

Application number: O/18/83698
Case Officer: Kitty Budden
Received Date: 25/07/2018
Site Address: Land North and East of Winchester Street, Botley, SO30 2AA
Applicant: Hampshire County Council

Proposal: Outline: Erection of up to 375 no. dwellings, public open space, allotments, drainage, landscaping, other supporting infrastructure and mitigation measures associated with the development. 2 no. new accesses onto Winchester Street, associated on-site roads, footpaths/cycleways and setting of a Public Right of Way (route number 3). Detailed matters for consideration access (all other matters reserved - scale, appearance, landscaping and layout).

This application is subject to an Environmental Impact Assessment and is a departure from the development plan, affects the setting of a Listed Building and affects a Public Right of Way.

Recommendation: GRANT OUTLINE CONSENT, subject to no material planning objections from outstanding consultees and completion of the S106 agreement, delegated back to Chair, Vice Chair and Ward Members for final approval.

CONDITIONS AND REASONS:

1. The residential development hereby permitted shall begin either:
 - a) No later than the expiration of three years from the date of this permission; or
 - b) No later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2. No residential development shall start until details of the:
 - a) Layout of the site
 - b) Scale of the buildings

c) External appearance of the buildings

d) Landscaping of the site

[hereafter called "the reserved matters"] have been submitted to and approved in writing by the Local Planning Authority. The reserved matters shall be in general accordance with the following approved parameter plans:

Land Use (251898_PL_011 Rev 4); Building Heights (251898_PL_012 Rev 4); Hydrology (251898_PL_013 Rev 5); Access and Movement (251898_PL_014 Rev 4); Landscape and Ecology (251898_PL_015 Rev 8); and Densities (251898_PL_016 Rev 3).

Application for the approval of the reserved matters shall be made within two years of the date of this permission. The development shall accord with the approved details. Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

3. Upon submission of the first reserved matters application and any subsequent applications, a supporting statement shall be provided demonstrating how the detailed design of the scheme responds to the principles set out in the Design Principles, November 2018, Post Submission Issue 2. Reason: To ensure delivery of high quality development.
4. The development must accord with the parameter plans and Design Principles, unless agreed in writing by the Local Planning Authority. Reason: To ensure high quality development.
5. Upon submission of the first reserved matters application and any subsequent applications, a supporting statement shall be provided assessing the setting of the Listed Buildings and demonstrating how the detailed design has taken account of these heritage assets and optimised opportunities to preserve and enhance their setting. Reason: To safeguard the architectural and historic character of the Listed Buildings.
6. Upon submission of the first reserved matters, a Landscape and Ecological Protection, Mitigation and Management Strategy shall be provided for approval by the Local Planning Authority, in general accordance with the approved Landscape and Ecology parameter plan. Each phase of the development must demonstrate compliance with this strategy through the submission of a landscape and ecology management plan and implementation report and the development shall not be carried out otherwise than in accordance with the approved strategy and details. The Strategy and Plan shall include:

- details of mitigation, enhancement, management and monitoring of habitats on and off-site (related to the development) and all landscaped areas (except privately owned domestic gardens);
- details of the extent and type of new planting, to be of native species;
- details of maintenance regimes including a SINC management plan;
- details of any new habitats created on site;
- details of any new wetlands/SuDS created on site and their future management;
- details of the treatment of site boundaries and/or buffers around water bodies;
- incorporation of features suitable for use by breeding birds and bats;
- details of management responsibilities;
- a timetable for implementation.

The development shall accord with the details set out in the Plan.

Reason: To ensure the protection of wildlife and supporting habitat found on the site and to secure opportunities for the improvement of wildlife corridors and wider enhancement of the nature conservation value of the site in line with national planning policy.

7. Upon submission of the first reserved matters application, an Arboricultural Impact Assessment, Method Statement, Tree Survey and a Protective Fencing Plan has been provided to the Local Planning Authority for approval. The development must accord with the approved details and to the appropriate British Standard. This condition may only be fully discharged upon completion of the proposed development, subject to satisfactory written evidence of monitoring and compliance by the retained arboricultural consultant during construction.
Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.
8. No development, excavation or demolition shall commence until a site meeting has taken place with the site manager, the retained arboricultural consultant and a representative from the Local Planning Authority. Work cannot commence until the LPA officer has inspected and approved the tree protection, ensuring it conforms to the Tree Protection Plan and the Arboricultural Report. All other aspects of the Arboricultural Report will be addressed at this meeting. The tree protection shall be retained until the development is completed and nothing shall be placed within the fencing, nor shall any ground levels be altered or excavations made without the written consent of the Local

Planning Authority. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of monitoring and compliance by the pre-appointed tree specialist during construction. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

9. No construction or demolition work for the residential development phases shall start until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:
 - a) a programme and phasing of the demolition and construction work, including roads, landscaping and open space;
 - b) location of temporary site buildings, compounds, construction material and plant storage areas used during demolition and construction;
 - c) the arrangements for the routing/ turning of lorries and details for construction traffic access to the site, including a lorry routing plan;
 - d) the arrangements for deliveries associated with all construction works, loading/ unloading of plant & materials and restoration of any damage to the highway [including vehicle crossovers and grass verges];
 - e) the parking of vehicles of site operatives and visitors;
 - f) measures to control the emission of dust and dirt generated by demolition and construction, including measures to prevent mud on the highway;
 - g) provision for storage, collection, and disposal of rubbish from the development during construction period;
 - h) temporary lighting;
 - i) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - j) safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site;
 - k) diagrammatic and written details of construction drainage containing three forms of temporary filtration;
 - l) measures to offset construction impacts on protected species and sites, including protective fencing for ecological areas.Reason: To limit the impact the development has on the amenity of the locality.

10. No construction or deliveries to the site except between the hours of 0800 to 1800 Monday to Friday, 0900 to 1300 on Saturday, and at no other time on Sundays, Bank and Public holidays. Reason: To limit the impact the development has on the amenity of the locality.

11. No construction or demolition shall take place until details of the measures to protect the public foul rising mains, sewers and water mains located within the site have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.
Reason: In the interests of protecting the public sewers.
12. No construction or demolition shall take place until a noise and vibration assessment of the demolition and construction activities shall be carried out, and a scheme of works detailing the mitigation measures to control noise and vibration from the development, including piling, shall be submitted to, and approved in writing by, the LPA. The scheme shall detail the mitigation measures for protecting existing and proposed dwellings from noise and vibration. The assessment should have due regard to the advice and guidance contained in British Standard BS5228:2009 (A1 2014) "Noise And Vibration Control On Construction And Open Sites". Reason: To protect the amenities of occupiers of any nearby premises and minimise the risk of vibration damage to neighbouring buildings.
13. No construction, demolition, or site clearance shall begin until the developer has carried out a dust assessment, and prepared a scheme of works to deal with dust from the site that adequately takes into account the impact of site preparation and construction works, on existing and proposed dwellings, has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall detail the mitigation measures for protecting existing and proposed dwellings from dust and should take account of the Institute of Air Quality Management guidance, 'Guidance on the assessment of dust from demolition and construction sites'. Reason: To protect the amenities of occupiers of any nearby premises from dust.
14. No burning of materials obtained by site clearance or any other source shall take place on this site during the demolition, construction and fitting out process without the prior written permission of the Local Planning Authority. Reason: To protect the amenities of the occupiers of nearby properties.
15. No vegetation clearance shall occur on site during the bird nesting season [between 1st March & 31st August] unless supervised by an appropriately qualified ecologist. Reason: To prevent harm to breeding birds.

16. No development shall take place until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation and recording which has first been submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that the archaeological interest of the site is properly safeguarded and recorded.
17. No work shall commence on site until the following has been submitted to, and approved in writing by the Local Planning Authority:
- a.) a report of preliminary investigation comprising a Desk Study, Conceptual Site Model, and Preliminary Risk Assessment documenting previous and existing land uses of the site and adjacent land in accordance with national guidance and as set out in Contaminated Land Report Nos. 11, CLR11, and BS10175:2011 Investigation of potentially contaminated sites - Code of Practice, and, unless otherwise agreed with the LPA;
 - b.) a report of a site investigation documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation and in accordance with BS10175:2011, and BS 8576:2013; and unless otherwise agreed with the LPA;
 - c.) a detailed site specific scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring.
- Such a scheme shall include nomination of a competent person to oversee the implementation of the works. Reason: To minimise the risk from land contamination for public safety.
18. The development hereby permitted shall not be occupied until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 17(c) that any remediation scheme required and approved under the provisions of condition 17(c) has been implemented fully in accordance with the approved details (unless varied with the written permission of the LPA in advance of implementation).
- Unless agreed in writing with the LPA such verification shall comply with the guidance contained in CLR11 and EA Guidance for the Safe Development of Housing on Land Affected by Contamination - R&D Publication 66: 2008. Typically such a report would comprise:
- a.) a description of the site and its background, and summary of relevant site information,
 - b.) a description of the remediation objectives and remedial works carried out

c.) verification data, including - data (sample locations/analytical results, as built drawings of the implemented scheme, photographs of the remediation works in progress, etc.

d.) Certificates demonstrating that imported and / or material left in situ is free from contamination, gas / vapour membranes have been installed correctly.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 17(c).

