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31 July 2018

Dear Sir/Madam,

## RE – EASTLEIGH LOCAL PLAN 2016-2036

We refer to our earlier letter dated 31 July 2018 on the above subject. We are submitting this letter to replace that letter. The only amendment is the wording of the paragraph immediately below.

We wish to formally object to the above Plan on the grounds that it is unsound and seek the following amendments which we have set out in the Page order in which they appear. We also wish to appear to make representations against the Plan at any Public Inquiry if amendments are not made to accommodate our representations.

First there are a number of Policies and statements made in the Plan which we wholeheartedly support and as they are relevant to our representations we have repeated them below.

## POLICIES AND STATEMENTS THAT WE SUPPORT

**Page 21 – Issue G11** – *We need to find ways of managing the use of the car and other motor vehicles, for example ..... providing public transport, footpath and cycleway links between homes and employment, retail, community and leisure facilities.*

**Page 23 – Issue G16** – *The Borough contains a fairly extensive network of footpaths, cyclepaths and bridleways, but this network is fragmented in places and the quality and safety of some existing cyclepaths in particular could be improved. We need to look at how to provide new routes, maintain and improve existing routes, and provide links with other transport systems such as railway stations and bus routes. We also need to develop these networks to more effectively connect homes, workplaces, local centres and recreation areas and to contribute to green links across the Borough and to adjoining areas.*

**Pages 32-33 Strategic Policy S1** – *To be sustainable, new development in the Borough should .... (v) minimize the need to travel and, where travel is necessary, provide access to more suitable forms of transport and alternatives to car use....*

**Page 59 – Strategic Policy S10, Green infrastructure** – *Through new development and other initiatives the Borough Council will seek to achieve the provision, retention and/or enhancement of the following forms of multi-functional green infrastructures, including provision of: ..... (iv) interconnected urban green infrastructure within the fine grain of existing and new development including greens, cycle ways, paths and linkages between community facilities and open spaces to link community facilities; .....*

**Pages 65-67 – Footpaths, cycleways and bridleways and Strategic Policy S13** – and in particular the commitment in S13 by the Borough Council to create new and improve existing footpath cycleway and bridleway links through the Borough and the statement that – *New development should integrate with existing routes 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.

**Policy DM1, General criteria for new development Pages 70-71** – All new development should (as relevant) ..... provide fully connected green infrastructure that interlaces the development and connects into the wider network ....

**Paragraph 5.9 Page 72** – .... Where public rights of way run through a development site, they should be retained within an attractive setting, and contributions sought to enhance the local public rights of way network.

## **POLICIES THAT WE OPPOSE AND AMENDMENTS WE ARE SEEKING**

**Strategic Policy S5, New Communities, land north of Bishopstoke and land north and east of Fair Oak – Pages 40-48.** The bodies comprised in PUSH are concerned with the distribution of population within the Portsmouth to Southampton corridor the so-called Solent City. This is impacting upon Eastleigh Borough because along with Hythe, Totton, Rownhams, Nursling, North Baddesley, and Warsash there is a need to accommodate the growth of Southampton. This Policy is not required to accommodate the growth generated by the population of the Borough. The growth should therefore be constrained as far as possible to contain the boundary of Southampton and prevent its sprawl into the surrounding countryside. This proposal would take development farther north and further away from Southampton than necessary and take it into attractive countryside valued by the communities of Bishopstoke and Fair Oak and countryside that is geographically and scenically associated with the central Itchen Valley and in the direction of the South Downs National Park. There is no need for such an intrusion into the countryside and there are more suitable areas for development along Allington Lane (where the countryside has already been degraded (recognised in Paragraph 6.5.44) and the corridor along the Eastleigh to Botley railway line.

The proposed road will have

- (i) an unacceptable impact on ancient woodlands through the urbanisation of the adjoining areas and the Itchen Valley through increased noise and atmospheric pollution;
- (ii) a devastating impact on the settlement of Allbrook through the construction of road cutting a swathe through it;
- (iii) roadworks in the vicinity of the railway bridge will impact adversely on the Itchen Valley the former navigation and Allbrook Lock and the Itchen Way; and
- (iv) add to the traffic flow pressures on the M3 and Junction 12.

Finally, the recreational value of the countryside and its rights of way network will be lost to the residents of the existing settlements and the new residential areas will add to the traffic pressures on the streets at the centre of the settlements of Bishopstoke and Fair Oak that are already heavily congested.

Like most residents we have accepted housing allocations elsewhere whilst trying to ensure that the existing rights of way are improved and enhanced in a sustainable way but this proposal is so damaging and so destructive the Plan should be thrown out by the Secretary of State if it is finalised in this form and we will be campaigning to that effect.

**Strategic Policy S6, New Allbrook Hill, Bishopstoke and Fair Oak link road Pages 48-51** – As stated above we are opposed to this road proposal. In Paragraph 4.45 it states that *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.* The alignment of the proposed road as shown on the Proposals Map runs almost entirely along the existing alignment of public footpaths and bridleways and will

completely destroy the network of ancient rights of way, its associated hedges and trees. It is as though there has been a deliberate attempt to eradicate the network rather than have regard to it. The affect that development has on rights of way is a material planning consideration and there is no evidence that this road alignment was proposed in a way that gave due consideration to this aspect. This area contains a very important footpath and bridleway network that must be preserved and enhanced. Development should not start by destroying the existing network of green infrastructure which is also contrary to the proposed Strategic Policies S10 and S13 and in Policy DM12 to protect Heritage Assets including old green lanes (Paragraph 5.81 refers). This could impact on the Itchen Way and the Allbrook Lock and further prejudice the safety of pedestrians going under the railway bridge. We question whether it is possible to realign the road as suggested in Paragraph 4.39 to enable increased use of the bridge by more light and heavy vehicles and still retain a safe footway given the width of the bridge.

