

COMMITTEE VERSION

# ALLINGTON

EASTLEIGH'S NEW VILLAGE  
VISION DOCUMENT

NOVEMBER 2016





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# ALLINGTON

## EASTLEIGH'S NEW VILLAGE

### VISION DOCUMENT

#### **Vision Statement**

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# Vision Statement

Allington Village will draw upon Garden City principles to provide a well-connected, vibrant and diverse self-sustaining community. It will take advantage of its unique locational opportunities to deliver a distinct sense of place drawing upon the best of its urban and rural context.

Allington Village will provide a mixture of high quality homes of different tenures, community infrastructure and employment to deliver a sustainable, vibrant and mixed community that is planned and managed for the long-term benefit of the area.

Allington Village will be a community that provides new opportunities for employment and will accommodate households of all generations and incomes.



FIGURE 1 / EASTLEIGH BOROUGH COUNCIL'S CORPORATE STRATEGY 2015-2025

## Response to Eastleigh Borough Council Corporate Strategy Themes

- Allington is the closest unconstrained site to economic areas
- A vibrant mix of living, work and leisure, to create a self-sustaining new community and contributing to Eastleigh's regeneration
- A well connected site delivering new strategic infrastructure to serve the new community
- New job opportunities within a proven and successful employment area
- 100% landowner control, working together in Consortium to deliver a scheme which helps to meet the Council's identified development needs.

Develop a strong and sustainable economy that supports improved standards of living for residents

### Promote thriving and healthy communities

- A variety of high quality and affordable homes, for new starters, existing homeowners and later-life households
- Providing sustainable transport options and on-site provision of jobs and community facilities reduce the need for cars
- An attractive new garden village to live, work and play founded upon Garden City principles
- Development located where most needed
- Potential new train station/transport hub

- The site is physically and naturally unconstrained
- Protection of surrounding settlements through the incorporation of gaps
- Potential to enhance Biodiversity, Ecology and Air Quality
- Improved connectivity and accessibility to existing and new public open space, linking to and extending the Itchen Valley Country Park

Maintain an attractive and sustainable environment that residents value



FIGURE 2 / ALLINGTON VILLAGE, ARTIST'S IMPRESSION



The site is the closest unconstrained land to both Eastleigh and Southampton, it represents a highly logical location to provide for the much needed growth in the south Hampshire corridor.

### Garden City Principles

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Source: TCPA

FIGURE 3 / CONTEXT MAP OF THE SITE

# 1. Introduction

This vision document introduces the rationale behind promoting land at Allington Lane, West End for development.

## Allington Village: Embracing Its Unique Location

**1.1** This vision document introduces the rationale behind promoting land at Allington Lane, West End for development.

**1.2** The site is the closest unconstrained land to both Eastleigh and Southampton– it represents a highly logical location to provide for the much needed growth in the south Hampshire corridor.

**1.3** All other potential locations for growth are further from the economic hubs of Eastleigh/ Southampton and the transport network. This therefore presents a unique opportunity to capitalise upon the particular locational benefits this land offers.

**1.4** Comprising 168 ha of undeveloped, farm land with low environmental quality the site falls within West End parish within Eastleigh Borough. The site is located immediately to the north-east of the City of Southampton (including the settlement of West End) and north-west of Hedge End. The town of Eastleigh is to the north-west of the site, with a series of connected villages (Bishopstoke, Fair Oak and Horton Heath) to the north and north-east.

**1.5** The land itself is bounded by the Fareham-Eastleigh railway line to the north, M27 to the south, and roads forming an important part of the local highway network to the west and east. Further to the west is Itchen Valley County Park with the River Itchen and Southampton International Airport beyond.

The site offers the following key opportunities:

- Adjoining a railway line so as to **utilise current spare capacity** on this line available at Hedge End railway station and to enable the **future provision of a railway station** immediately adjoining the site;
- The provision of direct links to Eastleigh, Hedge End and Southampton by **cycle and public transport**, as well as direct links to Southampton Airport Parkway railway station. Current public transport/cycle journey times to these destinations from the junction of Allington Lane and A27 range from 15 mins to Southampton Airport Parkway, 20 mins to Eastleigh town centre and 22 minutes to Southampton city centre.
- **Existing facilities and services within close proximity** of the site including hospital, secondary schools (including new school at Horton Heath), retail centres (including Hedge End Retail Park) and sport facilities;
- The **relationship to existing highly successful employment** at Chalcroft Business Park, (which itself will grow and develop, particularly with future provision of a railway station), the **provision of additional employment land** and **links to wider sustainable economic growth** in Eastleigh Borough, the City of Southampton, Winchester and south Hampshire;
- Providing **new public open space** and a **network of green infrastructure** plus improved connections to Itchen Valley Country Park;
- The **mix of uses** (homes (including later living and affordable housing), employment, recreation and community facilities) in an area close to and well connected to Eastleigh and Southampton offers both **sustainability and lifestyle benefits** for those choosing to live in this new village.

## A New Proposition

**1.6** This land has been promoted and supported for development by Eastleigh Borough Council and Hampshire County Council previously. Notwithstanding this, the proposals now envisaged offer a different proposition, building upon the previous support and taking advantage of the unique locational benefits this area offers:

- A new village for Eastleigh drawing upon Garden City principles (see box opposite)
- A mix of uses offering both lifestyle and sustainability benefits for those that chose to live there
- Well connected location by foot, cycle and public transport to major rail hubs, employment and key centres of Eastleigh and Southampton

**1.7** The 1996–2011 Hampshire County Structure Plan specifically required that Eastleigh Borough Council allocated land for a new major development area (MDA) for at least 3,000 new dwellings south-east of Eastleigh town. For a time, land at Allington Lane (including land to the north of the railway line) was identified as Eastleigh Borough Council's preferred location for accommodating the MDA within its emerging 2001–2011 Local Plan until additional brownfield capacity was identified within the borough's existing urban areas.

**1.8** The merits of the area were subsequently considered during the preparation of the Council's 2011–2029 Local Plan, both in terms of revisiting the concept of the MDA and looking at a reduced development option south of the railway line i.e. broadly correlating with the area now being promoted. At that time, the Council ultimately favoured alternative options for meeting housing need, partly on the basis of some concerns about the transport impacts, segregation effect of the M27 preventing strong links into West End village and reservations about the ability to achieve sufficient self-containment within the development.

**1.9** The majority of the Council's preferred alternative options now have planning consent and are beginning to be built out. The 2011–2029 Local Plan was unable to be adopted due to insufficient housing being provided for. The preparation of a new Local Plan, covering an extended period to 2036, provides good reason to revisit the merits of sites previously considered for their development prospects.

## Site Extent And Ownership/ Control

**1.10** The land at Allington under the control of the consortium allows the proposed new village to be planned comprehensively and enable the early delivery of much needed new homes.

**1.11** Figure 4 identifies the extent of the land under the control of the consortium as well as a breakdown of the different land ownerships within the site. Additional land, owned by Hampshire County Council and Eastleigh Borough Council, 'is also identified for its future development potential. We note that Hampshire County Council have indicated to Eastleigh Borough Council that the land could be available for development if required. Our proposals recognise the development potential of both the HCC and EBC land, but are not dependant on it. Further details on the agreement between the consortium can be provided if required.

**1.12** This consortium, representing all the landowners within the site, have jointly appointed a consultant team to work collaboratively and proactively together to bring forward a high quality scheme. They are supported by developers with a track record for delivering high quality homes and communities, who are ready to commence development imminently.

**1.13** The landowners are therefore in a position to bring forward a comprehensive application imminently upon allocation (or earlier if agreed) for the whole site in order to secure delivery of the supporting infrastructure.

## Policy Context

### Partnership for Urban South Hampshire

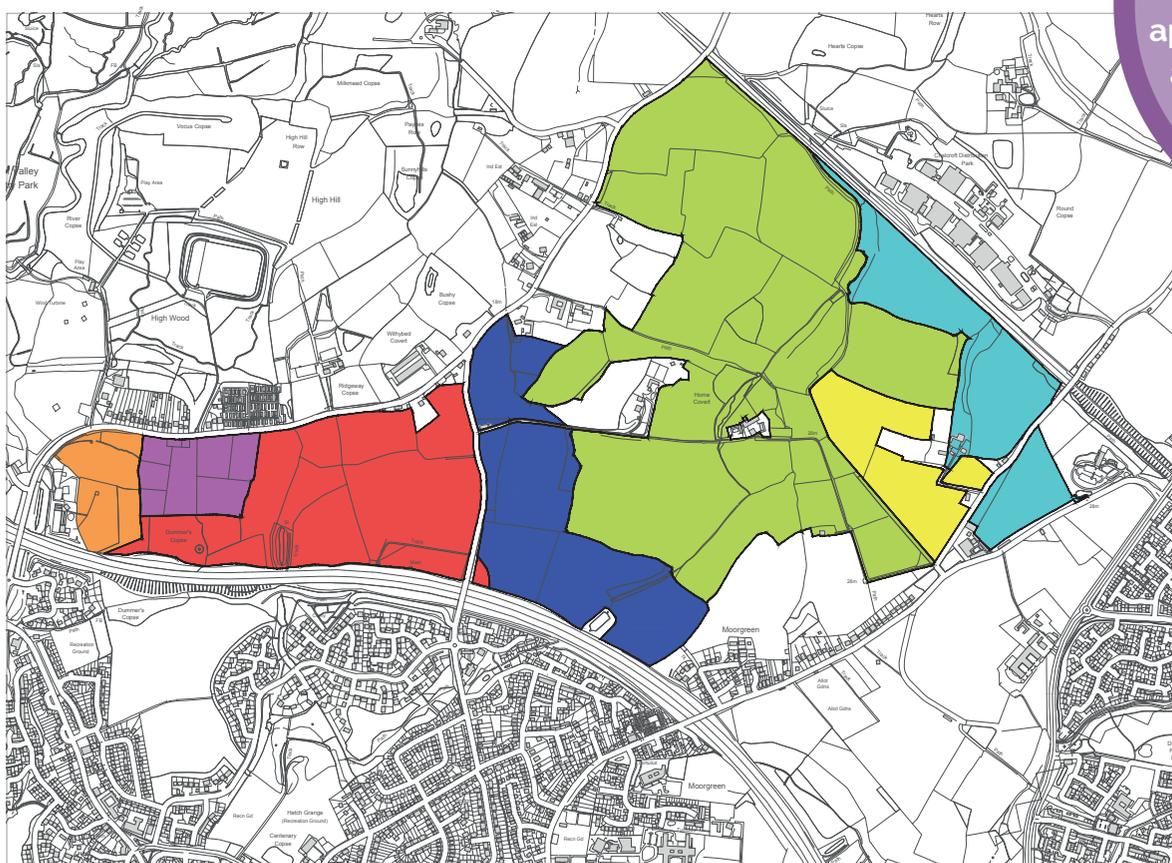
**1.14** The PUSH Spatial Position Statement, adopted in June 2016, provides a non-statutory basis within which the authorities within south Hampshire have sought to cooperate in relation to distributing future development across south Hampshire. It aims to "deliver sustainable, economic-led growth and regeneration to create a more prosperous, attractive South Hampshire and the Isle of Wight offering a better quality of life for everyone who lives, works and spends their leisure time here".

**1.15** In terms of meeting future housing needs, the Position Statement falls short of being able to agree how to distribute the total housing need across the two housing market areas of Portsmouth and Southampton. As such, PUSH acknowledges a shortfall of 6,340 dwellings in the period through to 2034.

**1.16** For Eastleigh borough, the statement identifies a requirement of 650 dwellings per annum (14,950 in total) with a new 'strategic development location' specifically referred to for the northern part of the borough aligned to high quality transport infrastructure, including public transport.

**100% landowner co-operation to deliver the scheme; Potential for an immediate and rapid delivery, as well as long term flexibility to work in compliance with the Council's timescale.**

The landowners are in a position to bring forward a comprehensive application to support the allocation of this site in the Local Plan.



Consortium:

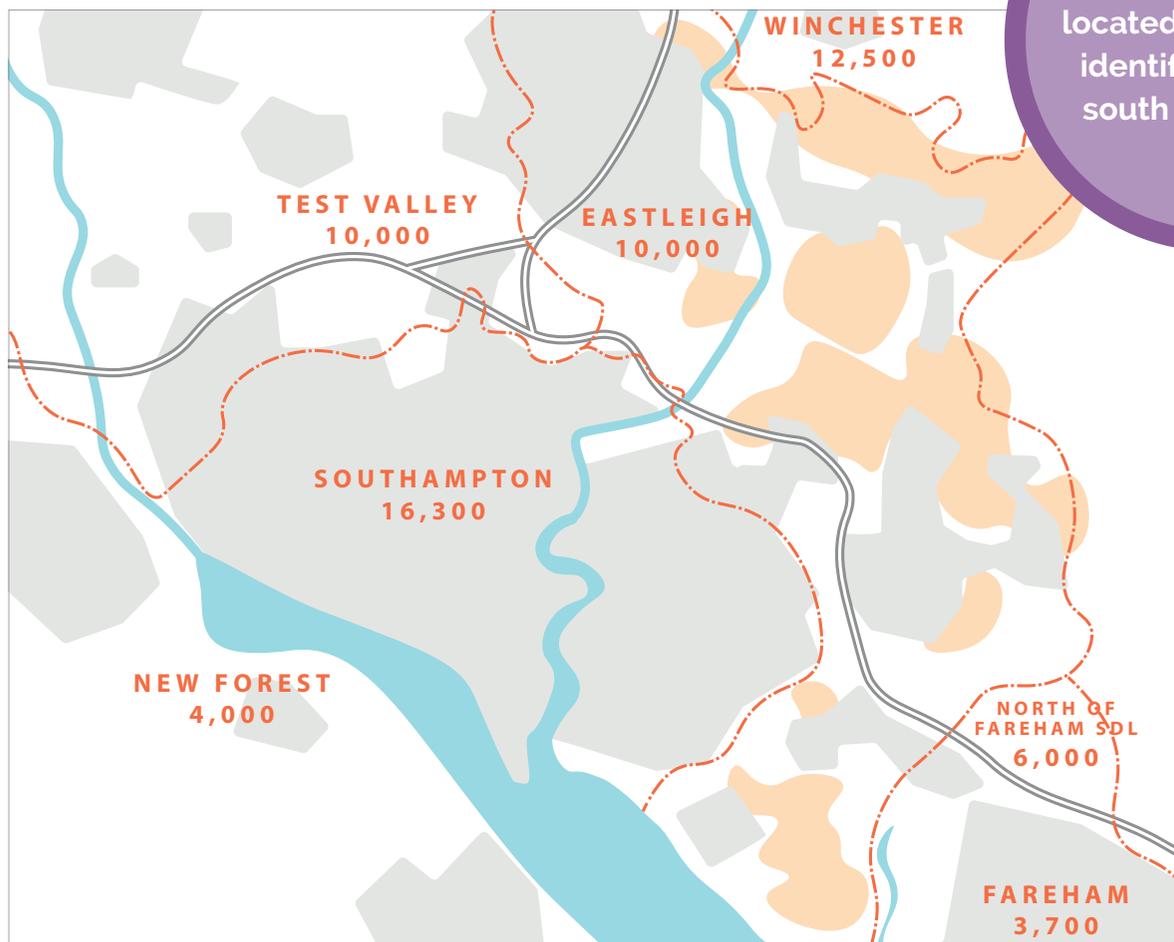
- Bovis Homes Ltd Land
- Hallam Land Management
- Queen's College Land
- The Davies Family Land
- Little Moorgreen Farm

Potential Additional Land:

- Hampshire County Council Land
- Eastleigh Borough Council Land

**FIGURE 4 / LAND OWNERSHIP PLAN**

Allington is ideally located to meet the identified need in south Hampshire



**Key**  
- - - Borough Boundaries     Existing Settlements     EBC Strategic Site Options

**FIGURE 5 / PROPOSED HOUSING OVER 2016/2026 PERIOD (SOURCE: SOUTH HAMPSHIRE STRATEGIC HOUSING ASSESSMENT) AND EBC STRATEGIC SITE OPTIONS**

**Eastleigh Borough Local Plan 2011-36**

**1.17** There is clearly a large amount of work that has already been undertaken by the Council to inform the preparation of its emerging Local Plan. This includes preparation of a significant evidence base and the publication of an Issues and Options consultation document earlier in 2016.