Reason: To minimise the risk from land contamination for public safety.

19. No development shall take place until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS). The drainage system should be designed to accommodate surface water runoff according to the following criteria:

i) The surface water drainage system must be designed to control runoff and prevent flooding of property in up to a 1 in 100 year storm event, plus an allowance for an increase in storm intensity with climate change in line with National Planning Policy Framework. In line with CIRIA C635 "Designing for Exceedence in Urban Drainage", events under the 1 in 30 year return period should be contained within the system, while short-term surface flooding in events in exceedence of the 1 in 30 year return period is acceptable, so long as this can be safely stored without risk to people;

ii) The rate at which surface water is discharged from the site may vary with the severity of the storm event but should be no greater than the undeveloped rate of runoff for a given event;

iii) The drainage arrangement should also be such that the volumes of surface water leaving the site are no greater than that at pre-development. Long-term storage may be required to control any additional surface water volumes generated;

iv) Surface water discharges to watercourses must not exceed a velocity of 1 m/s;

v) The development should achieve nutrient neutrality.

Reason: To ensure satisfactory drainage from the development and to ensure no impact on the Solent Complex from pollution or changes in flow within the operational phase.

20. No development shall commence until details of the SUDS have been submitted to and approved in writing by the Planning Authority. Details must comply with Advice Note 3: <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>. The submitted Plan shall include details of:

- Profiles and dimensions of water bodies
- Details of marginal planting

Careful consideration should be given to the increased carrying capacity for feral geese within the aerodrome vicinity and a summary of suggestions for SUDS sites/feral geese are shown below:

- No islands
- 1m fringe of common reed *phragmites australis*
- Steep sided banks into the water
- Signs discouraging feeding of birds

No subsequent alterations to the approved SUDS scheme are to take place unless first submitted to and approved in writing by the LPA. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Southampton Airport through the attraction of Birds and an increase in the bird hazard risk of the application site.

Note to Applicant: For further information please refer to Advice Note 1 and 3 <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf> and <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-1-Aerodrome-Safeguarding-An-Overview-2016.pdf>.

21. No development shall commence until a Bird Hazard Management Plan has been submitted and approved in writing by the LPA. The submitted plan shall include details of:

- Monitoring and management of the SUDS system to ensure that there is a zero tolerance to nesting feral geese.
- Monitoring and management of the site to ensure there is a zero tolerance to nesting gulls. This should include the management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and 'loafing' birds.

The Bird Hazard Management Plan should comply with advice note 3 (<https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>). The Bird Hazard Management Plan shall be implemented as approved, on completion of the development and shall remain in force for the life of the development. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the LPA.

- Reason: It is necessary to manage the development in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.
22. Prior to the commencement of development, details of the highway works have been submitted to the County Council, including relocation of the bus stop; and no part of the development shall be occupied until the highway works as shown in principle on drawing 251898_CH_06 Issue 2 and 251898_CH_15 Issue 01 have been constructed, unless otherwise agreed in writing by the Local Planning Authority. Reason: In the interests of highway safety.
23. Prior to commencement of the development, a drainage strategy detailing the proposed means of foul water sewerage disposal and an implementation timetable shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall accord with the approved details and timetable. No occupations shall take place until it has been demonstrated that there is capacity available for the number of properties to be connected. Reason: To ensure satisfactory provision of foul and surface water drainage and protect biodiversity.
24. Prior to commencement of each phase of development, the following details for each phase been submitted to and approved in writing by the Local Planning Authority. The details must be in accordance with the Design Principles as set out in Condition 3 (as applicable):
- a) Details and samples of the materials to be used in the construction of the external surfaces of the development;
 - b) Details of rainwater goods;
 - c) Details and location of meter boxes;
 - d) Colours and materials for fascias and soffits;
 - e) Balcony details (if applicable);
 - f) Details of chimneys;
 - g) Street trees;
 - h) Window design and detail;
 - i) Any green roofs;
 - j) The alignment, height and materials of all walls, fences and other means of enclosure;
 - k) Width, alignment, gradient, sight lines and type of construction proposed for any footpaths and accesses;
 - l) Plans including cross sections to show proposed ground levels and their relationship to existing levels both within the site and on immediately adjoining land;
 - m) Details for ongoing management and maintenance of any roads, footpaths and accesses including any future plans for adoption;

n) The provision to be made for street lighting and/or external lighting. Lighting shall be designed to comply with the advice and guidance of the Institute of Lighting Professional, ILP, publication 'Guidance Notes for the Reduction of Obtrusive Light GN01:2011'; and located to minimise light spillage and avoid impacting on flight corridors used by bats;

o) The provision to be made for the parking of vehicles;

p) Provision of bin and cycle storage.

The development shall not be occupied until the approved details have been fully implemented unless agreed in writing by the Local Planning Authority.

Reason: To ensure high quality design and limit the impact the development has on the locality.

25. Prior to commencement of each phase of development, plans and particulars of the internal road layout, to be designed to an adoptable standard, shall be submitted to, and approved in writing by, the Local Planning Authority. Development shall accord with the approved plans. Reason: In the interests of highway safety.
26. Prior to the commencement of each phase of development, details of a technology and communication strategy for the provision of broadband, fibre optic and audio visual technology within that phase must be submitted to and approved in writing by the Local Planning Authority. The infrastructure must then be provided for use upon first occupation of the buildings hereby permitted within that phase and retained thereafter. Reason: To improve the opportunities to work from home and to reduce the proliferation of individual masts, aerials, satellite dishes and wiring on flatted blocks in the interests of visual amenity.
27. No development shall start until a detailed landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover all hard & soft landscaping [including trees and boundary treatment] and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard. Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.
28. All hard & soft landscaping, tree planting and boundary treatment shall be carried out in accordance with the approved details and to the appropriate British Standard. For a period of 5 years after planting, any trees or plants which are removed, die or become seriously damaged or

defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme.

Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.

29. Prior to the commencement of the development hereby permitted a detailed noise mitigation scheme to address noise arising from existing and future traffic on Winchester Street and the Botley Bypass shall be submitted to and approved in writing by the Local Planning Authority. The standards to be achieved shall be agreed in writing by the Local Planning Authority prior to the submission of the noise mitigation scheme. The noise mitigation measures, as approved in writing by the Local Planning Authority, shall be fully installed and verified as performing as required prior to the first occupation of each dwelling unit, and shall thereafter retained. Reason: In the interests of residential amenity.
30. Prior to the commencement of development a mineral recovery plan for the management of sand and gravel resource recovered incidentally from excavation work throughout the construction phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The mineral recovery plan shall include details of methods for ensuring that all viable minerals excavated during the construction phase are put to beneficial use on site as part of the development. A method to record the recovery of minerals shall also be included within the plan. Records of the amount of recovered material shall be made available to the Minerals Planning Authority. The development must accord with these approved details. Reason: To satisfy Policy 15: Safeguarding – Minerals Resources of the Adopted Hampshire Minerals and Waste Plan 2013.
31. The development hereby permitted shall not be occupied until the parking areas including the garages and unallocated visitor spaces have been provided in accordance with the approved plans and thereafter permanently retained and used only for the purposes of accommodating bicycles and private motor vehicles incidental to the enjoyment of the dwelling house as a residence.
Reason: To make provision for off street parking for the purpose of highway safety and to ensure adequate provision of on-site facilities.
32. Prior to the commencement of each residential phase of the development hereby approved (or in accordance with a timetable to be agreed in writing with the local planning authority) other than for the

access works a BREEAM Communities final certificate at Excellent level shall be submitted to and approved in writing by the Local Planning Authority in respect of that phase.

Reason: To demonstrate the required compliance with BREEAM Communities Excellent standard.

33. Before two years from the final occupation of each residential phase, a post occupancy evaluation report detailing compliance with BREEAM Communities Excellent must be submitted to and approved in writing by the Local Planning Authority, the parameters of which must be agreed with the Local Planning Authority prior to submission. Reason: To ensure compliance to the required BREEAM Communities standard.

34. Prior to the occupation of any building within each individual phase of the development (or, in accordance with a timetable to be agreed in writing with the Local Planning Authority), the following shall be submitted to and approved in writing by the Local Planning Authority: As built stage SAP data and as built stage water calculator confirming energy efficiency and the predicted internal mains water consumption to achieve:

- In respect of energy efficiency, a standard of a 19% improvement of dwelling emission rate over the target emission rate as set in the 2013 Building Regulations
- In respect of water consumption, a maximum predicted internal mains water consumption of 105 litres/ person/ day.

Reason: To support a comprehensive approach to high quality design across the site; in line with the guidance set out in the Government's Ministerial Statement of 25 March 2015 which states that Local Planning Authorities should, from the date of its publication, take into account the government's intentions in the statement "and not set conditions with requirements above a Code level 4 equivalent" for residential development. To ensure the non-residential elements of the development meet the relevant essential requirements of the adopted Environmentally Sustainable Development Supplementary Planning Document.

