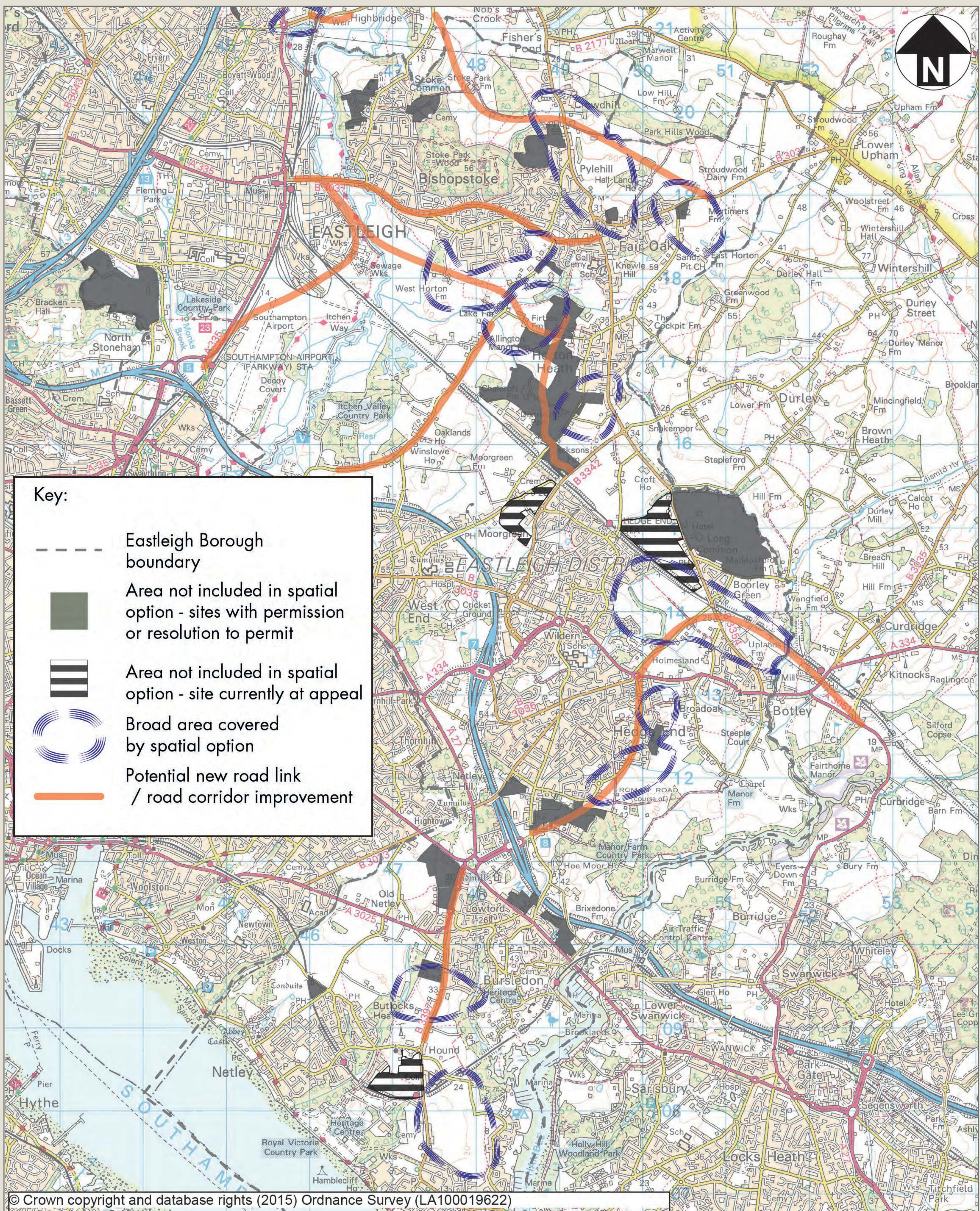


Spatial options of the borough

Option A – Extension to settlements



Summary of option

- Could provide for up to 5,000 dwellings and 16,000m² of employment floorspace
- This option is made up of smaller sites which would extend existing settlements without causing complete coalescence of settlements