**1.18** The Issues and Options consultation set out eight spatial options as to how to meet future needs, including 'Option E – Extension of West End to the north of the M27'. The extent of option E as defined in the Council's consultation broadly correlates with the area at Allington that is promoted in this strategy. It also sought advice on the scale of housing to be provided for in the new Local Plan.

**1.19** Subsequent reports taken to the Council's Cabinet on 16 June and 21 July considered the responses received during the consultation on the Issues and Options document, agreed to test a figure of 650 dwellings per annum and undertake further technical and investigative work to evaluate the potential for strategic development in the northern part of Eastleigh Borough.

**1.20** This vision document has been prepared in response, in order to help the Council to recognise the significant benefits that Allington has as a strategic development location.

## 2. Why This Area?

Allington is uniquely placed as a strategic development site, including proximity to: strategic infrastructure that has the potential to be improved and/or better utilised to tackle congestion; existing employment areas within Eastleigh, Hedge End, Southampton and Winchester (and services and facilities) and; relationship to existing settlements which are unable to meet their unmet housing needs.

### Why A New Village At Allington?

2.1 The other key influence that set Allington apart from other potential areas for growth include:

- Its **relationship to the natural environment** including proximity to Itchen Valley Country Park, national parks and emerging Forest Park. This also provides the opportunity for substantial ecological and biodiversity improvement;
- The ability to provide a settlement that, due to its locational advantages can be designed from the outset to cater for all sectors of the population to create **neighbourhoods which are truly designed for a lifetime and beyond** including those higher-paid/well-skilled workers in local economy who are unable to find suitable housing stock locally;
- **Embraces Garden City principles** and takes the **best of both its urban and rural context** to provide a unique high quality living environment for the new community;

- Its separation from existing settlements and relatively few on-site constraints which provides an opportunity to create a **distinct high quality new settlement with strong levels of self-containment** that create a good sense of place and community, and **significant new and improved green infrastructure**, with potential for the development to **incorporate and preserve gaps**;
- The scale of the proposed development provides the opportunity for a **sustainable transport package to be delivered**.

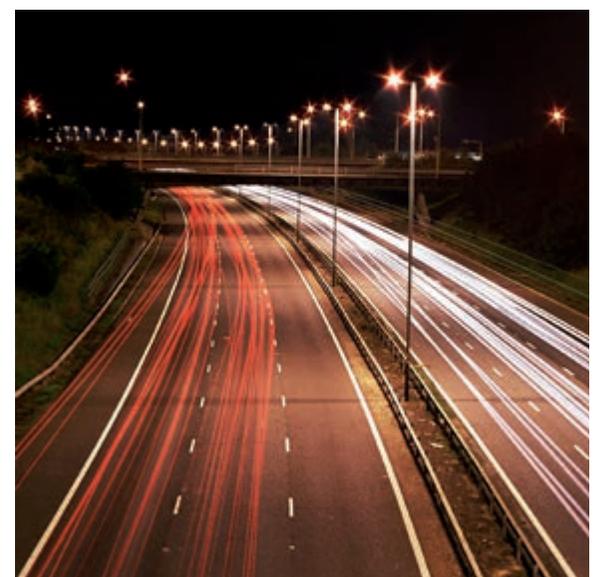
2.2 The Strategic Development Location Concept Plan on the opposite page illustrates the proximity of the Site to key infrastructure and built up areas. This overarching Concept Plan is supported by subsequent diagrams (Figures 7 - 10) on the following pages, which show the location advantages of the Site in relation to key themes.



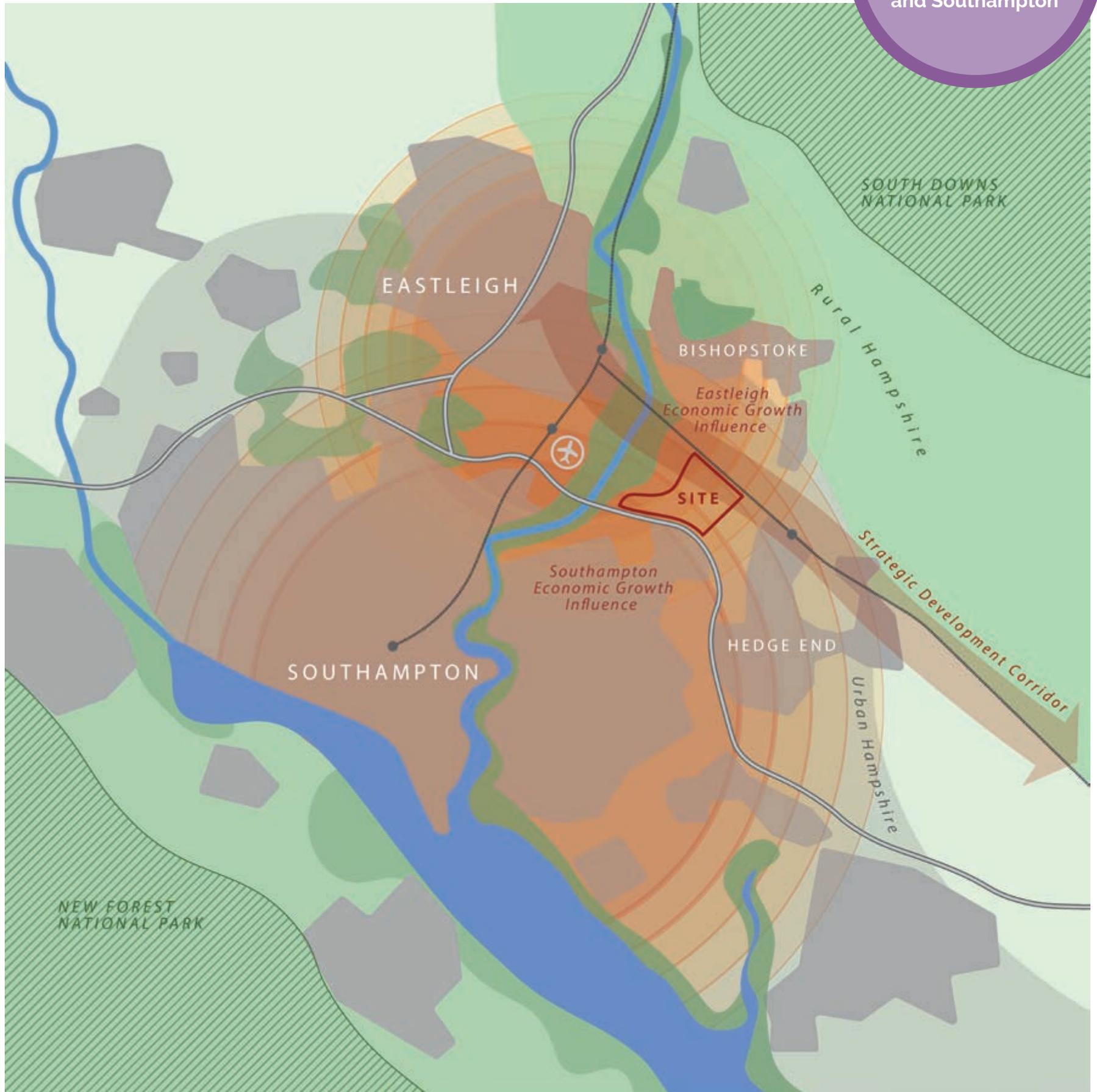
### Location...

Well related to Eastleigh, Hedge End, West End and Southampton which offer a range of facilities, services & employment opportunities

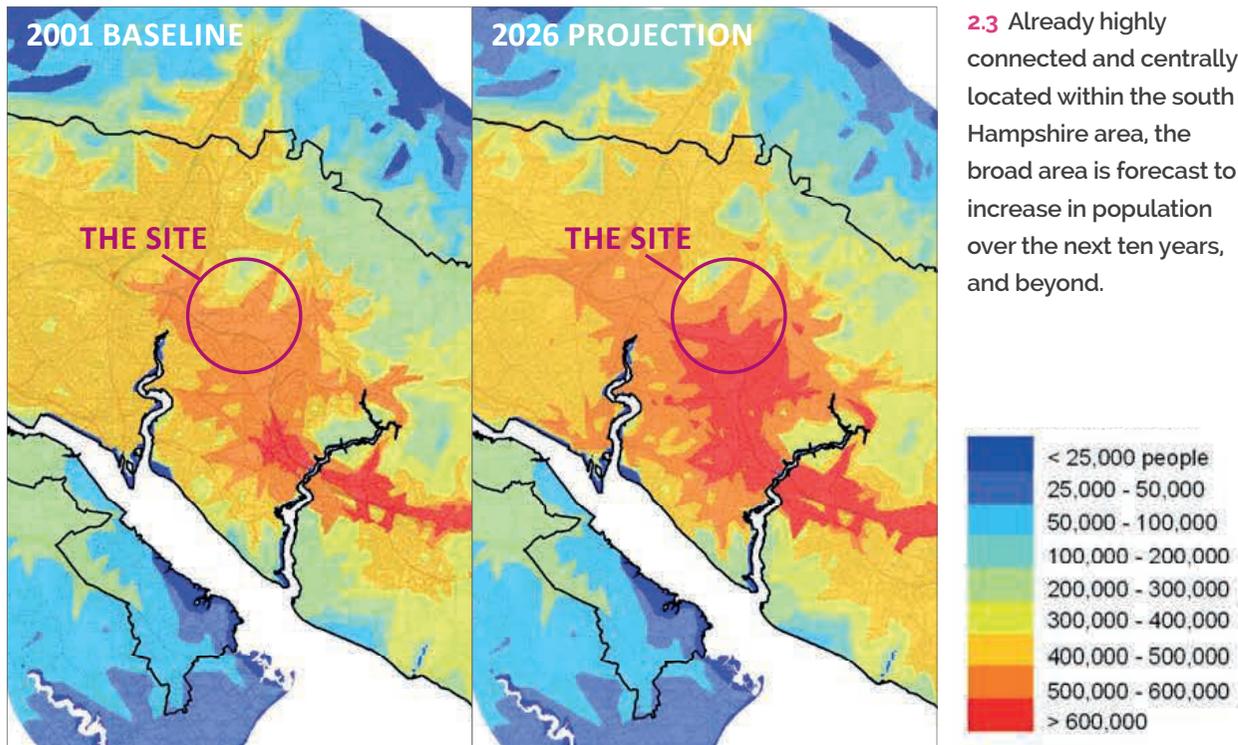
Allington



Allington is at the heart of the economic influence of Eastleigh and Southampton

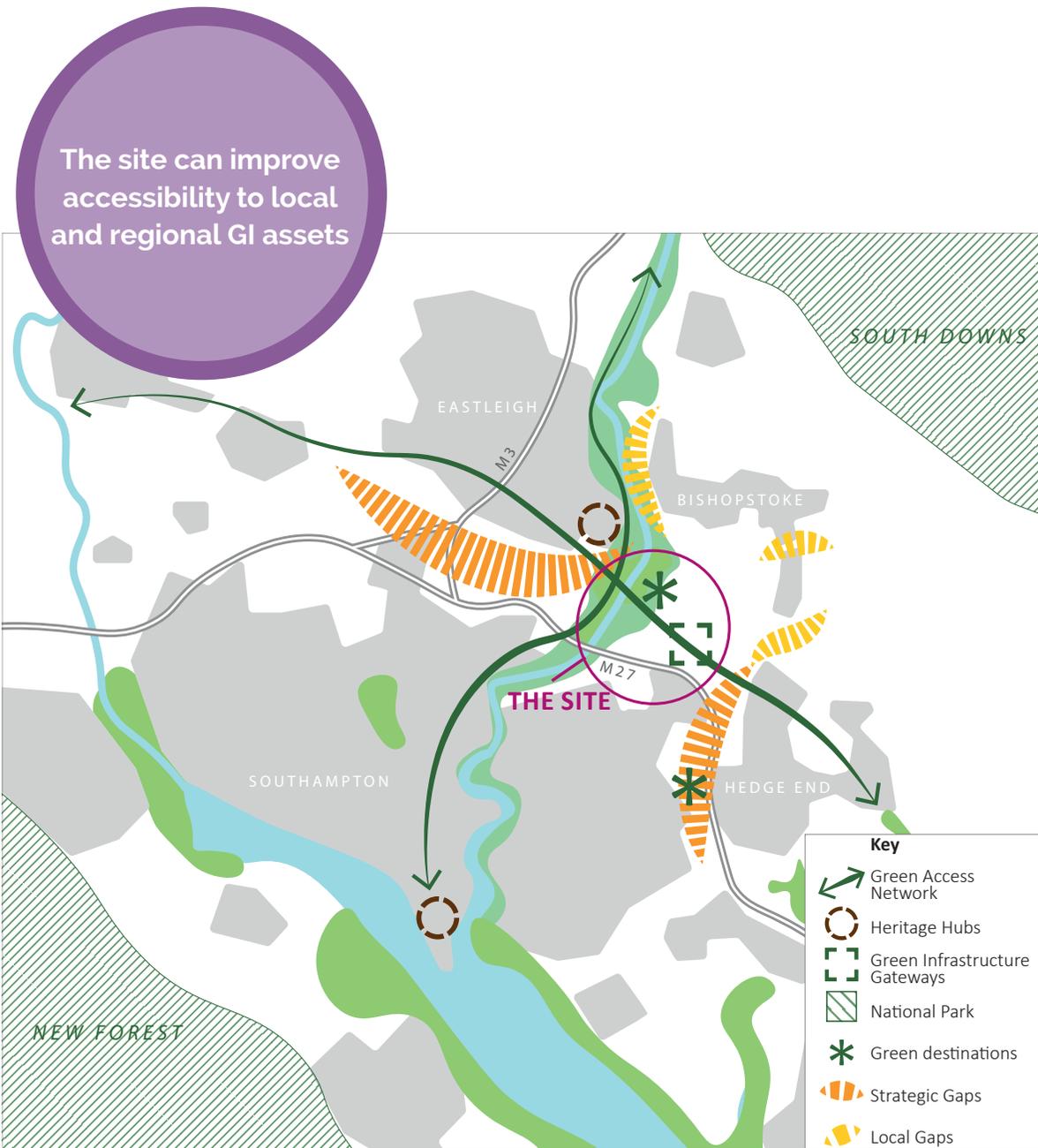


**FIGURE 6 /** STRATEGIC DEVELOPMENT LOCATION CONCEPT



Allington is well located to meet the projected future population needs

**FIGURE 7 / POPULATION DENSITY WITHIN 20 MIN DRIVEZONE (SOURCE: TOWARDS A GREEN INFRASTRUCTURE FOR SOUTH HAMPSHIRE: ADVICE TO PUSH - 2008)**



The site can improve accessibility to local and regional GI assets

**2.4** In terms of environmental and landscape performance, the site holds a key position in relation to its context:

- Proximity to Green Infrastructure assets and green and blue corridors;
- Linked to strategic green access network;
- Exempt from statutory designation, and not identified as a settlement gap;
- Existing urban areas close to the site are identified as having poor access to green space;
- Environmental quality assessed as average to poor.

**2.5** Considering all the above aspects, there is potential for the development of the site to improve accessibility at a local and regional scale to existing green assets, and to provide new publicly accessible green space and improved biodiversity.