Note to Applicant: In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Note to Applicant: Given the nature of the development, it is possible that a crane may be required during its construction. The applicant's

attention is therefore drawn to the requirement within the British Standard 'Code of practice for safe use of cranes' for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Crane and Other Construction Issues', available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>.

Note to Applicant: A formal application for connection to the water supply is required in order to service this development. Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire, SO21 2SW (Tel. 0330 303 0119) or www.southernwater.co.uk.

Report:

1. This application has been referred to Committee because it is a major development which is a departure from the adopted Development Plan and of significant public interest.
2. It is one of two applications submitted by the applicant for consideration; the other comprising a hybrid application for a secondary school and residential development at land to west of Woodhouse Lane (O/18/83634). This site is considered separately and on its own merits; however where there are matters that link the two sites, these are noted as such in this report.

The Site and Its Surroundings

3. The site is located to the north east of Botley and sits partially behind existing residential development along the northern side of Winchester Street. It is currently agricultural land used for cattle grazing and occupied by Uplands Farm, which contains a cluster of listed farm buildings, four modern farm buildings and operates as a dairy holding.
4. It is bound by residential properties on Winchester Street and the village of Botley to its south; and the Fareham to Eastleigh railway line to its north, beyond which are agricultural fields. The River Hamble lies to its east with the Botley Mill Woodland SINC and River Hamble corridor forming the site's eastern boundary and providing a natural buffer between the site and the Bottings Industrial Estate. The site's western boundary is formed by a small yard, field and a mix of small dwelling and workshop units beyond, located in a triangular land parcel between Winchester Street and Boorley Green. The Botley Conservation Area is located at the site's eastern boundary incorporating the river corridor in this locality and contains a number of Listed Buildings along Winchester Street and within the village.

5. Access to the site is achieved from Winchester Street via an access track into allotments, a field gate at the north of the Site and principally via a private road to the Uplands Farmstead and Newhouse Farm beyond on the northern side of the railway line. The B3354 Winchester Street currently acts as one of the main through routes from Botley to Hedge End and Boorley Green.
6. The site area equates to approximately 21.5 hectares and is mainly owned by Hampshire County Council; however a portion of the site is owned by a mix of third party landowners who have their land under option with HCC to enable the comprehensive development of the site. A portion of the land to the south of the Listed farm buildings, formerly used as a garden nursery (Uplands Nursery) is excluded from the application at the owners choice. The Listed buildings, while owned by HCC, are also excluded from this current application and will be the subject of a later planning and Listed Building application.
7. The site is designated Countryside and approximately a third falls within the Local Gap separating Botley, Hedge End and Boorley Green. In addition, part of the site is also safeguarded to facilitate delivery of the Botley Bypass. Consent was granted by HCC on the 22nd November 2017 for the bypass (reference CS/17/81226) which will occupy the western and northern periphery of this site.
8. In addition to the bypass constraint, a 132kV overhead power line crosses the site from east to west and a 33kV overhead power line crosses north to south. A Public Right of Way (PRoW) (route no.3) also traverses the site from Winchester Street to open countryside to the north via an underpass beneath the railway line. An existing underground easement for an intermediate pressure gas pipeline is located to the north of the site; immediately south of the railway line there is a water main; and a trunk main sewer is located adjacent to the site's western boundary along Winchester Street.
9. The topography for the site is uneven with the Uplands Farm buildings located at the highest point and the remainder of the land falling away towards the eastern and western boundaries.
10. The site is located fairly close to Botley High Street where there are a range of local facilities. It is also possible to walk to Botley train station within approximately 20 minutes (approx. 1.6km).

Description of Application

11. The application comprises an outline application with the access as the only detailed matter for which permission is sought. The only matters for consideration therefore are the principle of development, the quantum of development; and the detailed matter of access to the site. Matters of appearance, landscaping, layout and scale would be considered as part of a reserved matters application at a later date.

It seeks permission for:

- The erection of up to 375 no. dwellings, public open space, allotments and community orchard, drainage, landscaping, other supporting infrastructure and mitigation measures associated with the development; and
- 2 no. new accesses onto Winchester Street, associated on-site roads, and footpaths/cycleways.

12. The application is accompanied by a Location Plan, Illustrative Masterplan and parameter plans, together with a Connections Plan. In addition, the following reports and technical assessments have been provided which have been updated as necessary throughout the course of the application:

- Arboricultural Statement;
- Delivery Strategy;
- Design and Access Statement (including Open Space Assessment, Parking Provision Details and Public Art Statement);
- Environmental Statement (including Outline Construction and Environment Management Plan);
- Flood Risk Assessment (including Drainage Strategy, Foul Sewerage Statement and SUDS Statement);
- Planning Statement (including Affordable Housing Statement, Mineral Statement, Planning Obligations - Heads of Terms, and Utilities Statement);
- Site Survey;
- Statement of Community Involvement;
- Sustainability Report; and
- Transport Assessment (including Framework Travel Plan).

13. A number of the technical assessments, including the Environmental Statement and the Transport Assessment have been prepared to assess the impacts of both this site and the Woodhouse Lane site.

Environmental Impact Assessment

14. This is a Schedule 2 EIA development and significantly above the indicative screening thresholds advised by the NPPG. The proposal has been screened and scoped under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 as needing an Environmental Statement and subsequent Environmental Impact Assessment. The maximum parameters tested by the Environmental Statement are those identified by the parameter plans.

Habitat Regulations Assessment

15. The proposal has been screened under the UK Habitats Regulations and has the potential to impact Natura 2000 sites. An Appropriate

Assessment (AA) has therefore been undertaken by the Council as the Appropriate Authority to assess whether the proposals are likely to have a significant (adverse) impact on these protected sites. The assessment has been submitted to Natural England for comment and an update provided for Members at committee.

Relevant planning history

16. As mentioned above, in November 2017, HCC granted planning permission for (ref. CS/17/81226):
17. 'Proposed construction of a Bypass for Botley providing connection from Station Hill (A344/A3051 junction) to Woodhouse Lane together with associated improvement/enabling works to Woodhouse Lane.'

Representations received

18. Twenty letters of representation have been received from 19 properties (one duplicate) of which 18 are objections. These raised a number of matters, as summarised below:
19. Transport and Parking:
 - Additional dwellings and junction onto Winchester Street will undermine the promised benefits of bypass;
 - Additional HGV traffic flow, traffic congestion, temporary road closures, further traffic light restrictions;
 - Suitability of access serving the development including proximity to bus stop;
 - Traffic congestion onto M27;
 - No viable cycling routes through Winchester Street or Botley;
 - Increased traffic through Botley village impact on highway safety, cycle safety and amenity;
 - Concerned Holmesland Drive will become cut through;
 - Parking only meets minimum requirements, concerned will increase parking on Winchester Street;
 - Widening pavements and traffic lights on bridge hazard and frustration;
 - Why no access onto bypass?
 - Encourages use of railway bridge and will expose children to unacceptable levels of air quality and traffic danger;
 - Additional bridge over railway line for vehicles, and if not, must be useable for walkers/ bikers/ pushchairs/ scooters;
 - Safety and health concerns for those using the bridge, particularly for those young persons, mothers and babies traversing from Boorley Green toward the schools passing the stalled/queuing traffic each side of the bridge;
 - Reserved parking for occupiers of the garage-less houses opposite the fire station should be created in the allotment area north of the fire-station, with further spaces for visiting public.

20. Local Services and Infrastructure:
- Impact on doctors and schools;
 - Should secure a pedestrian crossing outside the recreation park and speed cameras by the school;
 - No proposal to upgrade water supply which experiences low pressure at times;
 - Sewerage system inadequate and backs up sometimes;
 - Is there provision for more public transport to service all these new houses?
 - Woodhouse Lane pavement, on the n/w side only, in parts a bare metre wide.
21. Ecology:
- Loss of fields mean loss of habitat and feeding grounds for wildlife;
 - Loss of valuable habitat for bats hunting and feral cats.
22. Environment:
- Unsympathetic to the immediate area, especially for those residents living in Winchester Street and the surrounding roads;
 - Loss of green space for residents to walk;
 - Height of proposed buildings contravene planning policy and will be visually dominant;
 - Impact on air pollution;
 - Loss of Hedge End Greenbelt;
 - Development could exacerbate flooding issues in Winchester Street and nearby properties;
 - With re-routed traffic and additional traffic, think air quality issue will move rather than be improved by bypass;
 - Gap between Boorley Green and Woodhouse Lane not sufficient to maintain local gap and community separation;
 - Suggest that access for emergency vehicles would be a problem.
23. Land-use:
- Loss of quality farmland;
 - Current allotments meet need;
 - Higher percentage of bungalows should be considered;
 - The site has a major water main going through it;
 - Part of the site is crossed by high voltage cables suspended from pylons.
24. Amenity:
- Design, appearance, layout not as expected – no consideration to outlook and impact on existing properties and their countryside setting;
 - Overlooking and loss of privacy including to Winchester Street properties;
 - Noise and dust during construction;
 - No buffer or green space shown to prevent immediate building impact to existing views and space;

- Increased pollution impacting on health;
- 3 storey properties would be built directly behind property;
- Relocate the allotments to run along the side of house and the rear of the properties to alleviate concern of loss of privacy.