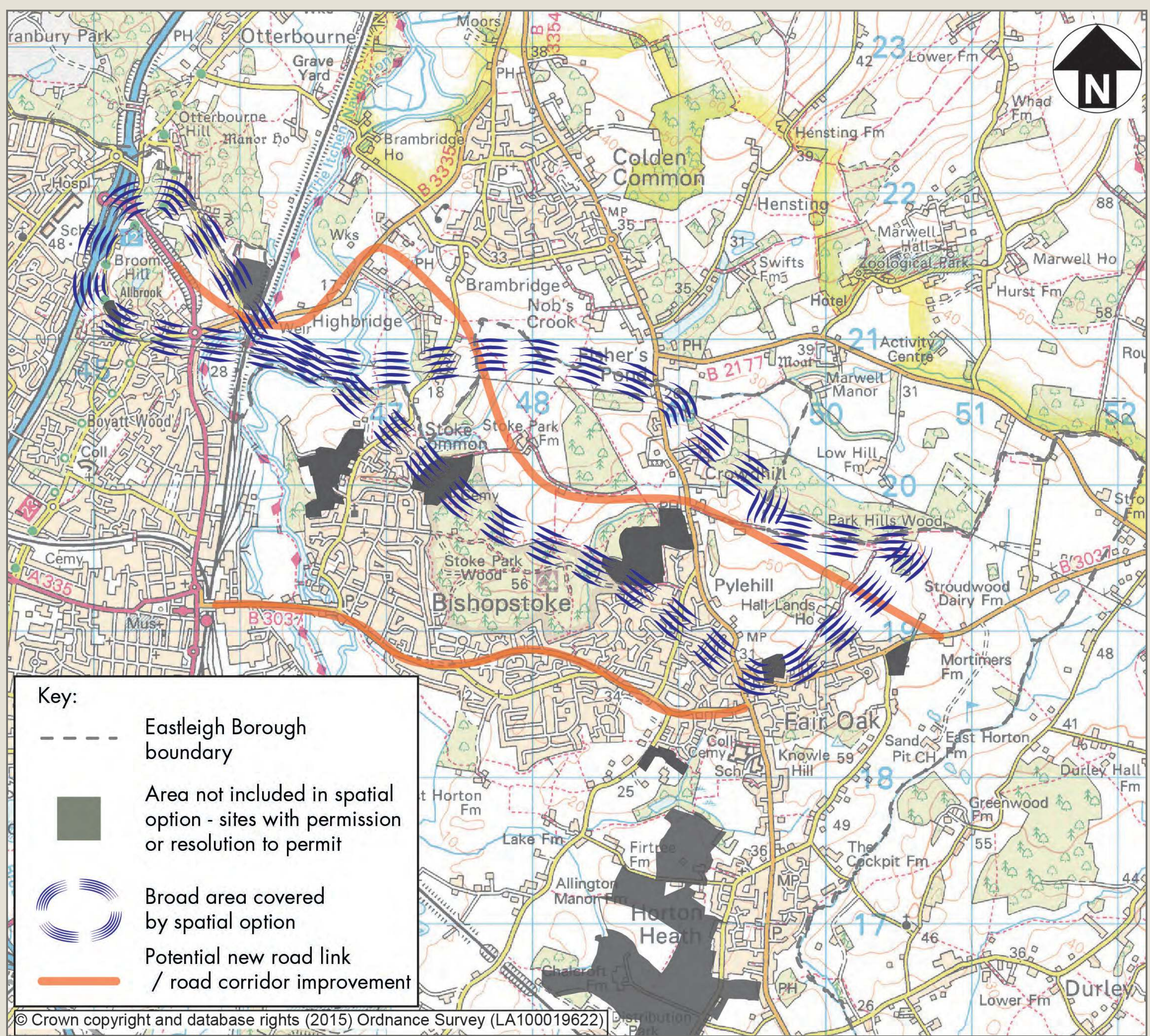
Summary of initial findings

- Botley Bypass could be delivered along with new open space for Botley
- Provision of significant new sports provision and open space
- Little scope for other strategic infrastructure
- Concern about impacts on biodiversity and nature conservation
- Transport impacts need to be further tested



Spatial options of the borough

Option B – Expansion of Fair Oak and Bishopstoke with related development in Allbrook



Summary of option

Could provide for up to 3,700 dwellings and 29,000m² of employment to the north and north-east of Bishopstoke and Fair Oak villages and Allbrook. This option proposes new road links running north of Fair Oak, through Allbrook to junction 12 of the M3.