**FIGURE 8 / STRATEGIC LANDSCAPE AND ENVIRONMENTAL RELATIONSHIP DIAGRAM**

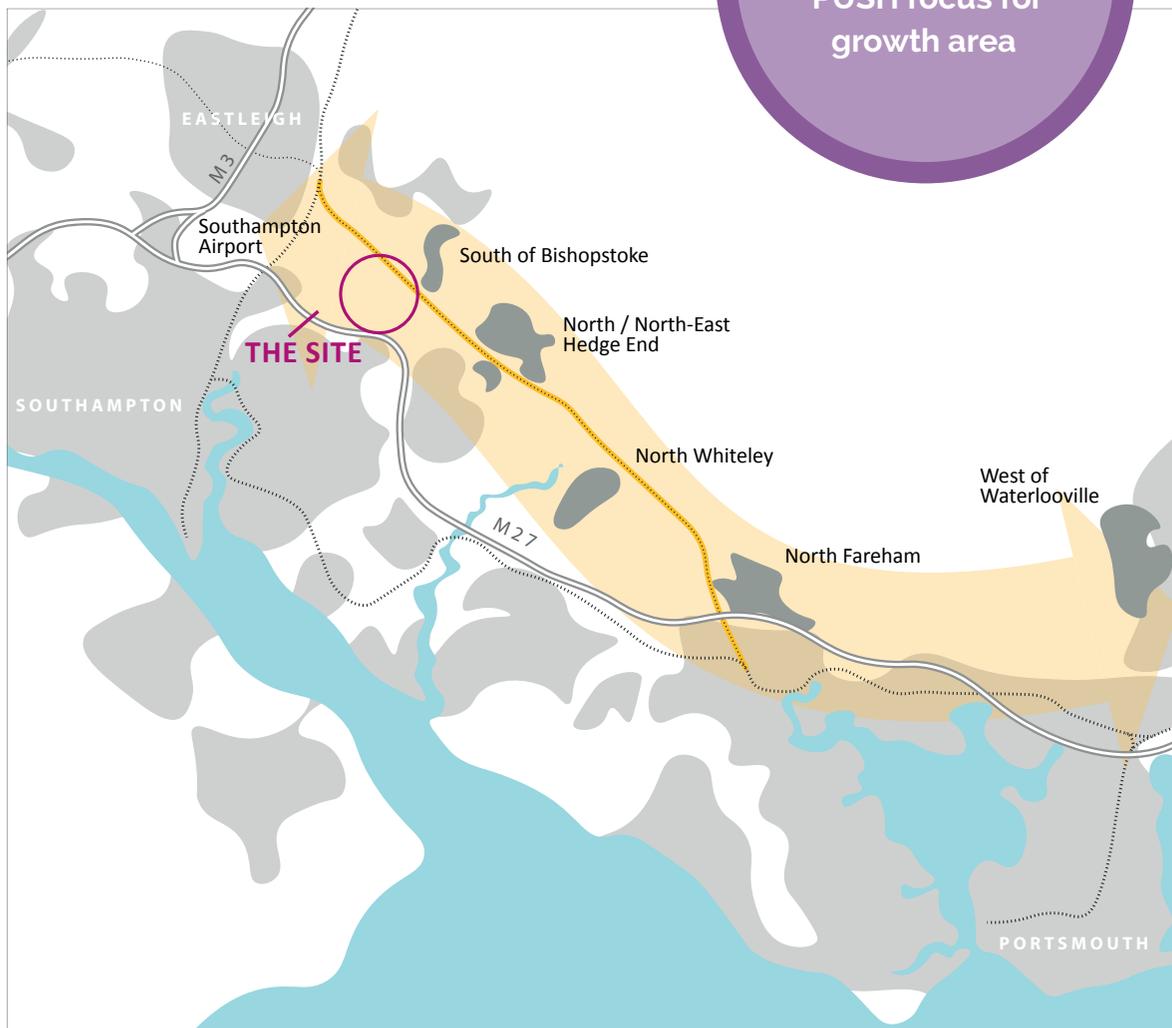


**2.6** The site is set in a strategic location well related to Eastleigh town, Hedge End, and the villages of Bishopstoke, Fair Oak, and Horton Heath. The site is well connected to Southampton (including West End village) and within easy reach of key strategic transport infrastructure in the area.

The site is within easy reach of key strategic transport infrastructure in the area

**FIGURE 9 / STRATEGIC CONTEXT RELATIONSHIP DIAGRAM**

Allington is ideally located within the PUSH focus for growth area



**2.7** The site sits along the Eastleigh-Fareham railway line linking Eastleigh and mid/north Hampshire with Portsmouth and the eastern part of the Solent area.

**2.8** As identified by previously conducted studies\*, there is potential for services on the line to be increased, to enforce the existing rail and public transport network in south Hampshire and provide a valid alternative to car use.

**2.9** As suggested by the location of recently promoted sites along the line, there is potential for it to become a main focus for the future growth of Eastleigh and the whole Solent area. The creation of Allington village with its new station on the line could substantially contribute to the realisation of the vision.

\* Transport for South Hampshire, Vision for the future of rail in Urban South Hampshire over the next 30 years, 2009

**FIGURE 10 / STRATEGIC DEVELOPMENT CORRIDOR DIAGRAM**

# 3. Design Response

A best practice design response underpins the proposals at Allington to create a diverse, vibrant, attractive and sustainable community for the future. The design response embraces the key issues of gap, movement, green infrastructure, recreation, ecology and place making and illustrates these in a series of strategies on the following pages.

## Introduction

**3.1** The development consortium are committed to Garden City principles and wish for the new village to be a high quality place that is very different from the typical suburban development that has been seen developed over recent years in and around the Borough.

**3.2** The consortium is also committed to working with communities, the Council and stakeholders in developing the proposals so that the new village captures the expectations and combined vision of those who have assisted in the design process.

**3.3** Quality places rely upon the skill and vision of the design team, not merely the use of rules and regulations, although these inevitably have a role to play. The founding principles rely upon embracing the context and locational advantages and capturing the maximum benefits that can be secured. The broad layout and form then need to work with the landscape character, utilising any constraints and turning them into opportunities. The design process will then ensure the key land uses are provided in the right place so as to enable the community to function in the most effective way.

**3.4** Added to this is an understanding of who will live, work or use a place – what their experience will be and how that experience can be made to be as positive as possible. This section explains how the development responds to the opportunities available. The opportunity is also taken to briefly compare Allington with the alternative location being considered by the Council North of Bishopstoke and Fair Oak

## Gaps Strategy

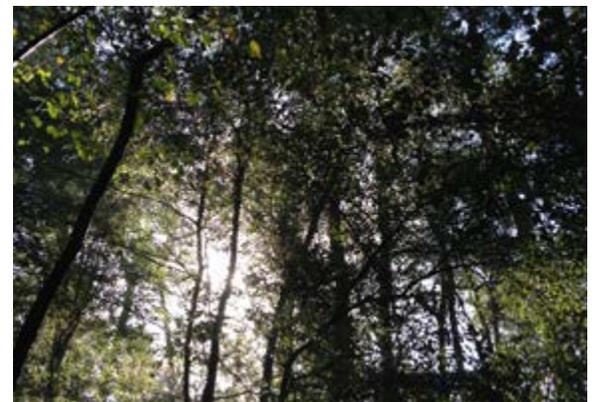
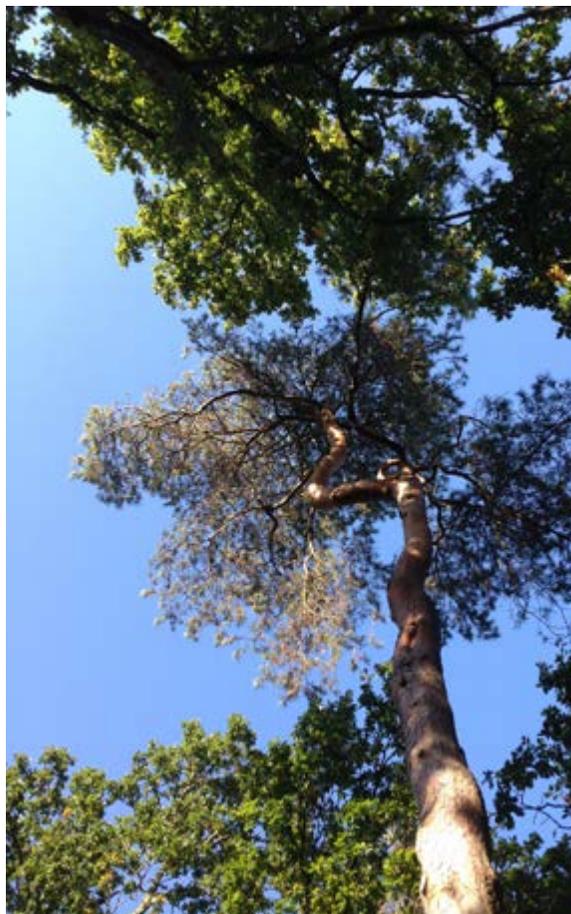
**3.5** Allington village provides an opportunity to provide clearly defined and well managed gaps which would be entirely within West End Parish Council's administrative boundary. These gaps would retain the sense of separation between settlements and reinforce and enhance the distinct character and sense of place of each settlement. Such objectives reflect those set out by the Partnership for Urban South Hampshire.



Allington

### Gap strategy...

Site is relatively flat and existing features of the landscape limit intervisibility with surrounding area. There is the opportunity to provide gaps which are clearly defined and well managed. The gaps would be wholly within West End Parish Council and Eastleigh Borough Council.



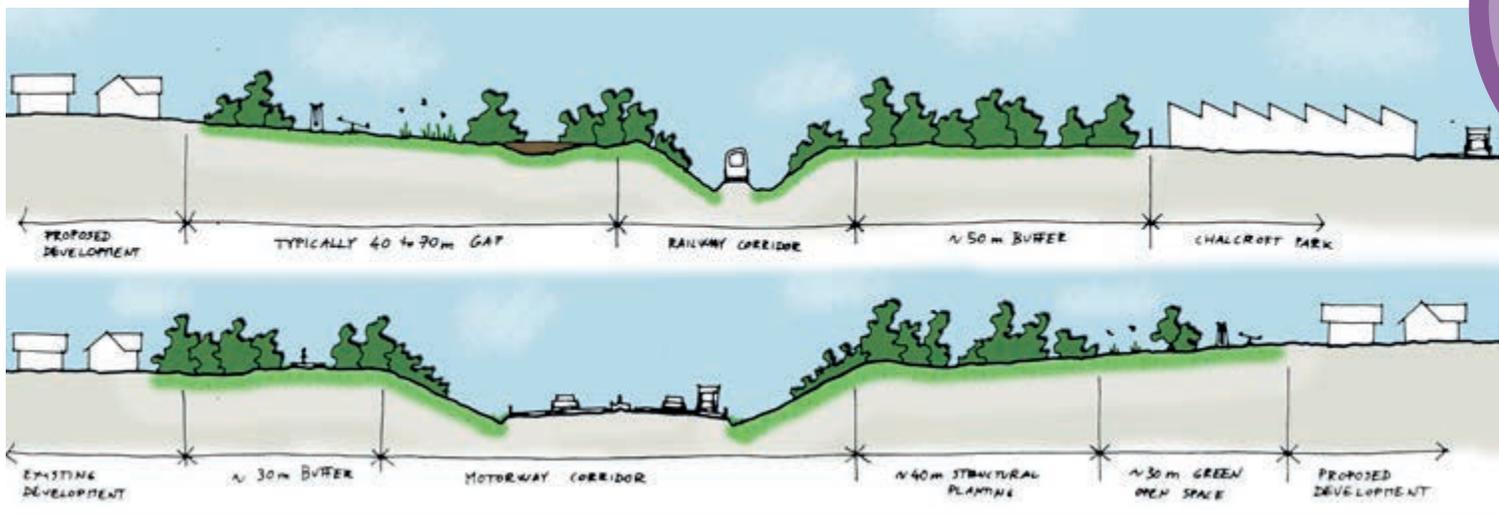
The gap strategy will retain separation between key settlements in the borough



**FIGURE 11 / GAPS STRATEGY DIAGRAM**

3.6 The gap strategy for Allington is set out in figures 11 and 12. Broadly, the approach to the eastern gap between Allington and Hedge End seeks to retain the current open character of this area whilst the proposed gaps to the south and north reflect the more enclosed features of the landscape created by the motorway and railway respectively.

Gaps will prevent intervisibility and serve an amenity function



**FIGURE 12 / TYPICAL GAP CROSS SECTION TO RAILWAY (TOP) AND MOTORWAY (BOTTOM)**

## Access And Movement Strategy

**3.17** Development at Allington will maximise opportunities to achieve high levels of self-containment and use of sustainable transport

**3.18** It will utilise under-used rail capacity on the Eastleigh-Fareham railway line including improving links to Hedge End railway station and potentially enabling the future provision of a new railway station

**3.19** Allington will also promote greater cycling and walking for existing and future residents in the area through:

- Contributing towards and providing already identified cycle, bridleway and footpath schemes including the Hedge End to Eastleigh town cycle route identified in the 2011-2029 Local Plan.

- Provision of new cycle and footpath links including from the site through to West End and through to cycle route linking to Southampton Parkway railway station.

**3.20** The development will utilise under-used bus capacity within the area and provide new bus routes so as to provide direct and easy links to Eastleigh, Hedge End, Bishopstoke, Fair Oak, Horton Heath, West End and Southampton as well as Southampton Airport Parkway railway station.

**3.21** Various improvements to the local highway network are envisaged, which are detailed in the transport study.

**3.22** Figures 14,15 and 16 on the following pages illustrate how the proposals could contribute to the improvement of the connectivity in the area.