General Matters:

- Disproportionate amount of planning/development occurring in locality;
- Overdevelopment and use of 3 storey buildings creating town environment;
- Character of village ruined by overdevelopment;
- 'Design, layout or appearance' is not in keeping with the local village environment;
- Unsustainable;
- Botley will become suburb of Hedge End;
- Botley does not need further housing due to already granted schemes;
- Botley centre not a local centre which provides shops that need sustaining;
- Building on this site is not on the development plan and does not benefit the Botley community;
- Few starter homes, and few for the end of life making it impossible for families to grow, mature and conclude their lives in the village;
- Botley badly needs cemetery;
- Clear pedestrian access to Botley Station should be provided;
- Development contrary Lord Chancellor ruling in 1990, that the strategic gap between Botley and Boorley Green started at fence.

25. Other Matters:

- Causing emotional impact on residents;
- Magnitude with all of the other developments going on in the area at the same time;
- Understand more housing needed, but must be done thoughtfully;
- Should be building on brownfield sites;
- How will green boundary at end of property be maintained after built?
- Concerning that EBC and HCC bringing application forward of local plan review;
- During Botley Neighbourhood Plan (NP) consultation, no support for further housing and urbanisation; is a view that NP was deliberately derailed as NP may have opposed the developments;
- Application consultation flawed, residents feel totally ignored, objection futile;
- As the by-pass has to be build first there are no plans in the foreseeable future to build the new housing which means the existing housing will be blighted for a number of years to come.

26. Non-Material Planning Considerations:

(The following matters were raised but do not constitute material planning matters and therefore cannot be taken into account.)

- Devaluation of property;

- Removes views of open countryside for properties including those along northern side of Winchester Street;
 - Community should have the right to know true cost of bypass.
27. 1 letter supports that scheme commenting that the proposal was sustainable development and would be an asset to Botley.
28. One letter is neutral, commenting that there should be provision of footpath/cycleway to train station; vehicle access to rear of properties along Winchester Street should be protected; sensitive ecology/habitats by new bridge should be protected; the design of new bridge should enhance local environment; the design of houses should complement existing older Botley properties; and new trees should be cared for so they don't die.
29. Representations have also been received from University Hospital Southampton NHS Foundation Trust, summarised below:
30. University Hospital Southampton NHS Foundation Trust (the Trust) is currently operating at full capacity in the provision of acute and planned healthcare. Although the Trust has plans to cater for the known population growth, it cannot plan for unanticipated additional growth in the short to medium term. In order to enable the Trust to provide services needed by the occupants of the new development, a financial contribution is required. The development directly affects the ability to provide the health service required to those who live in the development and the community at large. Without the contribution, the development is not sustainable and should be refused.
31. Following the submission of amendments to the scheme, a further round of consultation was undertaken. Two representations were subsequently received. One representation supported the amendments, particularly those related to the Botley to Bishops Waltham bridleway. The second representation raised concerns related to:
- It is neither democratic or in the interests of the borough residents that EBC fail to provide a Local Plan (known to be required for at least 9 years) but push ahead with site allocation without the sites being tested for soundness by an Independent Inspector;
 - The 650 dwellings granted at appeal at Boorley Gardens should substitute for those at Woodhouse Lane;
 - Community should have been told the cost of the bypass would be another 1000 dwellings;
 - Although revised application no longer includes traffic lights on railway bridge, the widening of the footpath will prevent two large lorries passing and create similar issues to those on Mill Hill which are deemed unacceptable;
 - Additional noise reduction and safety measures required to protect residents close to bridge;

- This area will remove one of the last working farms in the area and is on high ground in places which will be visible to the whole area - a blot on the landscape;
- The argument that more houses are needed to maintain the viability of Botley School, seems strange. Boorley Green children have attended Botley school for centuries, as a result it should not be necessary to build two primary schools at Boorley Green and instead the children at Boorley Fields could attend Botley school to maintain its viability.

Consultation responses (Summarised)

32. The consultation responses that have been received in relation to this application have been summarised below.

Environmental Health Specialist:

33. No objection in principle, subject to conditions. The proposed residential dwellings will be adjacent to the Botley Bypass and close to Winchester Road. This will result in noise impacts from road traffic on the development. Existing residential development will be impacted by noise and air pollution arising from the traffic generated by this development. Given the existing and former uses of this development site land contamination impacts are probable.
34. With respect to the information supplied we have the following comments to make:
35. Land contamination:
Given the potential for land contamination to be present on site and sensitive nature of the proposed end uses, housing and allotments, the application should be conditioned to require a site investigation and any requirements for remedial measures are approved prior to their commencement and are suitably validated.
36. Noise:
The assessment of noise impacts provided concludes that residential development can be provided on site, however this is achieved by exceeding the external noise levels included in the Local Plan. As this is an outline application we would recommend that the final layout and internal arrangement of dwellings is agreed with the council on the basis of agreed noise impact assessment and modelling information. Further we would recommend that an acoustic design process is followed to ensure that noise impacts on dwellings and other noise sensitive uses is minimised.
37. Air Quality:
The report supplied by the applicant has considered the impact of nitrogen dioxide and PM10 generated by the traffic generated by the development on the existing road network. In these respects it advises that there will be a small negative impact on some receptors. We need

to ensure that appropriate steps are taken to ensure that increases in air pollutant arising from the developments are minimised and that the applicant contributes to the Councils work to reduce levels of air pollution as soon as possible. On this basis we would recommend that the development should contribute to support our work to manage air pollution in the Botley Air Quality Management Area.

38. The assessment of construction impacts has identified the need for a detailed management scheme to control air pollution impacts. The broad principles outlined are accepted and conditions recommended.

39. Light:

Condition is recommended to secure a lighting scheme for the development.

Ecology Specialist:

40. Overall an improved green network than the Woodhouse Lane site, but it is not clear if these links are continuous. The landscape plan needs to clearly show the final green networks and more detail on the “proposed amenity space”. Some of these areas need to be managed for biodiversity to ensure the continuation of wildlife corridors. Sections of hedgerow are being lost at this site for access roads and some trees/scrub removed have not been recorded in the Biodiversity calculations.

41. The perimeter planting needs to be stronger than currently proposed and its retention guaranteed, not forming part of private gardens as currently proposed.

42. If off-site enhancement of the “middle site” reflects the tables in the biodiversity calculations (in ES Vol 2, App C), more of the area should be devoted to planting to favour ecology (e.g. wildflower areas as opposed to amenity grassland).

43. A detailed CEMP will be required as a condition and include details of fencing to be erected prior to construction to protect habitats to be retained.

44. Ecological Mitigation and Management Plan (EcMMP) – this will need to be conditioned to provide specific mitigation, enhancements, management and monitoring of habitats on and off-site. This should also include a SINC management plan. This should include the preclusion of light spill from the development into habitats.

45. Details of SuDS used on the site will need to be submitted to and approved by the Council prior to construction.

46. There are several outfalls proposed (outline drainage strategy ES vol 1 App F2) at the stream which runs through the SINC. Outfalls should be

kept to a minimum as they result in a loss of natural bank and associated habitat and provide more fixed points in the channel which will need to be preserved (potentially through periodic bank engineering/ reinforcement) thus restricting the natural processes and movement of the channel which would be otherwise unrestricted within the SINC. The number of outfalls needs to be minimised. Any loss of habitat as a result of drainage works and outfalls will need to be quantified and mitigated/ compensated.

47. There are some good aspects of the proposed SuDS scheme for the whole site. However there appear to be too many pipes and tanks between the features and finally the water is piped to an outfall at the stream. This over engineering is not maximising the biodiversity value or sustainability of the system and should be revised.
48. *Further information has been submitted to respond to these matters and revised comments are awaited. Members will be updated at committee.*

Tree Services Specialist:

49. The provided arboricultural document is a constraints statement, only. It does not aid with planning decision making, in this instance, because it is not an impact assessment in relation to the access arrangements. However, the illustrative master plan does appear to show retention of the majority of trees and this should not be particularly difficult given the amount of tree-free area within the red line area.
50. In terms of the two new access points, only, it appears that they will punch through existing hedgerows, with no significant trees present. If that is the case, no objection is raised to the access proposals.
51. At reserved matters, we would expect to see an Arboricultural Impact Assessment - to assess the conflicts between the proposed development and the trees impact of proposed works - and an Arboricultural Method Statement and Tree Protection Plan.

Housing Enabling Specialist:

52. This site would be a qualifying site for affordable housing provision and in line with our adopted Affordable Housing SPD would need to provide 35%, which on the basis of the maximum 375 units overall, would equate to 131 affordable homes, tenure split to 65% affordable rent (85 homes) and 35% shared ownership (46 homes).
53. The affordable housing mix is to be broadly reflective of the total housing being provided on the site once agreed and, due to the Welfare Reform Act, this site should deliver a small number of 1 bedroom units and would suggest a total of 7No. 1 bedroom affordable units for rent, not all provided by way of a single block of flats.