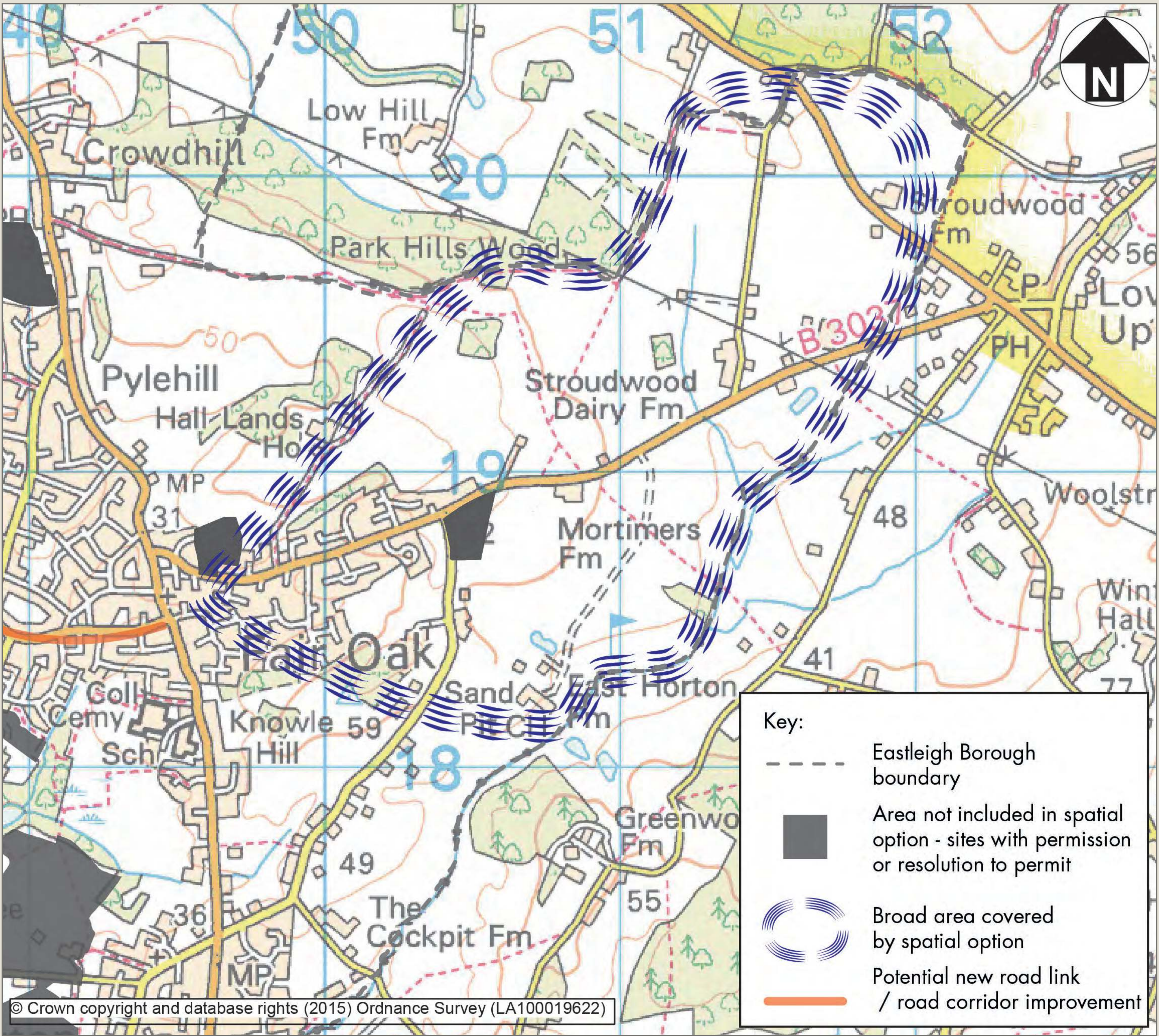
Summary of initial findings

- New road links between Fair Oak and M3 have the potential to reduce existing congestion, if they can be delivered. Further transport testing is required
- Concern about impact on landscape character, gap between settlements, biodiversity and nature conservation
- Potential for significant new community facilities
- The relationship of any development to the north of Stoke Park Woods to existing communities, and the degree of self-containment it could achieve, requires further investigation



Spatial options of the borough

Option C – Expansion of Fair Oak



Summary of option

- Could provide for up to 2,500 dwellings to the east of Fair Oak
- This option could maximise the potential for the delivery and use of the link road north of Bishopstoke and Fair Oak associated with Option B