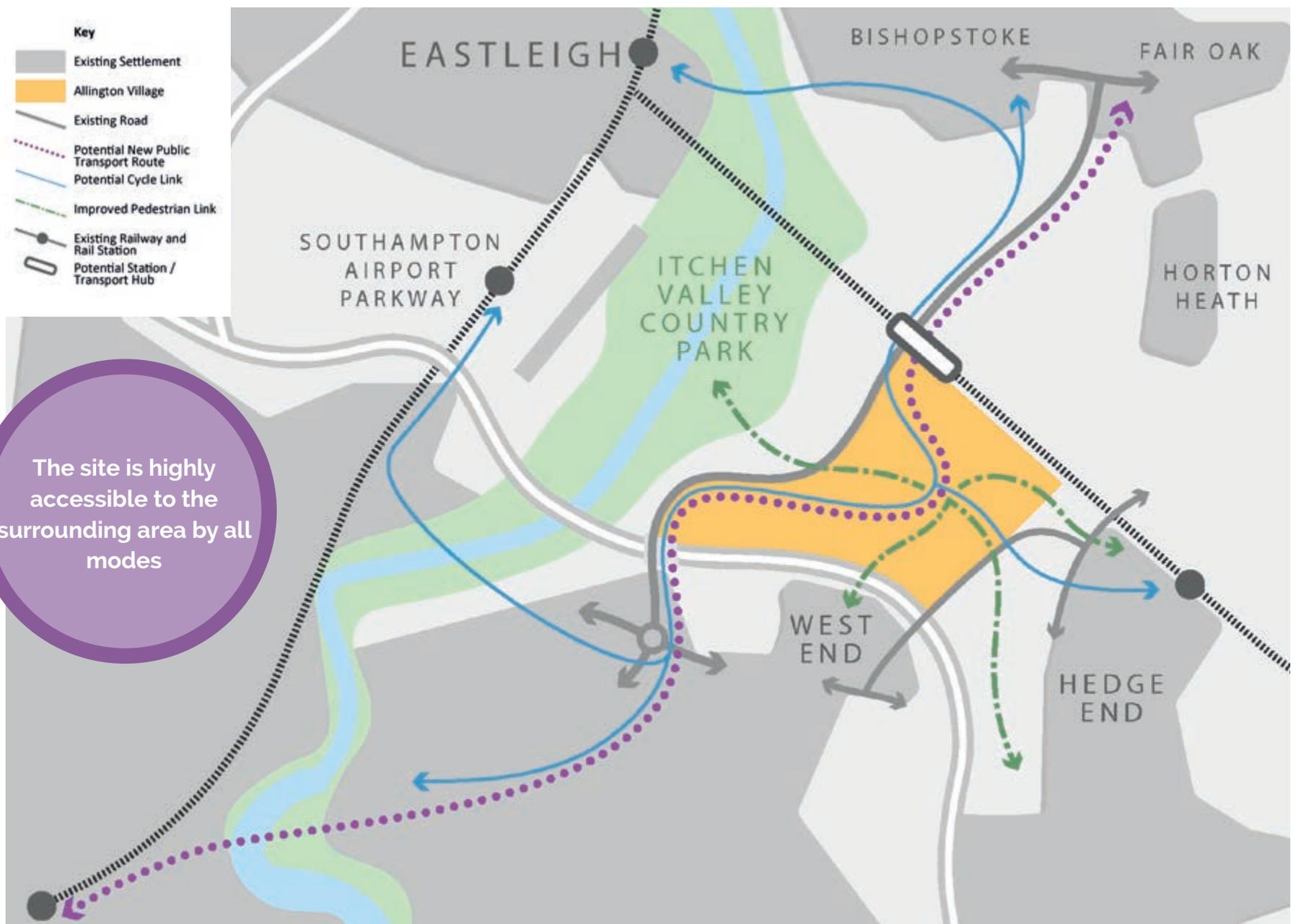
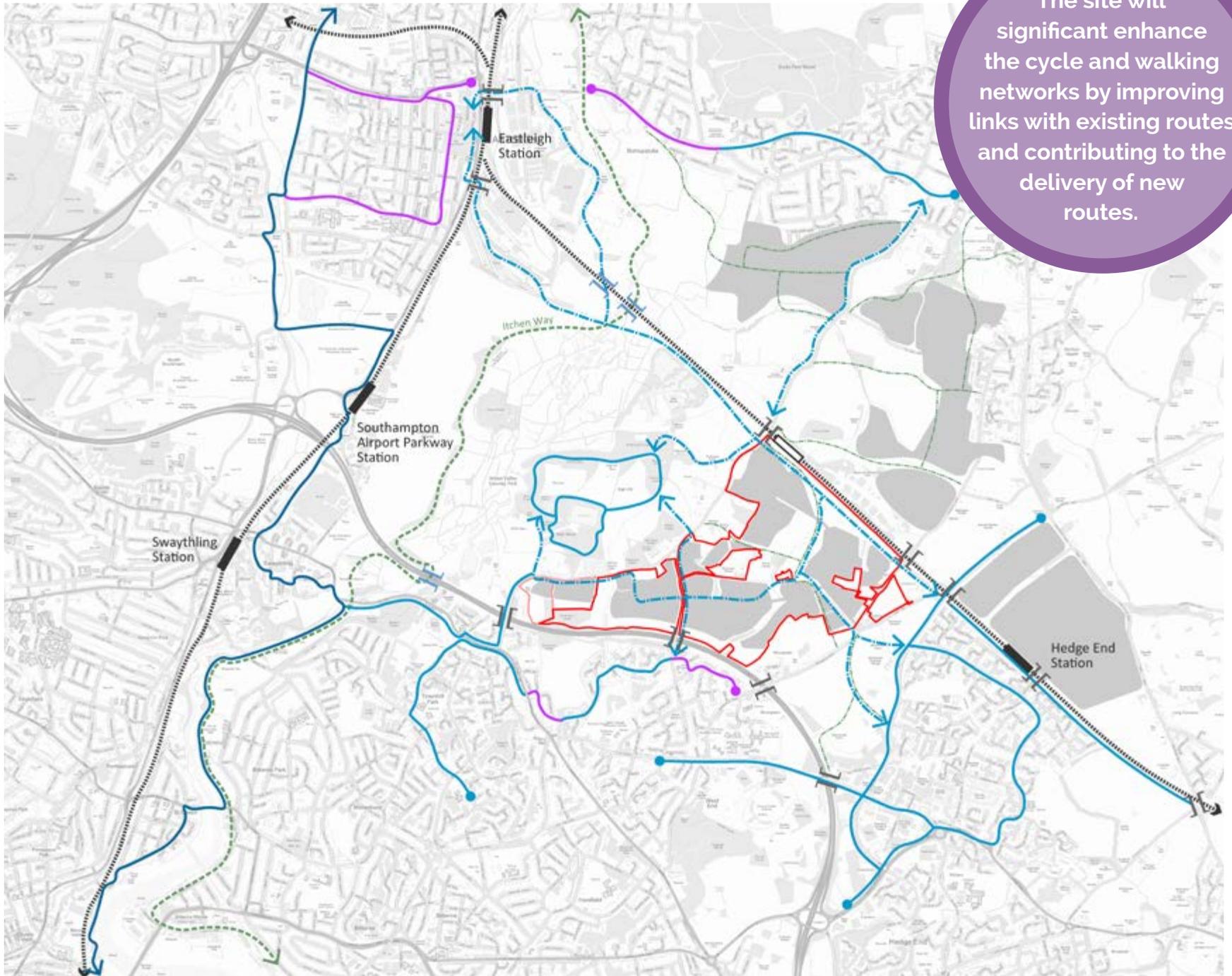


FIGURE 13 / TRANSPORT AND CONNECTIVITY STRATEGY CONCEPT PLAN

The site will significantly enhance the cycle and walking networks by improving links with existing routes and contributing to the delivery of new routes.



**FIGURE 14 / WALKING AND CYCLING STRATEGY DIAGRAM**



## Walking and Cycling

**3.23** The site will provide an extensive network of pedestrian and cycle routes, to foster a safe and attractive environment, sustainable movement of people and promote healthy lifestyles.

**3.24** In particular, the site will link existing and currently disconnected routes, and contribute to the delivery of new routes, such as potential connections from Hedge End to Eastleigh, and from West End to Bishopstoke.



### Pedestrian & cycle provision...

Genuine opportunity to promote significant modal shift towards pedestrian and cycle use. Site is comparatively flat with good pedestrian/cycle links to surrounding settlements. Opportunity to enhance these links and provide new cycle/footpaths links.

## Public Transport

**3.25** An extensive network of bus routes are already serving the areas adjacent to the site. Ongoing dialogue with current operators has identified the potential for route diversion and new routes through the site.

**3.26** The proximity to the railway line combined with future visions for the upgrade of the Eastleigh-Fareham line suggest that a new station/transport hub could be delivered on site, with fast and frequent connections to Eastleigh and the wider network.



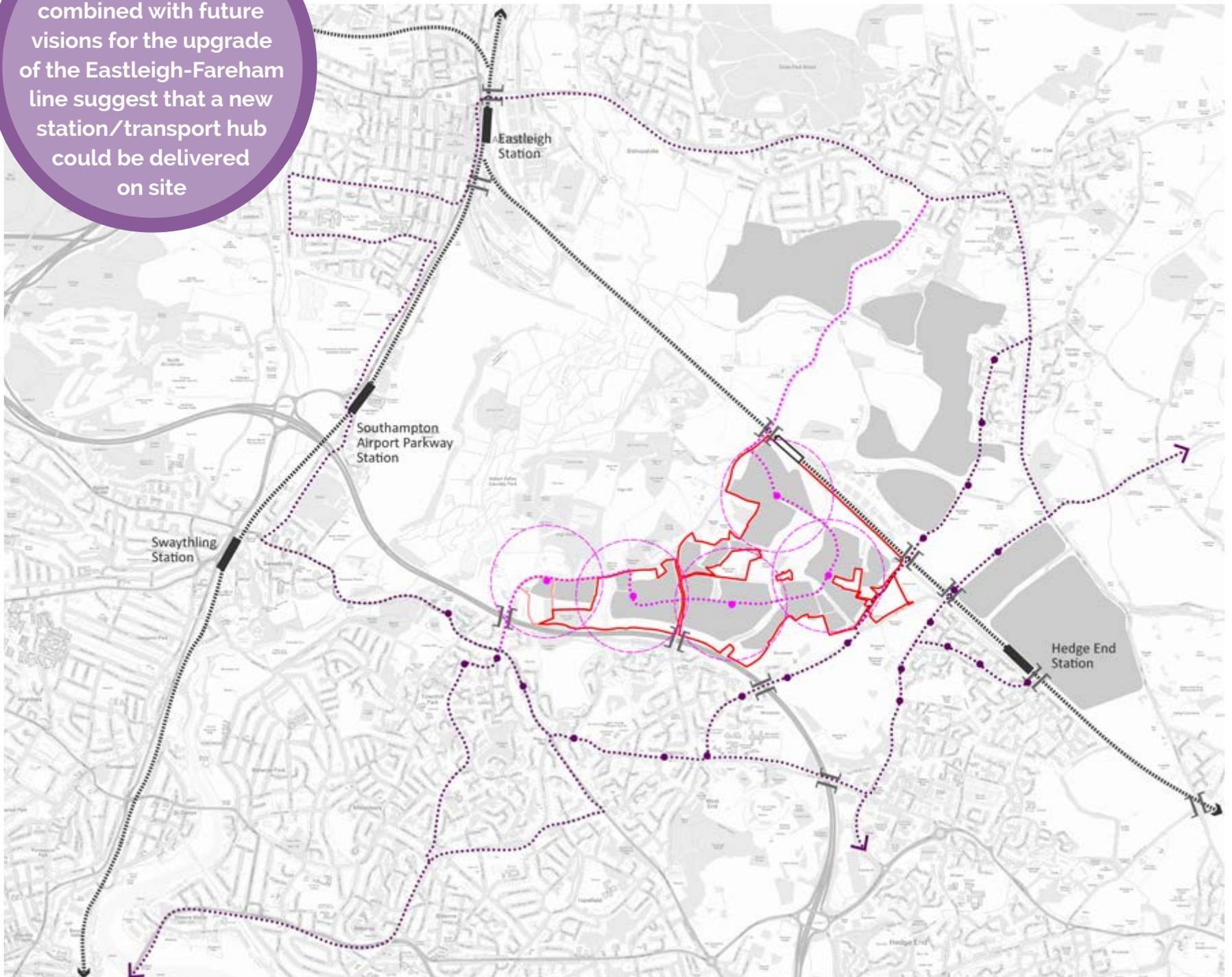
Allington

### Use of public transport...

Adjoins good quality rail and bus links which have spare capacity. New bus routes already planned within the vicinity of site. Capable of facilitating new railway station/hub.



The proximity to the railway line combined with future visions for the upgrade of the Eastleigh-Fareham line suggest that a new station/transport hub could be delivered on site



**FIGURE 15 / PUBLIC TRANSPORT STRATEGY DIAGRAM**



## Vehicular Movement

**3.29** Allington will deliver high levels of self containment through providing a good mix of uses within the scheme. It is well related to surrounding settlements and has the potential to be very well served by the public transport network and footpath/ cycle links. Taking this into account, the vehicular traffic movements generated from this development are expected to be less than other comparable size developments.

**3.30** This will be supported by the extensive existing road network connecting the area from different directions. There is potential for the development to contribute to improvements to the network that are planned to support already consented and emerging schemes in the area.



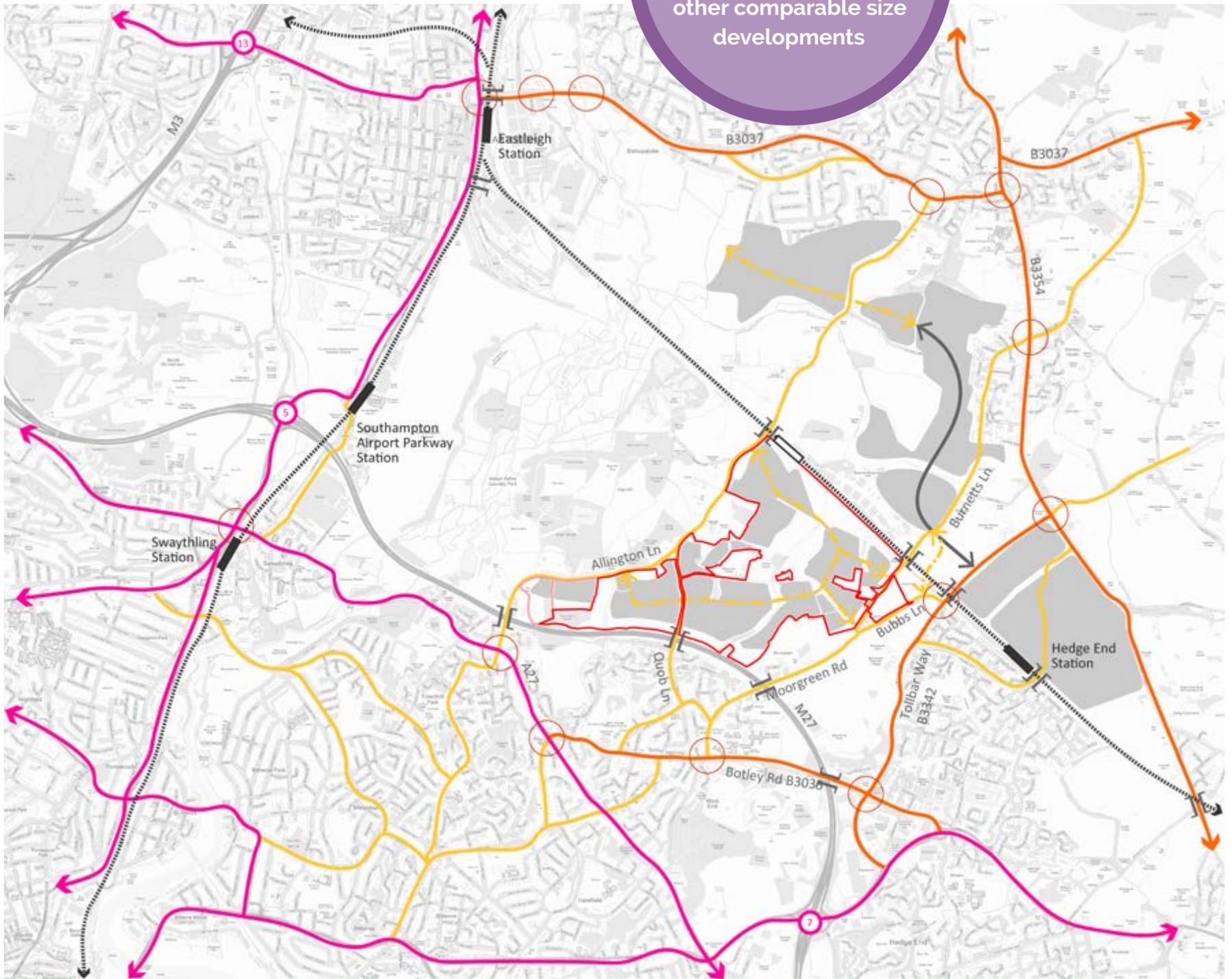
Allington

### Highway network...

Focussed interventions within existing highway network on the basis of promoting sustainable transport and high levels of self-containment.



Vehicular traffic movements generated from this development are expected to be less than other comparable size developments



**FIGURE 16 / VEHICULAR MOVEMENT STRATEGY DIAGRAM**



## Green Infrastructure, Recreation And Ecology Strategy

**3.31** The scheme offers the opportunity to provide substantial landscape and ecology enhancement, as illustrated in Figure 17:

- Opportunity to significantly improve access for existing and future residents in the area through to Itchen Valley Country Park, strengthen existing publicly accessible routes and also begin to create corridors linking people through to the South Downs National Park and the emerging Forest Park;
- Provision of significant new high-quality open space within the site which would also be accessible to residents in areas which currently have less than ideal access to open space;
- Provision of new wildlife corridors and protection/reinforcement of existing corridors;
- Protection and enhancement of existing watercourses.