54. The affordable 2 bedroom accommodation should house 4 persons and the 3 bedroom homes a mix of 5 and 6 persons to meet the needs of those applicants awaiting housing from our housing register.
55. All the affordable dwellings must be built to Lifetime Homes Standards in line with our Affordable Housing SPD and 3% of the affordable homes to be built to Wheelchair Accessible Standards (homes that are designed specifically for wheelchair users to live in). These units are to be a minimum of 2 bedroom ground floor accommodation, ideally with their own entrance doors and an element of these units included within each phase to meet the overall provision. These homes would be made available to applicants from our housing register and would not be age restricted.
56. If there was an opportunity for some bungalow provision we would welcome a dialogue to secure some provision for affordable housing to meet the needs of larger family households that require ground floor accommodation.
57. I note from the accompanying information there is reference to 5 No Specialist Adaptive Homes I would welcome further detail as to what this provision is - from the phasing information I note that it sits within the same phase as the proposed age restricted retirement apartments.
58. The affordable units should be pepper-potted throughout the development in clusters of no more than 10-15 units and if developed in phases we would ideally wish to see each phase delivering 35% affordable.

Planning Policy Specialist:

59. This response considers the consistency of the application with the emerging Local Plan. The Eastleigh Borough Local Plan (June 2018) was submitted to the Secretary of State on 31st October 2018 with the dates of the hearing sessions yet to be decided.
60. The Local Plan includes site allocation BO2, Land west of Uplands Farm, Botley that sets out the policy for the application site. This allocation is for 300-375 dwellings; land for the Botley by-pass; approximately 6,000 sqm employment floorspace; and public open space. The policy sets out detailed criteria on the requirements for the development and also includes the requirement for a masterplan covering the whole site. The Local Plan allocation is largely based on the Revised Pre-Submission Draft 2011-2029 Local Plan.
61. The Local Plan policy S4 identifies an employment floorspace need and sets out a variety of sources of supply. In order to meet this need, the Local Plan identifies new small scale allocations such as the application site. This is in addition to safeguarding existing employment sites and delivering permitted development. This is set out in the Local Plan

Employment Background Paper and the Employment Needs Assessment Update report (GL Hearn).

62. While it is welcomed that the residential development proposed is at the higher level of the indicative range set out in policy BO2, the outline application does not include any employment floorspace within the site. Supporting information explains the reasons for this including the reduction in land since the draft allocation, the lack of direct access to Botley bypass and uncertainty about the potential to underground power lines crossing part of the site. It also notes the potential for small scale employment uses within existing farm buildings and their curtilage.
63. The supporting information highlights uncertainties that have implications for the provision of employment floorspace. In accordance with the emerging policy BO2, the development proposal should include employment floorspace. To justify a departure from this policy, it should be clearly demonstrated why compliance is not possible or viable or how an alternative to on-site provision can effectively support employment in the local area.

Economic Development Specialist:

64. No comments received.

Health Specialist:

65. No comments received.

Property Services:

66. No comments received.

Urban Design Specialist:

67. Whilst the Indicative masterplan has been amended to show a denser red line at "17" for the public right of way, it would be helpful at this stage to gain a view from HCC as to what their vision for Botley Centre is with particular reference to the highway environment, and Winchester street in particular. As stated in my earlier consultation the construction of the Botley by-pass presents an opportunity for the establishment of well- functioning walking/cycling infrastructure providing strong connections to the village centre. Whilst I appreciate that this lies beyond the red line HCC are well placed to affect a comprehensive approach.
- Green infrastructure truncated by estate roads – does not appear that this detail has been addressed – although more the remit of EBC Ecologist.

- Width/construction guidance could be shown in the Design Principles document.
- Amendment provided at POS (point 10) reducing the amount of hard surfacing, providing a more informal ambiance to the space.
- The other points raised as markers in the previous response i.e. BREEAM communities/reference to design code and integration of public art are within the control of the LPA.

68. Overall response remains no objection.

Landscape Specialist:

69. Landscape Parameter Plan:

It is important that the parameter plans are robust in terms of containing all of the positive principles set out in the Design & Access Statement, Design Code and indicated in the illustrative masterplan. The landscape strategy should also respond to the mitigation identified in the Environmental Statement.

70. The illustrative masterplan and Design and Access Statement demonstrate a range of landscape Green Infrastructure (GI) typologies that make up the proposed landscape framework and setting for the development site. Whilst it is understood that the parameter plan should refrain from creating restrictions to future design flexibility and innovation at detailed stage, it is equally important that the good landscape quality demonstrated in the masterplan is embedded into the permission at outline stage in order that the principles and standards are followed through. Breaking down the broad category of 'proposed amenity space' into typologies could assist.

71. Some of the landscape mitigation features identified by the LVIA process have not been carried through into the Parameter Plan. Whilst it is recognised design evolution may result in some features being designed out, features could be included within the parameter plan without altering the fundamental layout proposals, and would improve the GI connectivity throughout the site.

72. The illustrative masterplan provides for a robust grid/network of linked GI throughout the site. This is less well-expressed through the Parameter Plan and the plans could bolster the links south west- north east across the site. These proposals would then have the layered effect of supporting a robust and connected GI network as well as maximising the potential for landscape mitigation as identified by the conclusions of the ES report.

73. Two key areas would need further development through masterplanning at detailed stage, and need to consider whether a marker should be put down in the Design Code at this stage:

- Outlook from dwellings overlooking the bund and acoustic fence.
- The footpath route south of the bunds and fence and north of the allotments.

74. Commentary is also provided on some elements contained within the Design Principles.

Direct Services Manager:

75. No comments received.

Built Heritage Consultant:

76. While the proposed access points themselves do not affect heritage assets, the increase in traffic is a concern for those assets in Winchester Street, The High Street and Mill Hill, particularly no. 8 Winchester Street which is very close to the road. During the build it is essential that construction traffic is excluded from these streets.

77. With regard to the master plan and the three listed buildings, the proposed defining of the site along the back wall of the barn completes the ruination of the setting. It must be accepted that due to housing need and this position relative to the village, combined with the need for the bypass to reduce stress on the majority of Botley's listed buildings, the farmland setting is almost inevitably going to be lost, however pinching the setting this tight is unnecessary.

78. While the semi-circular ditch did not appear on this tithe map of 1839, it has been in place since the mid 1860's and forms a natural boundary around the farmstead creating its setting which itself would be the buffer between the new and old and could be the genesis for a layout with greater imagination for the proposed housing and having a closer affinity to this particular site. The allotments and orchard might be within its scope for example.

HCC Archaeologist:

79. Archaeological remains are known to exist within the site and the site does have archaeological potential. On the basis of existing data I would not anticipate that archaeological remains will emerge as an overriding issue and on that basis it is my opinion that archaeological mitigation could be dealt with post determination of this application secured by an archaeological condition, or conditions, attached to any planning permission which might be issued. The mitigation might be addressed in two stages, a preliminary field survey to establish the location, extent and character of archaeological remains on the site and archaeological investigation of those remains ahead of development. The geophysical survey has apparently eliminated the potential for substantive archaeological sites. However the existing archaeological

evidence of prehistoric occupation implies sites of a nature that would not show up through geophysical survey. Given river side flank included within the site any archaeological survey should be sufficient to locate such 'less substantive' sites.

80. You may wish to secure the archaeological mitigation through a general archaeological condition, or consider separate conditions for the distinct phases of mitigation, the preliminary archaeological survey, the archaeological excavation stage and the post excavation and reporting stage.

HCC Highways Development:

81. The highway authority has reviewed the details of this application in the wider context of both development sites and the delivery of Botley Bypass. This has required a number of transport scenarios to be assessed and the highway authority is satisfied with the robustness of the assessment.
82. The concurrent application for Woodhouse Lane forms the initial phase of Botley Bypass and provides a new secondary school and associated pedestrian and cycle links which relate to the consideration of this application. The Botley Bypass has been granted planning permission.
83. The site is well connected to the local and strategic highway network, with the M27, junction 8 being 4km away. Winchester Street itself is a single carriageway road, approximately 6.0m wide. There is a 7.5 tonnes weight limit between the junction with the A334 at High Street/Mill Hill/Church Lane and approximately 100 metres south east of the junction with Holmesland Drive.
84. The bypass route passes through the Winchester Street site to the north of the existing Uplands Farm and parallel to the railway line. However, the site is to be served via Winchester Street, with no direct access from the site onto the bypass.
85. The proposed development at the Winchester Street site will be provided with two primary vehicular access junctions. Both junctions will take the form of priority controlled 'T' junctions, connecting with Winchester Street. The minor arm of each junction will connect with the internal road network of the site and will also be provided with a pedestrian refuge island to support pedestrian movements along the northern side of Winchester Street.
86. The access arrangements are to be implemented prior to occupation of the residential development.
87. The Highway Authority undertook an audit of the sustainable infrastructure with the Applicant at the pre-application stage. This identifies a number of deficiencies which require improvement within the

existing pedestrian/cycle network surrounding the site which need to be addressed including footway widening and recommended speed reduction.