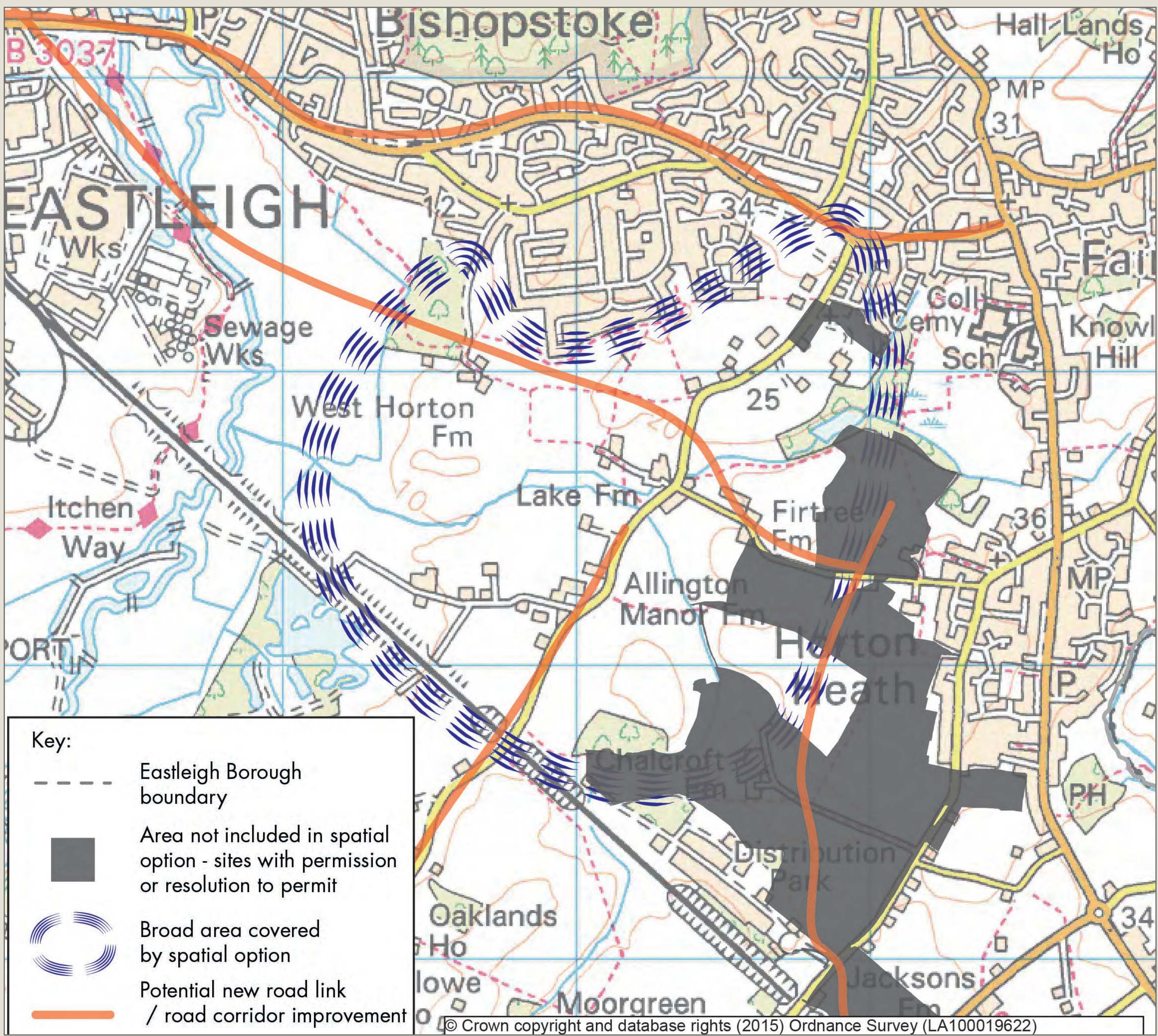
Summary of initial findings

- If developed in combination with new infrastructure associated with Option B, concerns about transport impact and lack of community facilities may be reduced
- Impacts on landscape, sports provision, nature conservation and biodiversity require further consideration
- The relationship with the existing centre at Fair Oak and the village of Lower Upham is uncertain, along with degree of self-containment possible from the development itself



Spatial options of the borough

Option D – Expansion of Bishopstoke to the south and Horton Heath to the west



Summary of option

Could provide for up to 2,300 dwellings south of Bishopstoke, both sides of Allington Lane and north of the railway line. This option would extend road links which are part of the already permitted urban extension to the west of Horton Heath, to Eastleigh town.