			
Allington	<p><b>Landscape...</b> Non-descript, semi-urban landscape which has no intrinsic quality worthy of protection for its own sake. The site does not fall within or contain a rare landscape type and contains no landscape features or elements of especial rarity which could not be retained as part of the design response.</p>	<p><b>Ecology...</b> Ecological interest within the site comparatively small but will be protected and enhanced. Indirect impacts due to additional traffic across River Itchen will need to be tested further in combination with other emerging proposals.</p>	<p><b>Recreation...</b> Site provides opportunity to link into Itchen Valley Country Park and other open spaces within the vicinity of the site through existing and new public rights of way. Will also provide significant new recreational opportunities within the site.</p>



There is an opportunity to significantly improve access to Itchen Valley Country Park for existing and future residents in the area



**FIGURE 17 / GREEN INFRASTRUCTURE, RECREATION AND ECOLOGY STRATEGY DIAGRAM**

## Place Making Strategy

3.32 Allington will ultimately be a community delivered by the people who live there. Based on our understanding of typical socio-economic factors as set out in Figure 19, we illustrate how Allington may be experienced by two types of households living at Allington.

Two examples of how some people who live in Allington could experience the community on a daily basis



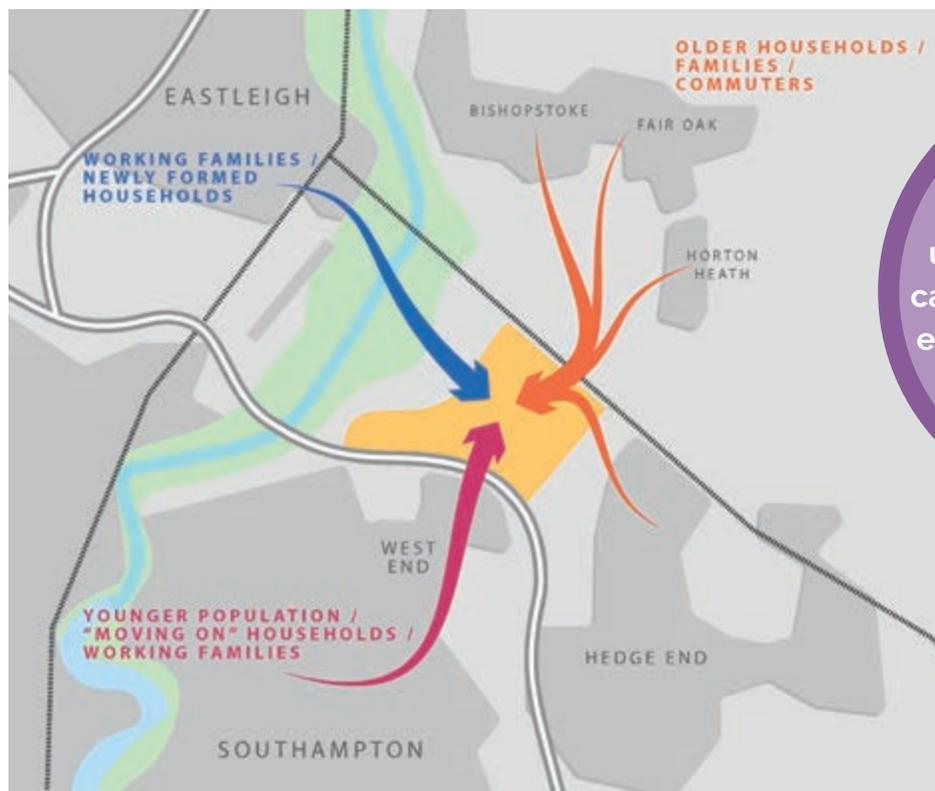
### OLDER PEOPLE

Morning

a day in the life of...

Evening

### YOUNGER WORKING PEOPLE



Allington provides a unique opportunity to cater for different socio-economic groups in the locality

FIGURE 18 / SOCIO-ECONOMIC OPPORTUNITIES CONCEPT

**FIGURE 19 / DEMOGRAPHIC AND LIFESTYLE ANALYSIS**

**Using data from Experian and ONS, it is possible to build an understanding of the demographics, lifestyles, preferences and behaviours of existing residents within the vicinity of the site (3 mile radius). This suggests that:**



The area has significantly below national average representation of people in senior, well-paid positions in companies and organisations. This perhaps reflects a lack of suitable larger housing stock available within the area



There is significantly greater than average representation of younger households who have often only recently set up home. They usually own their own homes which tend to be semi-detached or terraced, modest in size and chosen to fit their budget. These tend to be in suburbs.



Similarly, there is also significantly greater than average representation of young, single people in their 20s and 30s who live in urban locations and rent their homes from private landlords while in the early stages of their careers or still studying. Homes tend to be purpose-built developments of small flats or older terrace properties.



There are greater than average representations of mature couples and families (aged 45-65) who live in mid-range family homes in traditional suburbs where they have been settled for many years. People are generally employed in lower managerial, supervisory and technical occupations.



Similarly there is greater than average representation of people in later life (average age of 75) who are enjoying living independently with a comfortable standard of living. These groups tend to occupy three-bedroom homes and bungalows in the suburbs.

**Observations of broad locational trends in householder formation and development within the vicinity of the site is as follows:**



Initial household formation- Households appear to typically form initially in Eastleigh town & within lower cost areas of Southampton including lower Shirley, Portswood/St Denys and Bitterne/Bitterne Park/Weston. These areas are typically close to good quality public transport links and a good range of facilities, yet are affordable perhaps due to a perceived lower quality living environment and generally smaller housing stock.



Move-on households – Areas such as Chandler’s Ford, Hedge End, Bursledon, Horton Heath, Bishopstoke and Fair Oak appear to provide locations for households to move-on to. These areas typically benefit from good schools, newer/larger housing stock and are closer to countryside. However they are also generally further away from facilities/services and good public transport links.



Later-life households – These areas are less easy to identify spatially but appear to be more focussed in pockets within the villages of Fair Oak and Bishopstoke. West End also appears to provide a significant representation. These areas tend to offer quieter environments, with a village character and stronger sense of community. The housing stock would appear to be older and occupy a lower density.

## Land Use Strategy

**3.33** Allington Village is envisaged as a self sustained mixed use development. The indicative land use plan provided at Figure 21 shows how the site could potentially accommodate a range of uses to deliver the vision for the site.

**3.34** A series of neighbourhoods are set within the landscape framework, interlinked by the existing and proposed networks of infrastructures and green connections.

**3.35** At the heart of the new community, a local centre offering services and facilities to the community, as well as potential for additional housing to increase the mix of uses and activity.

**3.36** An employment area providing 10,000+ square metres of work space will be provided, envisaged as a high quality offer of various size employment space set within the landscape framework.

**3.37** At walking distance from the local centre and the employment area, there is potential for the site to deliver a new train station/transport hub, to further increase the connection of the site with the area and promote sustainable mobility.

**3.38** Within the network of green open spaces, there will be space for formal and informal play areas, sport facilities, areas of flood mitigation and preservation and enhancement of natural habitats. We are willing to explore how it will be managed in the long term for the benefit of the local community.

**3.39** We will deliver a policy compliant mix of housing and affordable housing, based upon identified housing needs, which at this stage indicates is 35% of the homes being provided as affordable.

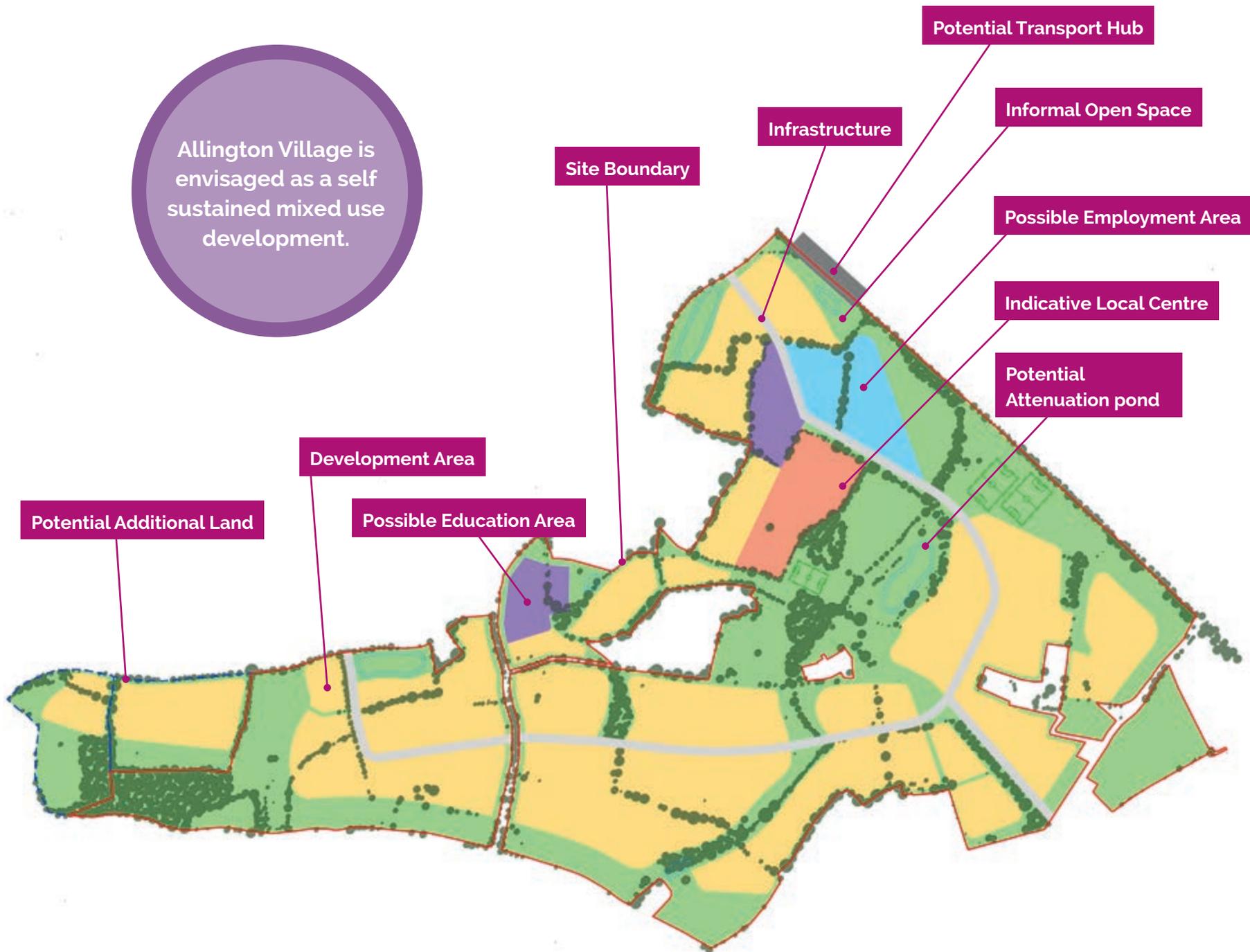
**3.40** The housing mix will provide for a range of 1-5 bed properties to meet the social and economic needs of the Borough and housing market area. This includes starter homes (or equivalent given the uncertainty over this current Government initiative), properties suitable for first time buyers, properties for smaller households, family accommodation as well as a proportion of homes more suitable for leaders of industry (a current identified need in the housing market area). The precise mix and form will be agreed with the Council.

**At walking distance from the local centre and the employment area, there is potential for the site to deliver a new train station/transport hub, to further increase the connection of the site with the area and promote sustainable mobility.**

Area	Site Boundary			
	Ha	Ac	Density	Units
Development	73.83	182.44	35	2584
Local Centre	4.75	11.75		
Education	4.55	11.24		
Employment	5.02	12.40		
Informal Open Space	73.59	181.84		
Infrastructure	6.44	15.91		
<b>Total</b>	<b>168.18</b>			

**FIGURE 20 / INDICATIVE LAND USE BUDGET**





**FIGURE 21** / INDICATIVE LAND USE STRATEGY DIAGRAM



## Allington Village

**3.41** The Indicative Concept Master Plan illustrated in Figure 22 shows one way in which the Garden City principles established earlier in this vision document can be applied to the site to create a diverse and self-sustaining community and is respectful of its key assets. It is recognised that there are different ways of accommodating the range of uses proposed at Allington and further detailed design work would naturally refine and evolve the design approach whilst continuing to respect Garden City principles.

**3.42** As an overall principle, the development will seek to provide for a net improvement in infrastructure for the area, whilst also utilising existing under-used infrastructure where appropriate.

**3.43** The new village at Allington will benefit from a significant level of infrastructure already within the vicinity of the site, including a public transport network which is under-utilised.

**3.44** Based on our studies to date, we have not identified a critical need for any significant abnormal new infrastructure to serve the development. We recognise that the need for further infrastructure may be triggered when taking into account the in-combination impact of other emerging proposals and will seek to work closely with the relevant parties to ensure that this is delivered where necessary.

**3.45** The infrastructure needed to deliver the new village therefore includes matters that are typical for development of this scale, such as:

- Connections and improvements to existing road network
- Enhancements and provision of new public transport infrastructure
- Community infrastructure
- Green infrastructure
- Blue infrastructure
- Utilities connections



### Approximately 2,500 dwellings

- Including 35% affordable, delivering approximately 875 dwellings to help address local needs
- The homes provided will be tailored to meet local needs, including homes for new families, executive homes (a recognised local need), family homes and later living accommodation, including potential for two 60 bed care homes

### Approximately 10,000m2 of new B1 employment floorspace

### An extensive network of recreation, open space and green/blue infrastructure

- Equipped and informal play areas including sports provision
- Natural open space
- Green buffers
- Sustainable Urban Drainage Systems and surface water treatment