88. It is proposed to provide a 3m wide shared footway / cycleway along the northern side of Winchester Street for the section of this road that is fronted by the application site. The proposed general arrangement for Winchester Street takes into account the committed scheme associated with Boorley Green, which proposed a reduction in the speed limit for the length of Winchester Street to 30mph, and the provision of visual traffic calming measures. In the event that these measures do not come forward, then they will need to be incorporated into these proposals.
89. The existing railway bridge on Winchester Road on approach to the Woodhouse Lane junction currently includes a footway of insufficient width to cater for the increased pedestrian/cycle flows generated by the development proposal. An improvement scheme has therefore been submitted to enhance facilities. Following consultation and feedback on the original proposals, an alternative scheme has been developed, which results in less disruption to traffic flows, while still improving pedestrian and cycle provision across the bridge. The revised proposal retains two-way vehicular flows and provides a footway/cycleway of 2.4-2.5m, with a margin strip of 0.4m. This meets the minimum width of 2.0m for a cycleway, as specified in Manual for Streets.
90. As the application is outline, it is expected that full details of the internal layout will be provided as part of future reserved matters applications. The general approach is noted. The detail of the proposals will need to ensure they comply with the standards of the highway authority particularly where roads are being offered for adoption.
91. An existing PRow crosses through the Winchester Street site. This footpath will be upgraded.
92. Car and cycle parking will be provided in accordance with EBC's Residential Parking Standards.
93. In relation to bus services, the site is served by existing hourly week-day and Saturday services, and 2 hourly Sunday services to Southampton-Boorley Green. There are 2 hourly, week-day services between Hamble-Eastleigh.
94. In order to accommodate the proposed eastern access junction, the existing bus stop and bus shelter on the northern side of Winchester Street will be relocated. It is considered that this relocation would not have detrimental impact on the operation of the bus services which use this bus stop.
95. It is acknowledged that the bus service provision in this vicinity is evolving, with commitments to improved routing and services to Hedge

End village centre secured under planning permissions for Boorley Green/Boorley Gardens. In addition, the bus enhancements secured as part of the North Whiteley development also have the potential to provide enhancements within the area.

96. The site would benefit from improved services, with increased frequency, and the highway authority would support a level of service as secured in connection with nearby committed development sites.
97. Botley railway station is within 2km of the Winchester Street site and is accessible by walking and cycling.
98. In order to establish the likely residential trip generation of the development proposal, an average of the approved trip rates associated with the developments at Horton Heath, Boorley Gardens and North West Boorley Green has been derived. This was compared with a standard methodology of utilising the most recent version of the TRICS database. This exercise determined that utilising the rates extracted from the approved transport assessment is robust.
99. The resultant forecast residential trip rate is 0.56 during the AM peak period and 0.58 during the PM peak period. This equates to 210 residential trips during the morning peak hour and 218 trips during the evening peak period.
100. The trips associated with the residential element of the proposed development have been distributed upon the highway network utilising the sub Regional Transport Model (SRTM) and strategic modelling has been carried out to establish where the significant impacts are forecast to occur and where these junctions require further assessment. The highway authority is satisfied with the scope of junction modelling identified as a result of this assessment.
101. Junction 7 and Junction 8 of the M27 are junctions managed by Highway's England who will be responding directly on these. The highway authority therefore has not reviewed these two junctions.
102. In the context of development of both sites, a single enabling delivery strategy has been developed setting out how the various infrastructure requirements will be delivered alongside the phasing of the development. This provides the strategy for both of the development sites and the Botley Bypass.
103. The Transport Assessment has provided the basis for agreeing appropriate mitigation. These are as follows:
104. Highway works
 - Site access works as set out in drawing number 251898_CH_05 and 06;

- Contribution towards interim improvements at the Homesland Lane/A334 Mill Lane junction.
105. Walking and cycling measures
- Delivery of the walking and cycling measures as set out in the recommendations section of the Walking and Cycling Review (dated 8 June 2018), including improvements to the walking route from the site to Berrywood Primary School.
106. Public Transport
- A service level agreement to be secured setting out agreed routes and frequency of bus services to serve the site. Agreement to provide sufficient flexibility to tailor services around demand during build out of the development.
107. Travel Plan
- A framework travel plan is to be secured for the site setting out clear aims and objectives for promoting modal choice and a costed action plan through which to achieve this. The framework travel plan, together with an appropriate bond and approval and monitoring fees should be secured within the Section 106 Agreement.
108. Construction/Phasing
- An outline Construction Environmental Management Plan has been submitted in support of the application. It is noted that a Construction Traffic Management Plan detailing construction vehicle routing will be submitted in advanced of the first phase of works. This should be secured through the S106 Agreement.
109. Alongside site specific mitigation as set out in this response, the proposals would contribute towards the delivery of Botley Bypass which is a significant local strategic highway scheme and a delivery priority for the highway authority.
110. Subject to a Section 106 agreement to secure the matters identified in the mitigation section above, and a planning condition securing detail of internal roads at reserved matters stage, the highway authority raises no highway objections to this application.

HCC Childrens Services (Education):

111. No objection, subject to securing financial contributions towards expansion projects at Botley CE Primary and Deer Park Secondary School in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development, including SEND (Special Educational Needs and Disability) provision.

HCC Minerals and Waste:

112. No objection, subject to condition.
113. Acknowledge the Ground Investigation Report which found that the large scale extraction of minerals present at the site would not be viable. Encourage full consideration of the opportunities for mineral extraction prior and as part of the proposed development. HCC would therefore request conditions regarding a mechanism for incidental recovery and recording the quantity of received mineral.
114. Highlight that the proposed development lies adjacent to the safeguarded site Botley Rail Aggregates Terminal. It is noted the EIA scoping report acknowledges the nearby location of this safeguarded site. In order to determine any mitigation measures that the proposed development may need to undertake, we would encourage direct discussions with the operator.

HCC Local Lead Flood Authority:

115. The general principles for the surface water drainage proposals are acceptable. We would recommend that further information on the proposals be submitted as part of a more detailed design phase. Therefore conditions related to a detailed drainage scheme and associated management proposals are recommended.

HCC Countryside Access:

116. Botley Footpath 3 runs through the development site and is proposed as a primary walking route within the development. The proposals detail that the Public Right of Way will be located adjacent to an ecological enhancement zone, informal play space and SUDS which we fully support, however the eastern edge is proposed to be bounded with a road and parking, we recommend that the application be amended and that the Public Right of Way is situated within a green corridor away from motorised vehicular traffic.
117. Eastleigh Borough Local Plan 2016 to 2036 provides that the Public Right of Way through the site should be retained and improved in-line with the Countryside Service Design Standards. The expected increase in footfall from the development will also necessitate an upgrade to the surface of the public right of way, we request that the surfacing and ongoing maintenance of the route be established and secured through legal agreement.
118. We note that the Access and Movement plan suggests a '25m lateral tolerance' in relation to Botley Footpath 3, if the definitive line of the public right of way is proposed to be diverted then the application should be amended to include the formal diversion of the Public Right of Way.

119. Wider Onsite Access Improvements:
The proposals also include other public access provision including a network of pedestrian paths, a dedicated footpath / cycleway, and a 5metre wide cycle/pedestrian route which we fully support. We request that the legal status, proposed surfacing in-line with Hampshire County Council (Countryside or Highways design standards), and ongoing maintenance of these routes be established and secured through legal agreement.
120. Offsite Access Improvements:
The Eastleigh Borough Local Plan 2016 to 2036 under Policy S13 provides the 'Botley to Bishops Waltham Rail Trail' as a proposed strategic public access link, the route is also identified as a priority improvement within the Countryside Access Plan. We note that the Ramblers have objected to the application as this route has not been provided as part of the application, and due to the cumulative adverse impact the Botley Bypass, Woodhouse Lane and Winchester Street developments will have on the Public Rights of Way Network in the locality, it is our view that the southern part of this route should be secured. We have had discussions with the Applicant and it is our understanding that significant work has gone into the possibility of providing the southern section of this route and that a permissive route and in time dedicated route that links to Maddoxford/Wangfield Lane can be secured to ensure that the current lease and farming activities on the land are not compromised.
121. We raise no objection to the application subject to securing the above amendments/obligations.

