the urbanising impacts of development.

4.48 However, there are particular needs arising from rural activities and the rural communities require housing and services, the strategy allows for limited development to ensure these needs are met. In permitting such developments, the Council will seek to promote the beneficial management of the countryside. This will

18 <http://www3.hants.gov.uk/landscape-and-heritage/hampshire-integrated-character-assessment.htm>

19 <https://www.gov.uk/government/collections/south-marine-plans>