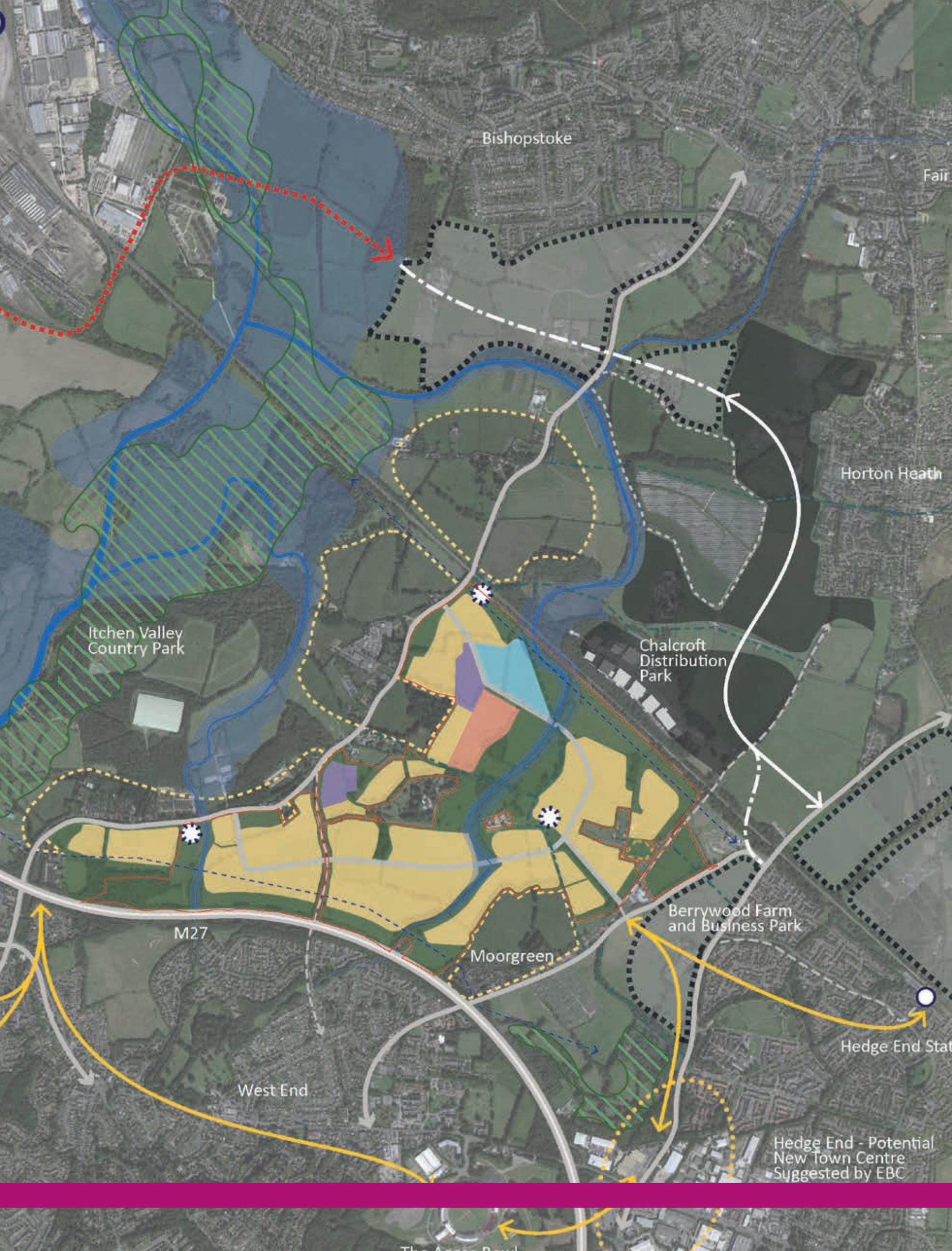
### Associated development including

- Two primary schools designed as two-form-entry
- Local centre to include scope for retail, leisure and community facilities
- Further small-scale community/retail facilities through the development

Swaythling Station

The Indicative Concept Master Plan shows one way in which the Garden City principles established earlier in this Vision document can be applied to the site to create a diverse and self-sustaining community, respectful of its key assets

**FIGURE 22 / ALLINGTON VILLAGE INDICATIVE CONCEPT MASTER PLAN**



Bishopstoke

Fair

Horton Heath

Itchen Valley  
Country Park

Chalcroft  
Distribution  
Park

M27

Berrywood Farm  
and Business Park

Moorgreen

West End

Hedge End Station

Hedge End - Potential  
New Town Centre  
Suggested by EBC

# 4. Technical Studies & Sustainability Assessment

A comprehensive suite of background technical studies and reports have been prepared. A summary of the key findings and influences on the design approach for each topic are set out below.

## Landscape And Ecology

**4.1** The detailed technical findings relating to Landscape and Ecology matters is attached at Appendix [1].

**4.2** The site has a low-lying undulating topography. Much of the land is permanent pasture with areas of horsiculture particularly associated with the settlement fringes. Fields are bounded by low clipped hedgerows with frequent individual oak trees and stands throughout.

**4.3** The landscape surrounding the site has been subjected to incremental small-scale development following transport corridors, which has created a sense of unbroken and continuous settled development. Cohesive masterplanning with high quality Green Infrastructure would provide an appropriate landscape response. There is much visual intrusion from the existing settlement edges of Bishopstoke, Fair Oak, Horton Heath and West End. The railway, motorway and airport exert significant urbanising influences on the landscape. The

landscape character is semi-urban and the sensitivity relatively low. The landscape fabric can be retained and enhanced. In relation to visual sensitivity, due to the existing extensive landscape fabric of woodland, trees, hedgerows and watercourses the site has capacity to accommodate change.

**4.4** In relation to Ecology, the attached note identifies the key constraints and opportunities for the site and its environs. It considers the proximity of the site to the River Itchen Special Area of Conservation (SAC), particularly in relation to possibility of effects due to increased air pollution from traffic and from waste water. Ongoing dialogue will be required with Environment Agency, Natural England and Council officers, recognising that this is a strategic matter which the Habitat Regulations Assessment accompanying the Local Plan will need to address. Nevertheless, we are confident that mitigation can

be secured if required, either through a financial contribution to compensatory habitat creation or by making land within the Consortium's control available for this purpose, and that there are no overriding constraints to the development. We will continue to work closely with the Council in sharing information to understand this impact in relationship to other emerging proposals in the area.

**4.5** The site is over 400m from Moorgreen Meadows Site of Special Scientific Interest. The potential impacts, primarily through recreational disturbance through increased use of the public rights of way network, are considered to be small and capable of being mitigated. Itchen Valley County Park accommodates some of the River Itchen SAC and includes some Sites of Importance for Nature Conservation (SINCs). However public access is restricted in these areas and it is considered that less sensitive parts of the country park would continue to act as the focus for public access.

**4.6** There are two further SINCs within the site itself and two immediately adjoining the site. Suitable buffers would be provided to these areas and suitable management strategies agreed and funded by the development. Similarly suitable buffers to all watercourses through the site have also been identified, including minor headwaters.

**4.7** Although the majority of the site is improved or poor semi-improved grassland there are a number of notable habitats which could be of value. These will need to be assessed further through detailed surveys. Similarly a more detailed species survey of the site will also be required.

**4.8** Notwithstanding the above, beyond mitigating impacts of development on the natural environment, the significant provision of Green Infrastructure within Allington provides the opportunity for ecological enhancement through strategic planting and the provision of species rich habitats.

The landscape character is semi-urban and the sensitivity relatively low.

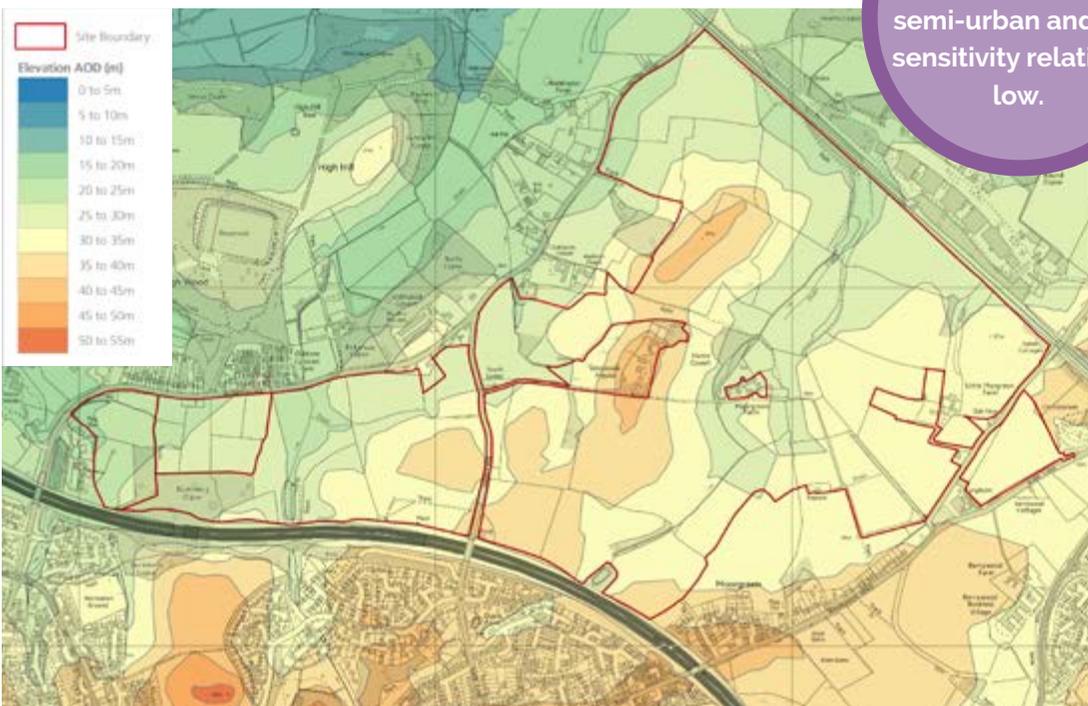


FIGURE 23 / TOPOGRAPHIC MAP

## Archaeology And Heritage

**4.9** A Heritage Desk Based Assessment is attached at Appendix [2].

**4.10** The study considers that the site has low potential for remains of all periods. Localised areas of potential associated early Post-Medieval and WWII activity have been identified. Additionally, whilst the presence of prehistoric and/or Roman remains cannot be entirely ruled out, should such remains be present, they are considered unlikely to be of more than local significance.

**4.11** There are few archaeological remains recorded within the site. There are indications from records within the wider study area, that the site may contain Bronze Age, Iron Age and/or Roman remains but there is no evidence to suggest if and where such remains may be. Should such remains be present, they are unlikely to be of more than local significance and are unlikely to be a design constraint.

**4.12** The setting of the two listed buildings at Moorgreen Farm needs to be taken into account. With appropriate design measures, the effect on their setting can be limited. Winslowe House is not a designated asset. However, along with its now heavily altered lodge at the west end of the track that leads up to the house and with its visual link to Moorgreen Farm, these buildings may be considered to have some group value. While not an absolute design constraint, this link needs consideration in the detailed design if possible. The WWII pillbox in the site is also not a constraint, but it ought to be retained if possible as it is a visible reminder of WWII and the importance of the Southampton/Portsmouth area during the war.

**There are few archaeological remains recorded within the site. Should remains be present, they are unlikely to be of more than local significance and are unlikely to be a design constraint.**



FIGURE 24 / VIEW OF MOORGREEN FARM

## Noise And Air Quality

**4.14** A Noise and Air Quality Assessment is attached at Appendix [3].

### Noise

**4.15** The most significant noise generator will be the M27. An initial noise map presenting the impact of the motorway is presented in the technical evidence. This demonstrates that noise levels are highest adjacent to the motorway, falling rapidly towards the centre of the site. This noise impact has been taken into account in identifying the developable areas of the site and will be assessed in further detail in preparing a detailed masterplan for the site.

### Air Quality

**4.16** A review of the Eastleigh Borough Council Air Quality Management Area (AQMA) map shows that neither the site nor its immediate surrounding environment are subject to an AQMA. As a consequence, prior to formal assessment it is judged that the currently monitored annual mean NO<sub>2</sub> concentrations within the site are considered to be in the normal range. The nearest AQMA is situated over 2.5km from the western boundary of the site.

**4.17** The impact of traffic generated by the development combined with other emerging development sites will need to be assessed in detail to ensure that the additional vehicular emissions do not significantly worsen air quality at existing receptors within the AQMA including consideration of the potential impacts on Southern Damsel fly.

**4.18** As with any strategic site located in this part of South Hampshire, when taking into consideration other emerging sites, there may be the potential for indirect adverse impacts on European sites. However, based on the findings in the transport study in Appendix 7, there are no site specific concerns arising in this regard. Such impacts are strategic matters rather than being site specific and we will continue to work closely with the Council to share information to understand the impact further.

## Services Infrastructure

**4.19** A Service Supply Statement is attached at Appendix [4].

**4.20** The site is within close proximity to established residential areas with existing infrastructure. Therefore there is the potential to be supplied with normal service supplies from the existing networks. From our discussions with service and utility providers to date, no concerns have been raised about the ability to serve this site with high quality infrastructure, including high-speed broadband.

VIEW OF SITE ALONGSIDE M27



## Flooding

**4.21** A Flood Risk Assessment (FRA) is attached at Appendix [5].

**4.22** In terms of fluvial and tidal flood risk, the site lies substantially within Flood Zone 1 and hence has a low probability of flooding from this source. Assessment of other potential flooding mechanisms shows the land to be generally at low risk of flooding and medium probability of flooding in some parts of the site. The FRA concludes that these risks can be mitigated appropriately. The indicative master responds to the findings of the FRA and does not propose any development in flood zones 2 and 3.

## Drainage

**4.23** The FRA in Appendix [5] also includes a drainage study.

**4.24** A preliminary strategy for storm drainage at the site has been developed to meet both national and local policy. These options (further explained in the Drainage Study attached) outline the viability of the site to employ means of drainage to comply with NPPF and local guidance.

**4.25** The development drainage system will manage storm water by way of Sustainable Urban Drainage Systems to ensure that peak discharges from the developed land is not increased from the appraised baseline rates. The system will also serve to maintain the quality of water discharged from the development.

**4.26** Southern Water have confirmed the presence of foul water sewers close to the site. We are currently discussing the capacity of this system to accommodate additional development with Southern Water but do not foresee any significant abnormal issues arising.

## Geology

**4.27** A Geo-Environmental Phase 1 Desk Study is attached as Appendix [6].

**4.28** The site is shown to be underlain mainly by the Earnley Sand Formation, which comprises a bedrock of sand, silt and clay. The north and centre of the site is underlain by the Wittering Formation, comprising of sand, silt and clay. Running through the centre of the Site, a band of Superficial Alluvium is shown, comprising of clay, silt, sand and gravel.

**4.29** The site does not lie within a Ground Source Protection Zone.

**4.30** The Groundwater Vulnerability (with reference to Environment Agency data) highlights that the western part of the site lies within a Minor Aquifer with soils of an intermediate Leaching potential.

**4.31** There is an area in the northeastern most extent which lies within a Minor Aquifer, with soils of a high leaching potential.

**In terms of fluvial and tidal flood risk, the site lies substantially within Flood Zone 1 and hence has a low probability of flooding from this source. The indicative masterplan responds to the findings of the FRA and does not propose any development in flood zones 2 and 3.**



WATERCOURSE CROSSING SITE



BRIDGE OVER RAILWAY



WINSLOWE HOUSE

## Transport

**4.32** A Transport Study is attached at Appendix [7]. The transport strategy and highways requirements have been modelled with the agreement of Hampshire County Council so as to demonstrate the proposals can be delivered and identifying the transport works that will be required.

**4.33** The transport study has identified:

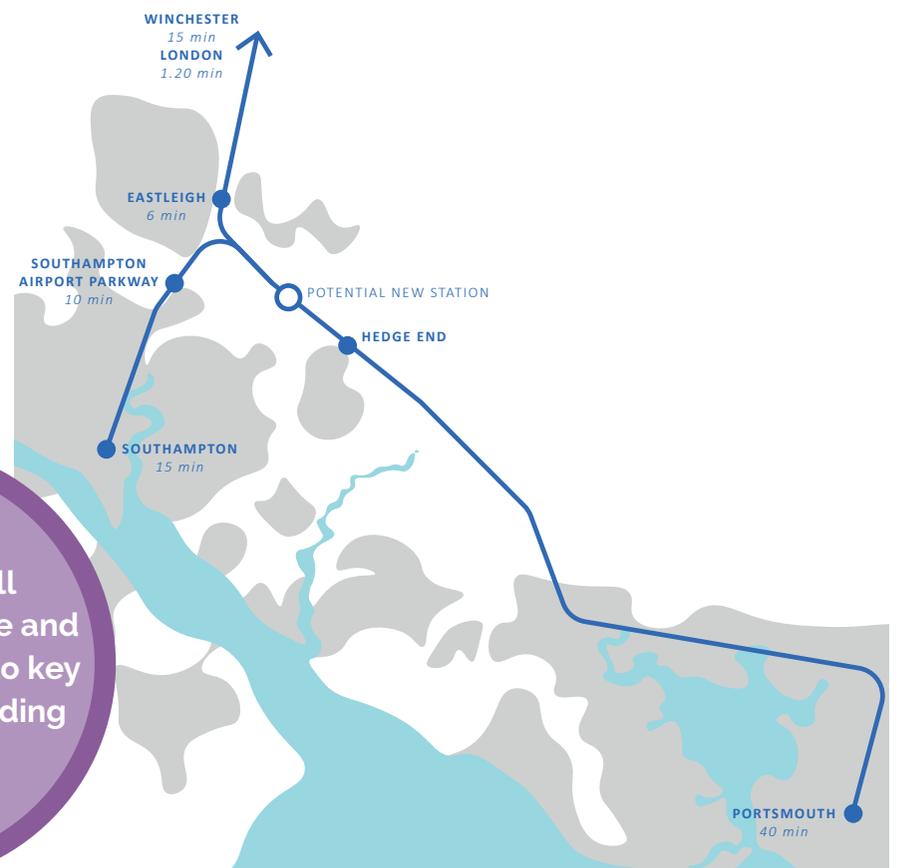
- Significant potential to achieve high levels of self-containment by using Garden City principles including ensuring a good mix of complimentary land uses;
- Future proofing of the new community to capitalise upon strategic public transport solutions that may emerge over the next 10-20 years;
- Potential to utilise existing space capacity within the public transport network, including making provision for a new railway station on the Eastleigh-Fareham railway line and providing for new and enhanced bus routes serving the area into Eastleigh, Hedge End, Southampton and the villages to the north;
- Promotion of greater use of cycling and walking through improved links to surrounding areas, and existing cycle and footpaths along with direct provision and contributions towards new cycle routes, including the Hedge End to Eastleigh town cycle/footpath route;
- Suitable vehicular access points onto the existing highway network; and
- Recognition that there will still be the potential for additional traffic on the local highway network. Improvements to the network, over and above that identified to mitigate the impact arising from the development itself are set out in the transport study to enable existing congestion hotspots to be addressed.