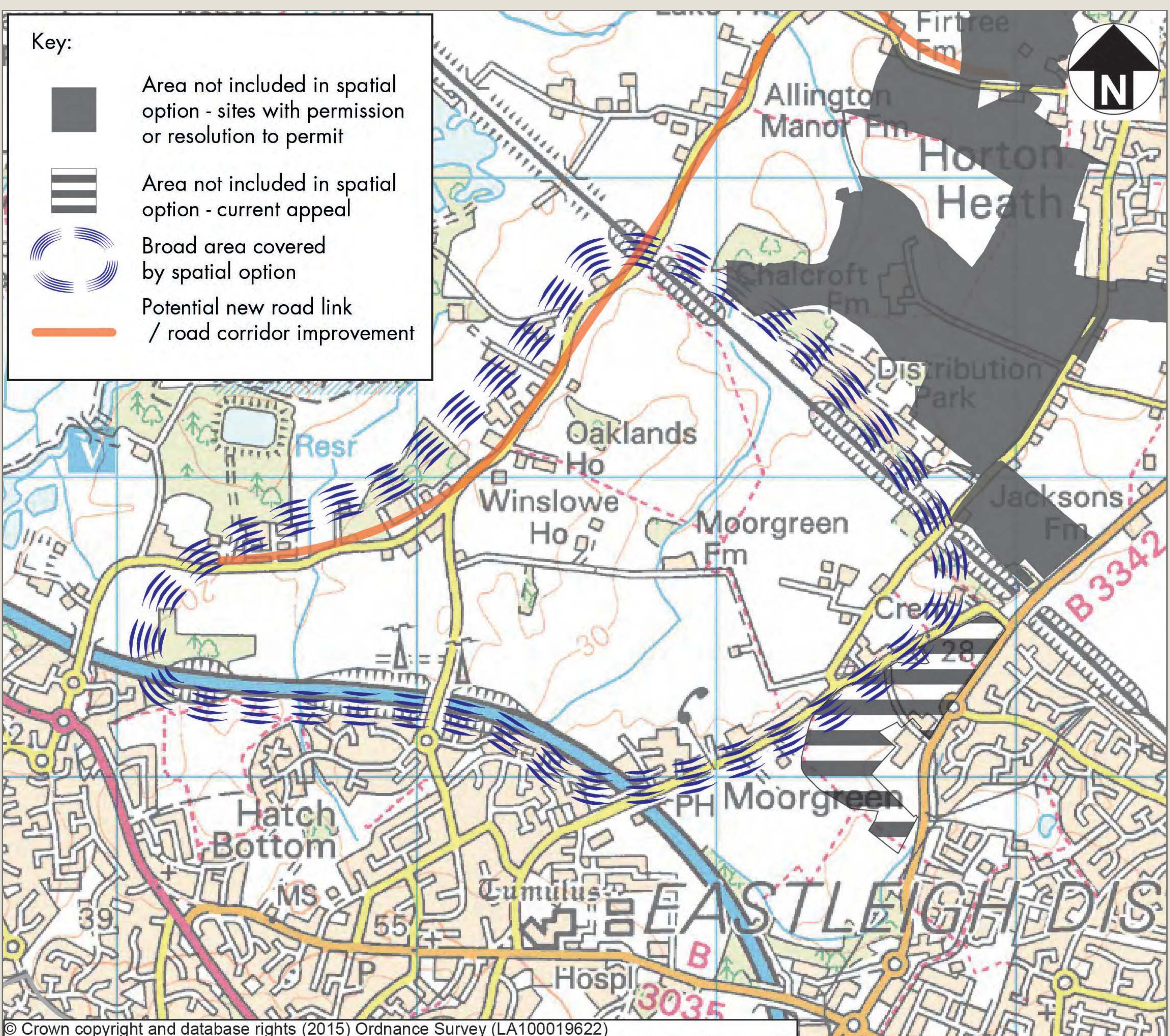
Summary of initial findings

- New road link to the south of Bishopstoke Road has the potential to relieve congestion. Transport impact needs to be assessed further along with viability of delivering new road.
- Potential for improved access to Eastleigh town with associated employment and regeneration opportunities
- Likely to be well served by community facilities
- Impact on biodiversity, nature conservation and landscape need further consideration
- Potential for coalescence of Bishopstoke, Fair Oak and Horton Heath
- Ability to link this area into existing settlements will need further analysis



Spatial options of the borough

Option E – Extension of West End to the north of the M27



Summary of option

Could provide for up to 2,250 dwellings and 10,000m² of employment floorspace, along with a large area of open space, located in the area directly to the north of West End, but physically separated from the settlement by the M27.