HCC Planning and Development:

122. No comments received.

Hedge End Town Council:

123. Members considered planning application O/18/83698 and resolved No Objection subject the following consultation response:
124. 'The fields earmarked for development are the last real gap between Hedge End, Botley & Boorley Green. Should they disappear then these will cease to be distinct areas & will merge into one huge suburb. It is to be noted that the footpaths are very well used by existing residents. The current local infrastructure needs to cope with the additional residents and the correct infrastructure needs to be in place. The impact from additional residents on the provision of doctor's surgeries needs to be considered, especially in light of the present local GP situation when one surgery is already placed in 'special measures'. The nearest doctors surgery cannot cope with the demand and has a CQC rating of "inadequate", therefore the services will only deteriorate further with the additional demands placed upon it. It should be remembered that the

land in question does flood and should be borne in mind. The Town Council supports Eastleigh Borough Council's plan for housing expansion and the need for a secondary school in the area. The Town Council would highlight the point that the area in question is very well used by the local community as green space and is frequently used by dog walkers, family and community groups'.

125. No further comments have been received following re-consultation.

Botley Parish Council:

126. Updated comments in relation to the revised proposals:
127. The committee welcomed the proposed improvements to the Public Rights of Way network and the inclusion of support for the proposed Botley to Bishops Waltham Bridleway Trail.
128. The committee welcomed the minor change to the layout of the allotment area to allocate a parking space for the Neighbourcare Minibus.
129. Residents of Winchester Street present at the meeting expressed concern about having their comments and objections properly heard and validated. They were deeply concerned about the extent of proposed housing development in the Botley area and the strain this will put upon the social infrastructure and public services within the community. It was noted that residents can find it difficult to understand the purpose of public consultations when their objections appear to have no effect upon the outcome of the application process.

Botley Parish Action Group:

130. *(Combined response for the Woodhouse Lane and Winchester Street proposals.)*
131. Object to this application and the associated Woodhouse Lane application being decided before the Local Plan has been reviewed.
132. Boorley Green and Botley are already taking a more than reasonable amount of necessary development in the Borough. This would more than double the size of the Parish, where infrastructure is already under considerable strain and does not have the ability to expand to support such massive development.
133. The Hedge End North development granted by the Secretary of State was opposed by the Council and was not in the original plan for the area. Therefore this number should have been deducted from other proposals for Botley. Instead, another large development is being added and included in the emerging Local Plan.

134. Understand the need to move forward with the secondary school but consider it unacceptable to progress with housing before the Local Plan is tested.
135. The development will effectively close the gap between the communities of Boorley Green and Hedge End and virtually all the green open land around Boorley Green will be lost. The remaining fields on the Curdridge side of the village are now also under threat from aggressive developers. This is contradictory to Strategic Policy S8 in the emerging Local Plan.
136. Existing residents feel their well-being is no longer of importance and any objections are being ignored. Note that Hedge End residents are complaining of the loss of virtually the only open area for walking and recreation and fully support their objection.
137. Request decision is deferred until the Local Plan has been pronounced sound by the Government Inspector.
138. Pleased and relieved to note that previous proposals for traffic lights at the railway bridge have been dropped. However question if two large vehicles can pass if footway widened to 2.4m. Consider the only sustainable solution is to erection a footbridge over the railway line as previously suggested.
139. Request that the vehicle weight limit already in place on Winchester Street should be extended along Winchester Rd to Denhams Corner roundabout.
140. Residents in Kestrel Close, where the housing is below the level of the road are complaining of notably increased noise from growing number of vehicle movements. Also concerns regarding increased risk of accidents due to large increase in vehicle movements and congestion at the bridge. Request consideration be given to erection of sound and safety barriers by the bridge.

Curdridge Parish Council:

141. Members were very concerned about the amount of development taking place within Hedge End and bordering the parish boundary, but felt that due to Eastleigh Borough Council's lack of an up-to-date Local Plan that there was little hope that the various developments proposed could be avoided.
142. Resolved DO NOT OBJECT, subject to Eastleigh Borough Council ensuring that financial support is put in place to be contributed towards the proposed Botley to Bishops Waltham Trail and that EBC formally defines the countryside gap to be protected and extends it Eastwards right up to the Winchester City Council boundary.

Durley Parish Council:

143. No comments received.

Botley Allotment Association:

144. No comments received.

Botley Neighbourhood Plan Group:

145. No comments received.

Botley, Curdridge and Durley History Society:

146. No comments received.

Botley C of E Primary School:

147. No comments received.

Wildern School:

148. No comments received.

Esso (pipelines):

149. No comments received.

Southampton Airport Safeguarding:

150. No objection, subject to airport safeguarding conditions.

Eastleigh Ramblers Association:

151. As stated in the application documents this site is crossed by Footpath No 3 Botley which is a very important pedestrian link between Botley village centre and the countryside to the north east and also enabling those living to the north of the railway line to access the facilities the village provides. It should be noted that it has a width of 10 feet south of the railway line and is a footpath only under the railway.

152. We have noted that the illustrative master plan and landscape plan both show the footpath to be retained on its existing alignment and within a landscaped setting. As these plans are for illustrative purposes only we consider it is necessary and request Eastleigh Borough Council to impose a planning condition on any approval of this application which requires the route to be retained on its existing alignment in a landscaped setting as a public footpath and not a footway save for any essential crossing of strategic road links where appropriate provision should be made for a pedestrian crossing point.

153. The applicant is the owner of land both north and south of the railway line as illustrated by red and blue lines on Drawing No 251898_PL_020. 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 of the Draft Eastleigh Local Plan 2016-2036 and we object to this application because it is not included in the application.
154. The proposed route from the Botley Bypass northwards is shown on the extract from Drawing No. 251898_PL-020. There should be a requirement to complete an adopted bridleway along this route 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 north 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 as recorded in the Statement of Intent which appears in the Appendix below.
155. Only one part of the land is not owned by the applicant and that is the bridge over the railway line which is in the ownership of Network Rail and they have indicated to us that they are prepared to cooperate in facilitating the completion of this route subject to (a) the raising of the parapets of the bridge to 1.8 metres by railings fixed to the parapet to a design they approve; (b) that the fencing at either end of the bridge be upgraded if necessary to ensure that there is no possibility of access by the public to the operational railway; (c) that the responsibility for the maintenance of the surface of the bridge to a standard suitable for a bridleway traffic falls on a party other than Network Rail; and (d) no cost associated with the project falling on Network Rail.
156. We request Eastleigh Borough Council to include enforceable provisions by condition as part of any outline planning approval or as a requirement of a prior Section 106 Agreement that will require the applicant to dedicate the route within their ownership shown above as a bridleway and to construct same to the satisfaction of Eastleigh Borough Council and the highway authority and to conclude an agreement for its continuation across the railway line so to provide opportunities for sustainable transport and recreation before any dwelling within the application site is occupied.

Natural England:

157. No objection, subject to appropriate mitigation being secured.
158. In order to mitigate the identified adverse effects and make the development acceptable appropriate financial contributions should be

secured as agreed by the Solent Recreation Mitigation Partnership (SRMP) Definitive Strategy; and a Construction Environmental Management Plan (CEMP) should be submitted to and approved in writing by the district ecologist/biodiversity officer that identifies the steps and procedures that will be implemented to avoid or mitigate constructional impacts on species and habitats. We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

159. Subject to the appropriate financial contribution being secured, Natural England is satisfied that the proposal will mitigate against the potential recreational impacts of the development on the site(s). Our advice is that this needs to be confirmed by the Council, as the competent authority, via an appropriate assessment to ensure there is no adverse effect on the integrity of the site(s) in accordance with the Conservation of Habitats & Species Regulations 2017.
160. There is existing evidence of high levels of nitrogen and phosphorus in the water environment with evidence of eutrophication at these designated sites. An Integrated Water Management Study for South Hampshire has identified that there is uncertainty whether housing development in the later stages of the plan period would require mitigation. In light of this uncertainty, Natural England advises that a nutrient budget is calculated for this development and recommends that the proposal achieve nutrient neutrality.
161. Natural England strongly recommends that all new development adopt the higher standard of water efficiency under Building Regulations and re-use in line with best practice.
162. This application is supported by a Construction Environmental Management Plan (CEMP) which includes measures to offset construction impacts on protected sites and species. It is Natural England's advice that these measures are approved by the Ecology Specialist at Eastleigh Borough Council and that they are secured by an appropriately worded planning condition(s). With this secured, Natural England would have no further concerns on this aspect of the proposal.
163. With regards to Botley Mill Wood SINC, without adequate mitigation, this development is likely to incur adverse effects upon wet woodland priority habitat within the Botley Mill Wood SINC through construction and operational impacts, recreational pressure, and air and water pollution. Current Master planning shows a SuDS feature and associated boundary/fence line is situated directly adjacent to the boundary of the SINC. The LPA must ensure the proposal meets the requirements of Natural England's standing advice on ancient woodland and the additional requirements for biodiversity enhancement and net gain as set out in the revised NPPF.

164. The ES also incorporates a section on 'Biodiversity calculations' that demonstrates how the development will result in a net gain by 'valuing habitats before and after development', following the Defra Biodiversity offsetting methodology. Natural England welcomes and concurs with this approach, although the resulting figure for net gain in habitat is modest. As phases come through at the detailed design stage, it is recommended that further opportunity is sought to enhance biodiversity as part of the development.
165. Natural England has produced standing advice to help planning authorities understand the impact of particular developments on protected species.
166. No further comments in relation to the amended scheme.