Cycling to key destinations is achievable and offers a reasonable alternative to other travel modes



**FIGURE 25 / CYCLING DISTANCES FROM SITE**

The potential new station will provide sustainable and fast direct access to key destinations including Eastleigh and Southampton



**FIGURE 26 / RAIL CONNECTION DISTANCES FROM POTENTIAL NEW STATION**



QUOB LANE



THE SITE'S UNDULATING TOPOGRAPHY



VIEW ACROSS TO THE AGEAS BOWL

## Performance Against Sustainability Appraisal Objectives

**4.34** Attached at Appendix 8 is a schedule demonstrating how the scheme as now proposed performs against the objectives and criteria used in the sustainability appraisal which accompanied the Regulation 18 'Issues and Options' consultation.

## Agricultural Land Classification

**4.35** Detailed data on agricultural land classification is available online, based on data initially prepared by the then Ministry of Agriculture, Fisheries and Food. This indicates that approximately 30% of the site is of Grade 3a quality, with the remainder of the site Grade 3b and Grade 4. It is our understanding that this compares favourably with alternative sites being considered by the Council.

## Minerals Safeguarding

**4.36** Analysis of the Hampshire Minerals & Waste Plan, adopted in 2013, confirms that the site does not fall within a Mineral Safeguarding Area.

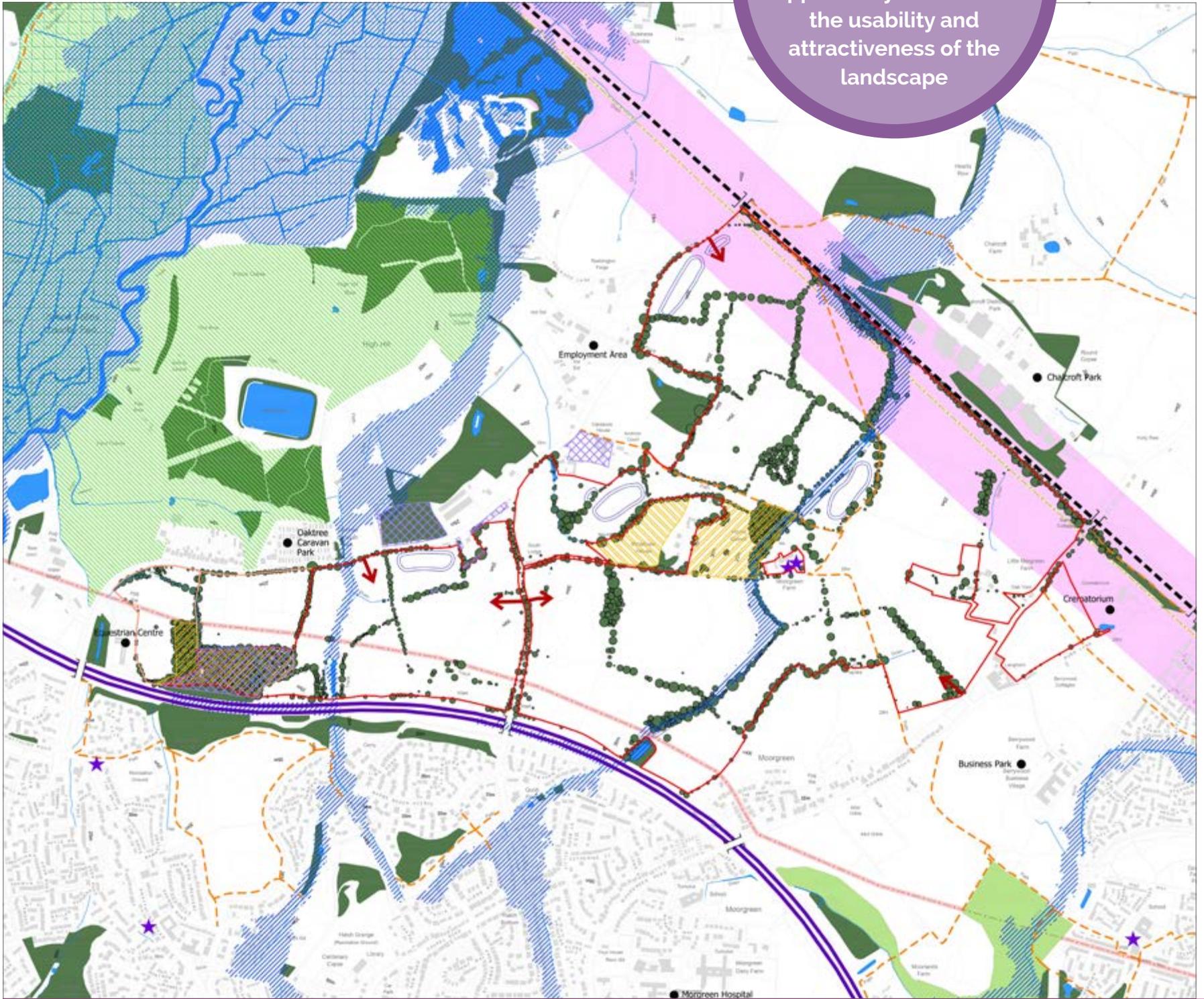
## Summary Of Opportunities And Constraints

**4.37** The collection of technical reports that have informed this concept of a village at Allington Lane confirms that the site is suitable to accommodate such a development, with significant benefits arising for future residents and the surrounding area. In particular:

- The significant provision of Green Infrastructure within the new village provides the opportunity for ecological enhancement through strategic planting, ecological habitat areas and the provision of species rich habitats;
- The site currently performs poorly in terms of agricultural quality;
- The site does not fall within a Mineral Safeguarding Area;
- Archaeological remains and heritage assets are unlikely to be design constraints;
- The site is ready to be provided with service supplies;
- Noise impact from the motorway has been taken into account in identifying the developable areas of the site and will be assessed in further detail in preparing a masterplan for the site.
- It is expected that the development will not significantly worsen air quality;
- The areas of the Site identified for their development potential will not be at risk of flooding;
- Potential risk of flooding from surface water has been taken into account in identifying the developable areas of the site;
- Opportune SUDS and wetland landscape will be created to mitigate potential overflow of rain water and control water quality;
- The site and the wider area can support the transport needs for the envisaged community.

	<b>Site Boundary</b> (26760 - RG-M-02B - Eastleigh - Land Ownership Plan)
	<b>High Pressure Gas Main (Lordswood/Purbrook Pipeline) + 165m Easement</b> (Brookbanks - Consultation Zones and Safe Working Distances - 10440-SU-02)
	<b>Intermediate Pressure Gas + 6m Easement</b> (Brookbanks - Consultation Zones and Safe Working Distances - 10440-SU-02)
	<b>Public Rights of Way</b> (GIS)
	<b>Existing Railway</b> (OS - 25412 - 1.10K Vector 2016 - Eastleigh)
	<b>Motorway M27</b> (OS - 25412 - 1.10K Vector 2016 - Eastleigh)
	<b>Listed Buildings</b> (GIS)
	<b>SSSI - Moorgreen Meadows</b> (GIS Reference: SU482144)
	<b>Country Parks - Itchen Valley</b> (GIS Reference: SU458166)
	<b>Woodland</b> (OS - 25412 - 1.10K Vector 2016 - Eastleigh)
	<b>Flooding</b> (GIS)
	<b>Bridge</b> (OS - 25412 - 1.10K Vector 2016 - Eastleigh)
	<b>Potential Site Access</b> (Brookbanks - Proposed Access Strategy - Location of Junctions - 10440-HL-00)
	<b>Site of Importance for Nature Conservation</b> (EDP - Constraints & Opportunities - EDP2831/03)
	<b>Tree Protection Order</b> (Eastleigh Borough Council)
	<b>Potential SuDS Basin</b> (Brookbanks - Preliminary Surface Water Drainage Strategy - 10440-PDR-01A)
	<b>River Itchen SAC</b>

The site is relatively unconstrained and presents an excellent opportunity to enhance the usability and attractiveness of the landscape



**FIGURE 27** / OPPORTUNITIES AND CONSTRAINTS MAP

# 5. Delivery And Phasing

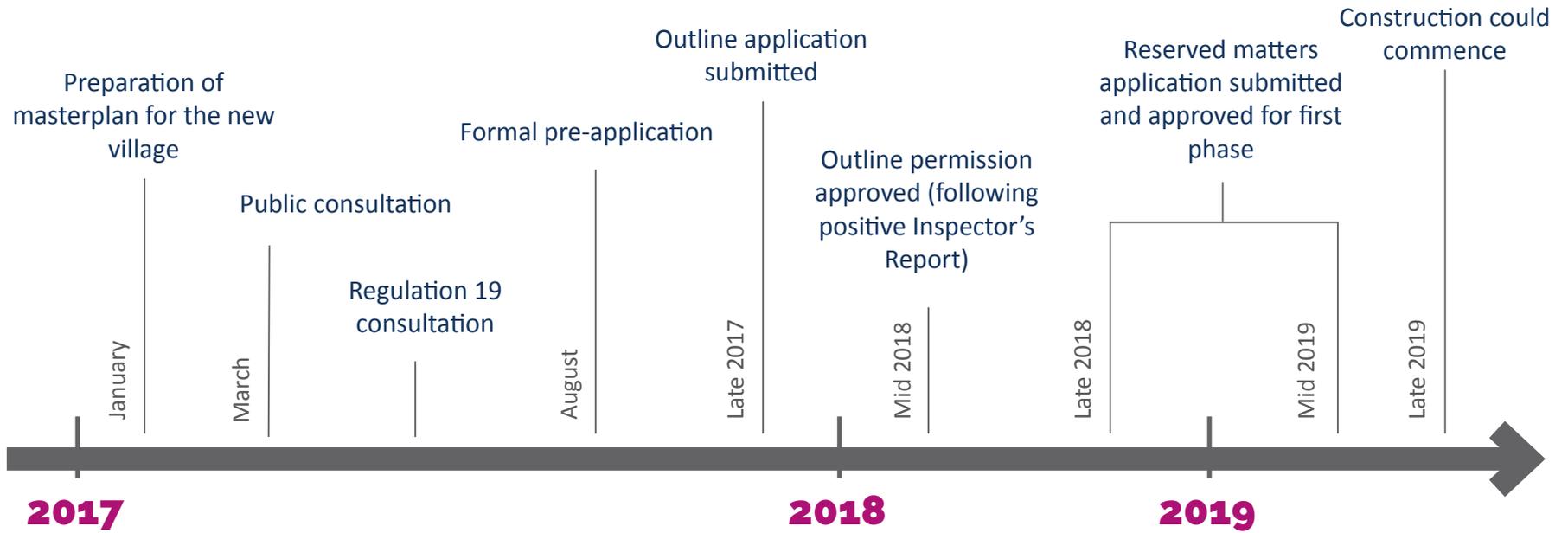


FIGURE 28 / DEVELOPMENT TIMELINE

## Delivery & Implementation

**5.1** The studies carried out demonstrate that in contrast to other development options within the borough, Allington village is free from any overriding constraint, viable and deliverable within the plan-period. The consortium is convinced that the masterplan vision and principles need to be carried through to the detailed design process and is committed to ensuring the right tools and policies are used to deliver both the garden city principles and the quality of place aspired to. This could include design briefs, design competitions for particular aspects of the development (eg local centre, parkland etc) and the use of design codes where appropriate. The consortium has prepared and volunteered design codes by condition to outline planning consents previously, eg Will Hall farm, Alton.

## CIL Exemption

**5.2** In our experience, the scale and type of development proposed is usually best achieved through sites being exempt from Community Infrastructure Levy (CIL), with infrastructure to be secured through Section 106 legal agreement. Whether this approach would be appropriate in relation to this site, would need to be informed through viability studies carried out by the Council.

## Market Considerations

**5.3** Allington Village has been founded upon sound commercial attributes so as to ensure the development is viable and deliverable. The development consortium has taken into account any infrastructure requirements, abnormal costs and planning requirements, as well as an assessment of land and property values that are likely to be achieved, so as to ensure the development is commercially viable.

**5.4** We have undertaken a high-level viability appraisal of the development which confirms that the site is deliverable. We confirm that we are willing to share our assumptions and findings with the Council's viability consultants on a confidential basis.

**5.5** This process has factored in the following:

- Typical land and property values in the locality (comparative assessment)
- Infrastructure requirements
- Phasing, rate of build and cashflow, including peak debt provision
- Financial contributions
- Community infrastructure provision

## Progressing The Scheme

**5.6** At this stage we envisage proceeding with an outline planning application (or hybrid application if off-site works are required). As demonstrated in the previously submitted constraints plan, the site is relatively devoid of constraints. As such, we currently anticipate a detailed masterplan to be prepared to accompany the outline planning application, with conditions being included on the decision notice to ensure a high quality of design is delivered.

## Phasing

**5.7** The multiple potential access points into the site provide an opportunity to maximise the delivery rates within the site, with potential for the development to be delivered simultaneously on different locations.

**5.8** The land is readily available for development, and the agreement within the consortium in control of the land allows for an immediate and rapid delivery. At the same time, the long term vision to contribute to Eastleigh regeneration allows for the development time scale to be drawn accordingly to the Council's own timescale and aspirations.