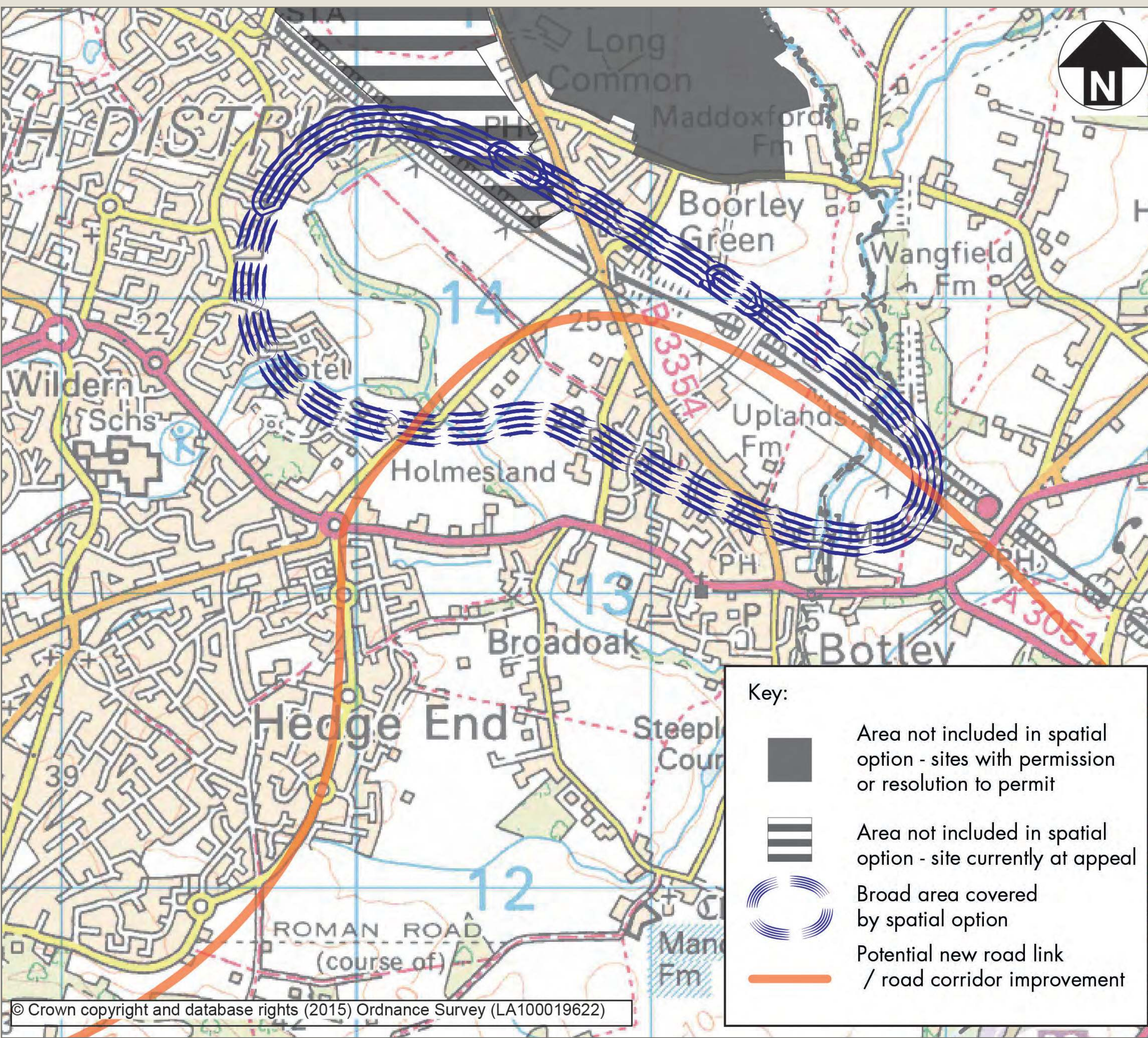
Summary of initial findings

- Transport impacts need further assessment
- Potential provision of community facilities and large scale open space could be a significant positive outcome
- Concerns about potential harm to nature conservation and biodiversity due to risk of fragmentation
- Difficulty in integrating development with existing communities
- Difficulty in achieving significant levels of self-containment



Spatial options of the borough

Option F – Extending Hedge End to the north-east and Botley to the north



Summary of option

Could provide for up to 1,300 dwellings and 6,200m² of employment floorspace, plus potential delivery of the Botley Bypass.