**Paragraph 4.60 – Page 56** – In our discussions with Natural England it has been made clear that they will not be proposing to take the England Coast Path via the Bursledon Bridge but relying on the Pink Ferry. There should be a new policy relating to the England Coast Path which commits Eastleigh Borough Council to actively support and protect the routes that will be proposed and together with Fareham Borough Council to promote improve and signpost a route via Bursledon Bridge for users who find the Pink Ferry unavailable when required. The Natural England proposals should have been communicated to the Borough Council by now.

**Policy BU8, Open Space at Long lane, Bursledon Page 168** - This allocation is crossed by public footpaths and there should be a sentence to ensure their retention and improvement.

**Policy HA2, Mercury Marina and Riverside Camping and Caravan Park Requirement vi – Pages 172-173** – The provision of public rights of way and statutory Access Lands in this area should be a positive rather than optional requirement as this is one area of the frontage to the Hamble where public recreational access can be promoted and not just for river related uses.

**Policy E1, Land at the Civic Offices and former Magistrates' Court Leigh Road, Eastleigh – Pages 184 – 185** - As the site allocation includes the road to the south of the former Council Offices an additional requirement should be included to preserve the existing footway link between the footpath to the south west and the Hotel and Leisure Centre to the east.

**Policy AL1 – Land east of Allbrook Way Requirement ix – Pages 200 – 201** - This policy should contain a specific requirement for a pedestrian route following the watercourse within and going off-site to the north to Boyatt Lane to enable the future occupiers and existing residents to enjoy the recreational opportunities to the north. As indicated above we are implacably opposed to the suggested link road.

**Policy AL2 – Land west of Allbrook Way – Pages 201-203** - The footpath should be retained in its entirety to the west of any development proposed and in an appropriately landscaped setting. There should be a related policy to bring the Clay Pits site into public ownership as open space to secure its future as a place for recreation and a refuge for wildlife.

**Policy HE1 – Land west of Woodhouse Lane, Hedge End – Pages 207-209** - In Paragraph 6.5.17 the right of way referred to is a bridleway not a footpath. Mention needs to be made of the permissive path along the north eastern boundary and a Policy needs to ensure its retention. Within xiv the Policy needs amending to require the existing permissive path to be retained and become adopted as a public footpath to secure its future and maintenance.

**Policy HE2, Land at Sundays Hill and Land north of Peewit Hill Close – Pages 209-210** - Requirement vi should include the retention of Peewit Hill Close downgraded to a bridleway to enable non-motorised users to have a traffic free alternative to the proposed road network.

**Policy HE4, Land off Peewit Hill Close and Dodwell Lane – Pages – 212-213** - Again there should be a requirement for Peewit Hill Close to be retained as a bridleway linking to the new access road running parallel with the motorway.

**Policy WE2, Land adjoining the Chalcroft Business Park - Pages 217-218** - Requirement v should include an improved footway provision for traffic going north/south via the railway bridge and the footpath running east along the south side of the railway.

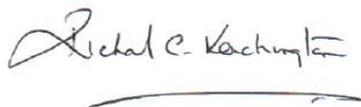
**Policy WE4, Land at Ageas Bowl and Tennis Centre, Botley Road, West End – Pages 219 – 220** - There should be an additional policy to provide a public footpath to link Southampton via Telegraph Woods to West End to connect the two settlements together and to provide for public as opposed to private recreation.

**Policy BO2, Land west of Uplands Farm, Botley – Pages 224-226** – Firstly the title is wrong - the land surrounds and includes Uplands Farm. Secondly there needs to be a specific requirement to complete the Strategic Footpath Cycleway Bridleway route shown on the Proposals Map and Policy S13 Item xi. This should be a requirement to complete an adopted bridleway before the first dwelling is occupied. This route is included in the planning consent for the Botley Bypass and it needs to be taken further not just to the Borough Boundary but through to Wangfield Lane without which the proposed development will be without any non-motorised connections for cyclists and equestrians from Botley and the development site to the countryside in Curdridge and Durley and frustrate the expressed policy of Botley, Curdridge and Bishop's Waltham Parish Councils to develop a trail between Botley and Bishop's Waltham.

**Policy BO5, Botley bypass – Pages 229-231** - There should be a policy to secure the retention and improvement of the footpaths and bridleway that cross the alignment of the Bypass and another to preserve the opportunity to construct a new bridleway from Botley to Wangfield Lane. There are works agreed between Hampshire County Council and the user groups built into the planning consent for the Botley Bypass but this additional Policy is needed to ensure that the agreed works are not subsequently removed from the scheme.

**Eastleigh Borough Local Plan Review (2001 – 2011) – saved policies to be replaced by the Eastleigh Borough Local Plan 2016 – 2036** – In view of the fact that the policies relating to the Strawberry Trail in Policy 162.TA are to be lost and the Borough still does not have any other promoted long-distance footpath connecting all the Parishes together there should be a new Policy committing the Borough Council to work with user Groups to maintain and develop the Strawberry Trail into a Borough wide network linking together all the principal recreational areas and facilities funded by developer contributions.

Yours faithfully



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Footpath Secretary, EASTLEIGH RAMBLERS

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# The Eastleigh Group of the



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