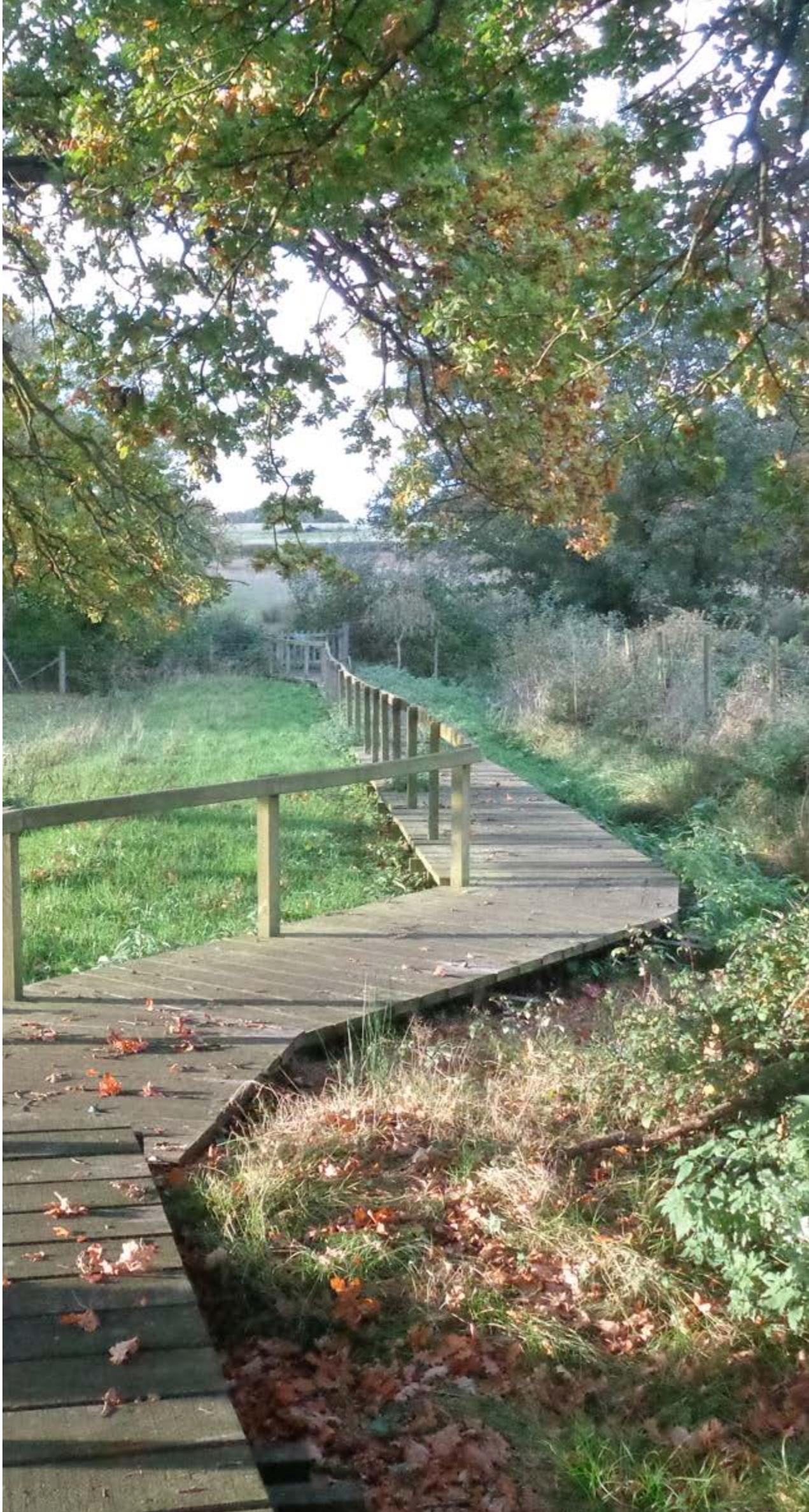
**5.9** The development consortium includes Hallam Land Management, who have an established track record of delivering major development proposals. They would look to sell parcels of land once outline consent (or equivalent) is secured, but with suitable safeguards to ensure high quality design as part of a wider proposal. The consortium also includes Bovis Homes who will look to build out their own properties within the guidelines, vision and design objectives established for the new village.

**5.10** Further opportunities exist for custom build properties and affordable housing to be delivered separately or as part of any phase of development

## Delivery Of Allington Village: Indicative Timetable

**5.11** A provisional timetable, based on the site being confirmed as a preferred option in the forthcoming Regulation 19 consultation, is illustrated in Figure 28.

**5.12** If supported, the above timetable could be adapted to reflect the housing need/trajectory for the borough, for example, deferred to later in the plan period or advanced through earlier planning consents so as to commence on site much earlier.



VIEW OF THE SITE - EXISTING PUBLIC RIGHT OF WAY  
TO BE EMBEDDED IN NEW PUBLIC OPEN SPACE



## A Proven Track Record Of Delivery

**5.13** Hallam Land Management is the strategic land and planning promotion arm of the Henry Boot Group of Companies. Hallam Land has been acquiring, promoting, developing and trading in strategic land since 1990 and have experienced land and planning teams based in Bristol, Glasgow, Leeds, London, Manchester, Sheffield and Northampton.

**5.14** Hallam South-East team is currently promoting 22 strategic sites amounting to circa 2,900 acres across the South-East, delivering sites from 8 acres to 1,200 acres. 2016 has seen Hallam South-East team sign up 4 new strategic sites; secure consent on a further 2 strategic sites amounting to 425 new homes with 20,000sqm of B1 Employment and the sale of a further 3 strategic sites amounting to 334 new homes. Subsequently, Hallam have a strong and comprehensive understanding and success rate of delivering strategic land opportunities across the South-East.

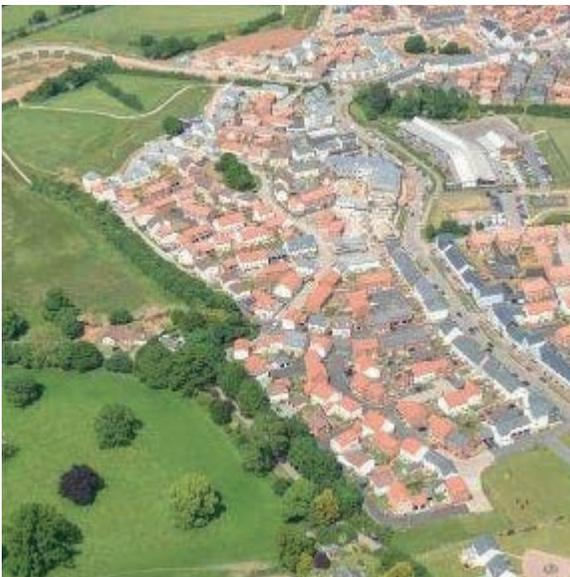
### Faversham

**5.15** Hallam secured its interest in this site in 2013 was accounted for 74 acres. Working with the Swale Borough Council and Kent County Council a scheme was brought forward as an employment-led scheme whereby members resolved to grant Planning Permission on the 31st March 2016. The Employment-Led Scheme will deliver 20,000sqm of employment, 310 residential units, 100 bed hotel, 60 bed care home, 200sqm A1 retail and incorporating 15 hectares of open space.

### Cranbrook

**5.16** Hallam secured its interest in this shared site in 1999 and after much preparation work by 2005 Devon County Council and East Devon District Council began to take a keen interest in the project. The development is now well underway after Hallam worked hard to secure public funding streams to ensure the project was able to get off the ground in 2011. It was always considered important that Cranbrook launched with Community Infrastructure being provided as residents moved in. The South West Regional Development Agency agreed to loan £12m for early infrastructure provision, provided that a Combined Heat and Power (CHP) plant was also developed, this has been completed.

**5.17** Currently Hallam has planning permission for 3,500 homes which will probably rise to over 7,500 homes. 1,150 houses have now been built and occupied, with floor slabs laid for a further 350 plots, and works have also been completed on the St Martin's Primary School, a community building, a combined heat and power energy centre, and the Clyst Honiton Bypass. Cranbrook Secondary School is also now open and the railway station (on the Exeter-Waterloo line), was completed and opened in December 2015.



**FIGURE 29 / HALLAM'S PRECEDENTS: CRANBROOK, EXETER AND FAVERSHAM**

**FIGURE 30 / HALLAM'S PRECEDENTS: CRANBROOK, EXETER AND FAVERSHAM**



**5.18** Bovis Homes are one of the UK's leading housebuilders, proud of their reputation for quality build and design, high specification and dedicated customer service.

**5.19** Bovis have supported the creation of new, sustainable communities across England and Wales, with a portfolio of high quality properties ranging from one and two bedroom apartments to five and six bedroom detached family homes. The design and construction of their homes blends tradition with innovation, creating quality properties and developments with contemporary living standards.

**5.20** Bovis Homes has a successful track record in delivering sustainable, mixed use developments throughout the UK. They offer a complete in house approach to site acquisition, planning and development, working closely with landowners and other stakeholders to achieve mutually beneficial solutions.

### Stanton Cross, east of Wellingborough

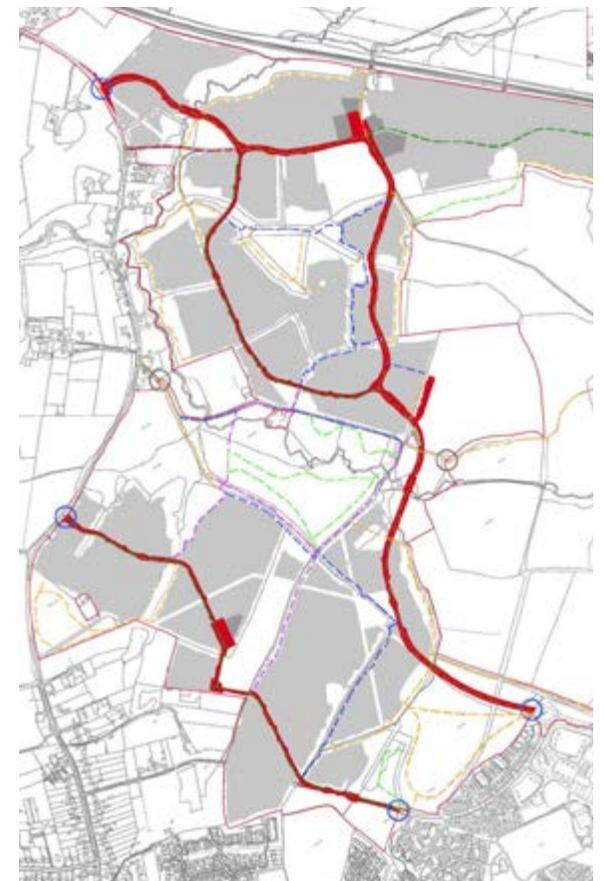
**5.21** This site accommodates 3,650 dwellings, primary and secondary schools, circa 30 hectares of employment land uses as well as commensurate public open space, sports and community facilities. Bovis' role as lead developer of the site demonstrates our ability to work together with several landowners both public and private, bringing about a complex planning resolution to the benefit of all.

**5.22** Infrastructure delivery is key to the scheme; new routes into the scheme are planned and the railway station will be upgraded to form a new, state of the art transport hub, with bus links, new car parking and other facilities to enable greater use of public transport throughout the area. Midland Road will be extended to include a road bridge over the railway line that will link the town centre to the new transport hub, which includes a new railway station, bus stops, a taxi rank and car parking.

### North Whiteley, Hampshire

**5.23** In addition to the 3,500 residential units including affordable housing proposed, the development includes 2 primary schools and a secondary school, up to 2,000 sq. of flexible retail space and employment space, two sites for children's nurseries and provision for an extra care facility within 2 local centres, a community building, sports facilities (including pavilion, grass pitches and 2 all-weather pitches), allotments, landscaping, extensive recreation and play provision. North Whiteley was brought forward as a development site in conjunction with both Local Authorities and Solent Local Enterprise Partnership.

**5.24** North Whiteley demonstrates Bovis' ability to procure significant and complex infrastructure to enable delivery of a substantial development site in conjunction with both local authorities and Solent Local Enterprise Partnership.



**FIGURE 31 / BOVIS' PRECEDENTS: STANTON CROSS AND WHITELEY**

# 6. Summary Of Benefits

## Allington Village Presents a Unique Opportunity:

- **100%** landowner co-operation and control
- Physically and naturally **unconstrained site**
- Multiple access points; **maximising development delivery**
- Only opportunity capable of delivering a **new railway/transport hub**
- **New employment hub** supporting the economic growth in the South Hampshire Corridor.
- Best **strategically positioned site** to Eastleigh and Southampton economic hubs; and wider communities
- **Sustainable new community** delivering permeability through attractive links by Foot, Cycle and Public Transport
- Mixed community to be founded upon **Garden City principles**
- **Enhanced gaps** and surrounding settlement protection
- **High quality environment** focused around green and blue infrastructure facilitating biodiversity and ecological enhancements
- Expanding and connecting links to the **Itchen Valley Country Park**
- Additional and improved access to **public open space**

## EASTLEIGH'S CORPORATE THEME: ECONOMIC BENEFITS

### Facilitating Employment

Notwithstanding the proposed 10,000m<sup>2</sup> of employment floorspace (which could generate c.500 jobs if occupied at an average of 20m<sup>2</sup> per employee) and other facilities/ services within the development, the development of 2,500 new homes itself could help to support employment of 6,000 people (based on industry estimates that every new home built creates 1.5 direct house building jobs plus 0.9 jobs in the supply chain).

Generates £25,000,000 in tax revenue per annum, including an additional £3,215,000 per annum in Council Tax revenue.

## EASTLEIGH CORPORATE THEME : GREEN BOROUGH



### Tackling congestion

Tackle local traffic congestion and associated pollution by reducing car usage and improving transport infrastructure.

**Car dependency reduced by on-site provision of services and employment, proximity to surrounding communities, services and employment, promotion of sustainable movement.**



### Developing green infrastructure

Ensure future development contributes to the Borough's sustainability and resilience through effective low carbon planning and design, incorporating access to and between local facilities, joined up open space and safeguarding of wildlife and natural resources.

**Opportunity to significantly improve access for existing and future residents in the area through to Itchen Valley Country Park, strengthen existing publicly accessible routes and also begin to create corridors linking people through to the South Downs National Park and the emerging Forest Park;**



### Excellent environment for all

Create a clean and attractive environment that provides for people's social, occupational and recreational needs, and is desirable for all, including residents, employees, visitors and investors.

**Provision of significant new high-quality open space within the site which would also be accessible to residents in areas which currently have less than ideal access to open space.**



### Minimising waste and managing resources

Work with residents and businesses to use resources more efficiently and consume fewer of them, while ensuring maximum value is generated from any waste produced.

**Maximising opportunities to achieve high levels of self-containment and use of sustainable transport. The development will seek to provide for a net improvement in infrastructure for the area, whilst also utilising existing under-used infrastructure where appropriate.**

## EASTLEIGH CORPORATE THEME :HEALTHY COMMUNITY



### Enabling healthier lifestyles / wellbeing

Facilitate better physical and mental health and wellbeing by improving the places people live and work, meeting the challenge of the ageing population, and promoting cultural and physical activity.

**The site will provide an extensive network of pedestrian and cycle routes, to foster with a safe and attractive environment sustainable movement and promote healthy lifestyle.**



### Tackling deprivation

Reduce health inequalities by engaging with and prioritising our services towards those groups and communities in most need.

**The scheme aims to promote healthy lifestyle, to provide affordable homes, and to improve the accessibility to open space and green infrastructure for the existing communities.**

## EASTLEIGH CORPORATE THEME : PROSPEROUS PLACE



### Increased provision and more diverse mix of housing

Ensure a sufficient supply of well-designed homes that can meet the diverse needs of residents both now and in the future.

**A variety of high quality and affordable homes, for new starters, move-on and later-life households.**



### Ensuring appropriate infrastructure including employment land

Secure an ongoing provision of employment land and infrastructure that can support current and future business needs, and stimulate sufficient economic growth to sustain a rising population.

**10,000+ square metres of employment space within a proven and successful employment area, and potential new train station or transport hub**



### Enabling the right skills and employment mix

Developing an appropriately skilled workforce in the Borough and a varied mix of employment opportunities, so as to sustain economic demand and increase job security and satisfaction.

**Allington village will provide a mixture of high quality homes of different tenures, to create a place that households of all generations and incomes will live and work in.**



### Reinvigorating town and local centres

Creating vibrant, active places where people want to spend time, creating the right environment for economic, social and cultural prosperity.

**A new village community that, whilst aiming at being self-sustaining, positively engages and provides benefits to the surrounding communities and local environment.**