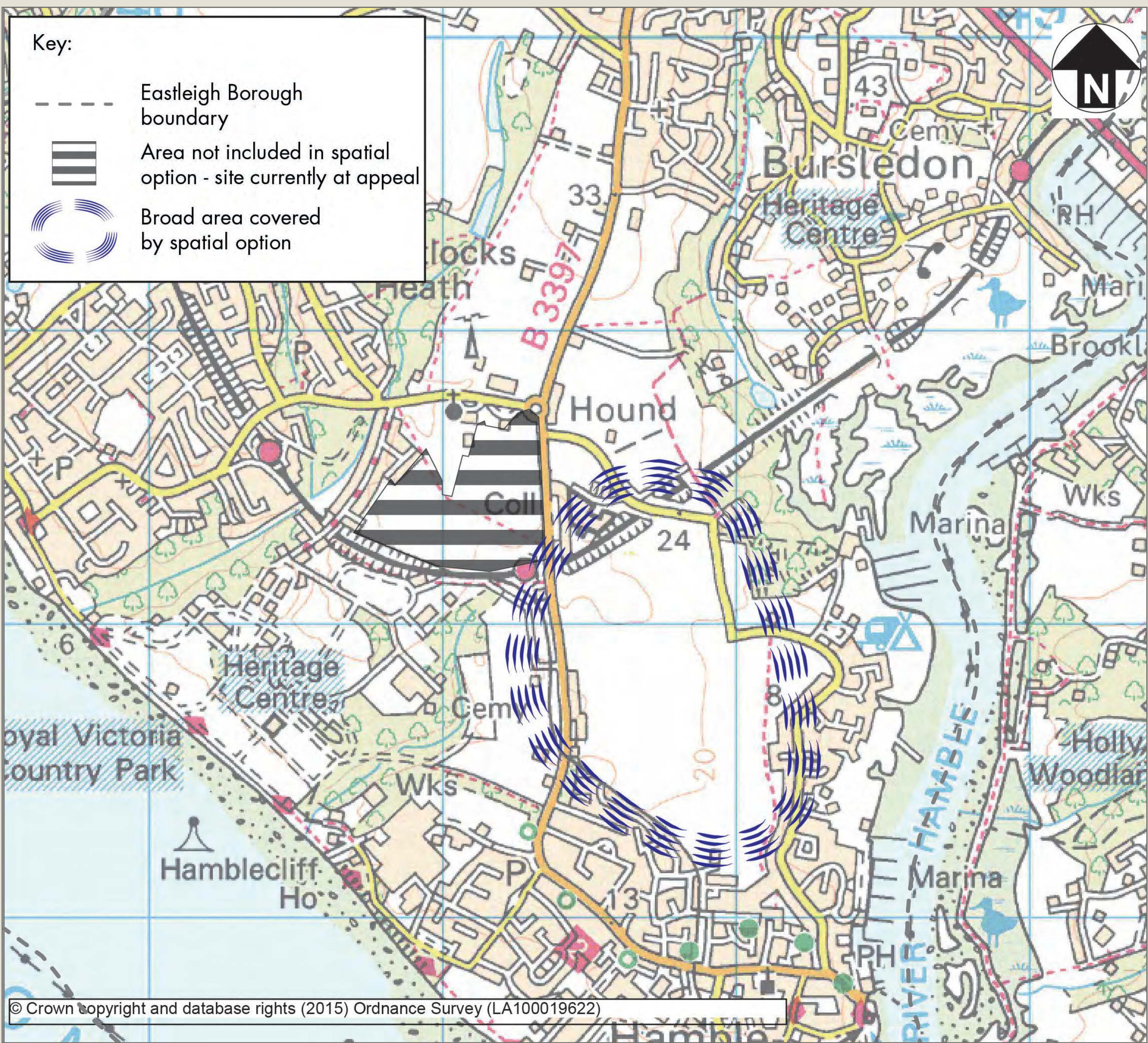
Summary of initial findings

- Potential to deliver the Botley Bypass with consequential improvements to air quality within Botley village. Funding of new road still needs to be secured.
- Potential for provision of significant new community facilities including new open space, cemetery and allotments.



Spatial options of the borough

Option G – Hamble Airfield



Summary of option

Could provide for up to 600 dwellings and 10,000m² of employment floorspace, including significant open space.

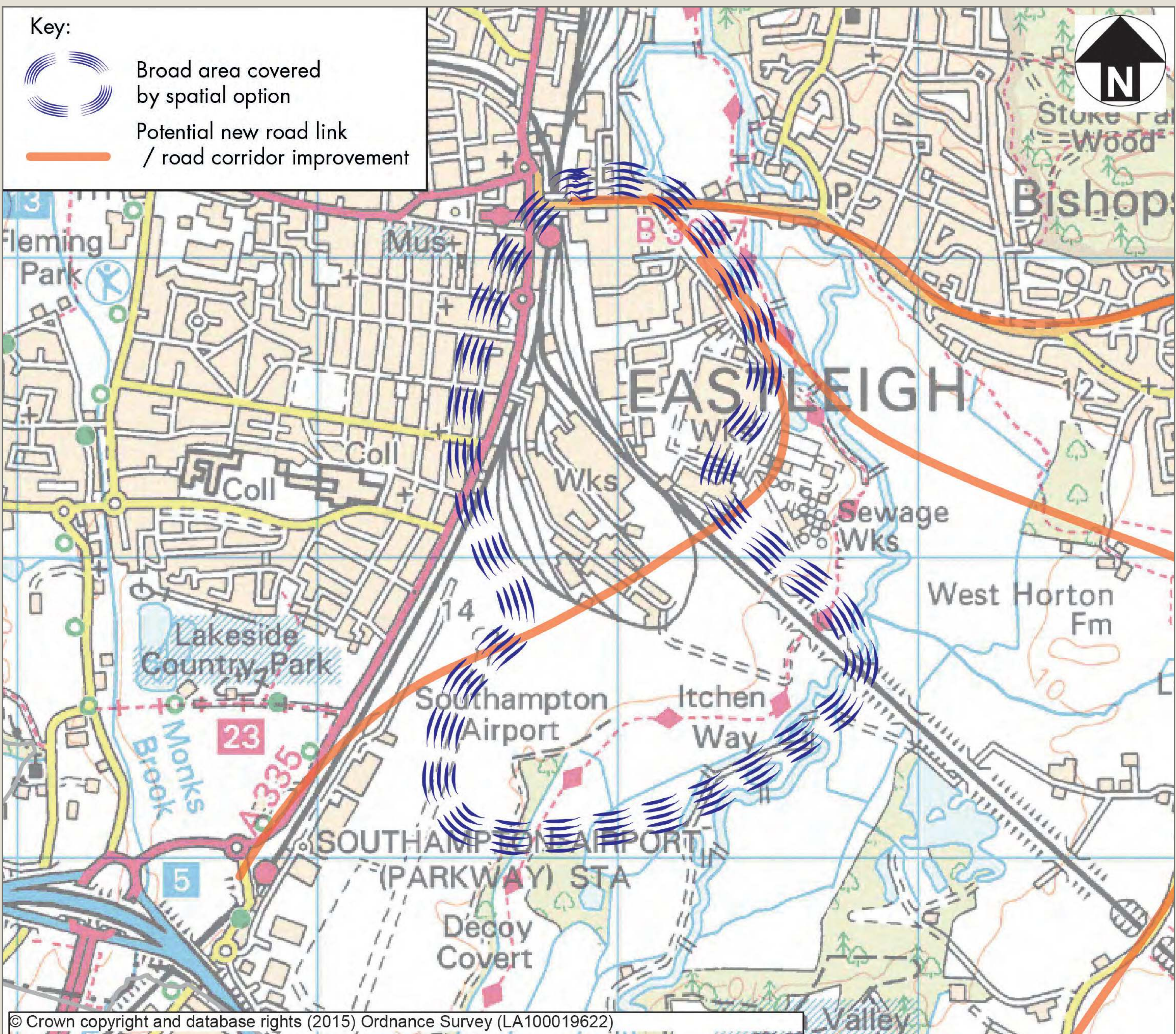
Summary of initial findings

- Likely need to extract minerals deposits prior to development raises uncertainty about scope to meet needs before 2036
- Potential for significant new community facilities including new open space
- Provision of employment land likely to be of benefit to the economy, including marine industries
- Transport impacts of this option need further assessment, including impact on air quality
- Impacts on biodiversity and nature conservation need further consideration



Spatial options of the borough

Option H – Redevelopment of Eastleigh Riverside



Summary of option

- Could provide for up to 200 dwellings and 40,000m² of employment floorspace
- This option proposes a link road through the site to help unlock the greenfield parts of the site, to provide regeneration opportunities. It will also help to alleviate existing problems of peak hour congestion, in particular on Bishopstoke Road.

Summary of initial findings

- Potential for significant positive impacts on economy and transport through provision of a new road link
- Possible harm to biodiversity due to worsening air pollution as a result of additional traffic
- Deliverability uncertain
- Constraint of the airport limiting types of development

We need your views on the spatial options we have identified. Have we missed any?