Network Rail:

167. No comments received.

Highways England:

168. In the case of this development proposal, our interest is in the M27 and in particular the M27 Junctions 7 and 8.
169. Additional information is requested to enable a thorough review of the predicted impact of the proposed development, including the cumulative impact of the development with the Land West of Woodhouse Lane application on the M27 junctions 7 and 8 and provide our formal evidence based response.
170. *Additional information has been provided and revised comments are awaited. Members will be updated at committee.*

Marine Management Organisation:

171. Please be aware that any works within the Marine area require a licence from the Marine Management Organisation. It is down to the applicant themselves to take the necessary steps to ascertain whether their works will fall below the Mean High Water Line.
172. Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure that necessary regulations are adhered to. For marine and coastal areas where a marine plan is not currently in place, we advise local authorities to refer to the Marine Policy Statement for guidance on any planning activity that includes a section of coastline or tidal river.

173. If you require further guidance on the Marine Licencing process please follow the link <https://www.gov.uk/topic/planning-development/marine-licences>

River Hamble Harbour Authority:

174. No comments received.

Clinical Commissioning Group (CCG):

175. The CCG concludes the level of additional demand placed on NHS services, related to this development, will warrant the commissioning of either:

- Additional capacity within existing GP surgery premises, or,
- Where it proves not practical to expand existing GP surgery premises, the development of a new GP surgery to replace existing surgeries that reach capacity in terms of numbers of patients.

176. In support of this, the CCG requests that the applicant makes either:

- An appropriate financial contribution towards the capital investment that the CCG will make to develop additional capacity within existing GP surgery premises; or
- The gift of a parcel of land within the development suitable for the development of a new GP surgery to replace existing surgeries that reach capacity.

St Luke's and Botley Surgery:

177. No comments received.

Hampshire Fire and Rescue:

178. No comments received.

Southern and Scottish Electricity Networks:

179. SEPD owns electricity distribution apparatus on the application site comprising a 132kV line on steel lattice towers and a 33kV line on wooden poles. As a statutory undertaker and a licensed Distribution Network Operator under the Electricity Act 1989 SEPD has a duty under section 9 “ ... to develop and maintain an efficient, co-ordinated and economical system of electricity distribution ... ”. SEPD may under the Act (i) secure a Necessary Wayleave which could fix the lines in place for fifteen years, and /or (ii) exercise compulsory purchase powers to acquire a permanent easement on the line(s) to remain in place indefinitely.

180. Electricity distribution apparatus can only be diverted by SEPD and only SEPD can provide diversion assurances to a local planning authority.
181. Undergrounding will sterilise more land than a retained overhead line.
182. SEPD is concerned at material inaccuracies or misrepresentations in the application, in particular:
183. 4.1 The Planning Statement (p44) states that “The masterplan assumes that both the including [sic] 132kV electricity cables ... and smaller 33kV electricity cables ... can be undergrounded to maximise housing numbers. The masterplan has however been phased and designed to enable the development to proceed in the event that the larger 132kV cables cannot be undergrounded.” There is no provenance for an undergrounding assumption.
184. The masterplan does not “enable” the development to proceed with the cables retained overhead. Instead, it is reliant on their absence without explanation.
185. 4.2 The Design and Access Statement states (p26) “...the electricity 132kV pylons and 33kV, smaller lines, will be undergrounded...”. Again, there is no basis for this assumption. Reference is also made to 3m and 30m easements whereas there are no easements on the site.
186. 4.3 The Design and Access Statement then tests a number of scenarios:
187. Scenario 1 assumes undergrounding of the 132kV line and assumes the absence of the 33kV line.
188. Scenario 2 retains the 132kV line and also assumes the absence of the 33kV line but wrongly concludes that “ ... a significant development area has been lost due to the existing pylon easement ... the estimated homes lost as a result of the pylon easement is 40-70...”
189. There is no easement.
190. Retention of the overhead electricity distribution apparatus need not result in any loss of development from the allocation, including the employment allocation. Scenario 2 is rejected without justification but in SEPD’s view is the only basis of a masterplan that can deliver the full residential and employment allocations.
191. The Scenario 2 Framework Diagram (fig 28, p40) shows a “Pylon line including associated easement zone” which is 70m wide, for which there is no requirement in statutory regulations or guidance. Again, there is no easement.
192. Scenario 3, which forms the basis of the submitted illustrative masterplan and which is reliant on the lines being absent is described as “ ... could be implemented ... with or without pylon undergrounding

[sic] ... a flexible approach has been taken to allow for the masterplan concept to work with or without the undergrounding of the 132kV power lines." This would only be correct if the applicant wishes (as is acceptable within policy, regulations and guidance) to develop under and near to the overhead lines.

193. SEPD OBJECTS to the application as it stands. It makes false and misleading assumptions about electricity distribution apparatus and if consented could be undeliverable as it would be predicated on removal of apparatus which only SEPD can deliver.
194. SEPD is willing to co-operate with the local planning authority and the applicant to achieve an application that SEPD could support, based on a parameter plan that SEPD believes can deliver:
- retention of the 132kV and the 33kV overhead electricity distribution apparatus compliant with policy, statutory regulations and established guidance³ (or removal of the apparatus subject to technical and commercial agreement with the applicant);
 - 9.75 ha of net residential land providing 375 dwellings at 38.4ndph in accordance with the draft allocation;
 - 0.8 ha of employment land in accordance with the draft allocation;
 - the basis of approval being parameter plans and not illustrative masterplans; and
 - the safeguarding of POS land under and near to the overhead lines in a s106 agreement
195. SEPD believes that a parameter plan can be devised which will achieve all of these criteria, removing the risk of uncertainty over the electricity distribution apparatus, and removing the need for SEPD to consider Necessary Wayleaves or compulsory purchase of easements.
196. SEPD is willing to engage proactively with the local planning authority and applicant to achieve a sustainable and deliverable scheme for the site.

National Grid Plant Protection:

197. No comments received.

Southern Water:

198. The exact position of the foul rising main, foul sewer and water mains must be determined on site.
199. We request that if this application is determined, the applicant should produce a suitable layout maintaining the statutory clearance distance for public foul rising mains.
200. The 150 mm diameter foul rising main requires a clearance of 4 metres and the foul gravity sewer requires a clearance of 3 metres either side

of the sewer to protect it from construction works and allow for future access for maintenance. No development or new tree planting should be located within the easement of the foul sewers.

201. Please note there is 36inch water apparatus within the site boundary; this apparatus is within ownership of other water company.
202. In order to protect drainage apparatus, Southern Water requests that if consent is granted, a condition is attached to the planning permission requiring protection measures to be approved.
203. Southern Water has undertaken a desk study of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network. This initial study indicates that there is an increased risk of flooding unless any required network reinforcement is provided by Southern Water.
204. Southern Water and the developer will need to work together in order to ensure the delivery of the network reinforcement aligns with the proposed occupation of the development.
205. It may be possible for some initial dwellings to connect pending network reinforcement. Southern Water will review and advise on this following consideration of the development program and the extent of network reinforcement required.
206. We request that should this application receive planning approval, the details of foul and surface water sewerage disposal are secured by condition.
207. Southern Water can provide a water supply to the site. Southern Water requires a formal application for connection and on-site mains to be made by the applicant or developer.

Hampshire and Isle of Wight Wildlife Trust:

208. No comments received.

Crime Prevention Officer:

209. No comments received.

BT Openreach:

210. No comments received.

Health and Safety Executive:

211. HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Hampshire Chamber of Commerce:

212. No comments received.

Historic England:

213. Botley Conservation Area (BOA) – Visual inter-connectivity does not really exist between this site and the river valley, and the village. It is noted that the BOA alongside the River Hamble would also create a buffer between the conservation area at this point and the new development. It is therefore concluded that the proposal would not harm the character and appearance of the conservation area.
214. Uplands Farm – Creating new development where there would be a close visual relationship between the new build and the listed buildings causing an erosion of their agricultural setting would be harmful to their significance. The farmstead is situated on rising ground and can be viewed across the site (from the public footpath for example) in its agricultural setting. It is important that this setting is not eroded altogether and the farmstead placed in a suburban context as this would be harmful to the significance of the farmstead group and to the individual listed buildings.
215. In the illustrative master plan there is some acknowledgement of the need to protect the setting of the listed group (ie by placing the allotments on the north-east side of the farmstead) but as currently proposed this does not go far enough. Although the area to the north-east would not be densely developed with housing, allotments do not have a same open character as fields and become peppered with numerous sheds and greenhouses. I suggest that one or two small fields should remain which could be utilised as paddocks in association with the remaining farm buildings. I strongly urge that sufficient agricultural land is retained to allow the farm buildings to function in a low key, small scale agricultural or small-holding type use. This would have the double benefit of respecting the setting of the listed buildings and (more importantly) retaining them in a use close to their original purpose. This, coupled to other improvements to the immediate environs of the farmstead by removing large modern agricultural buildings, would lessen harm and offer some heritage benefit which would weigh in the planning balance to offset the harm arising to the wider setting of the farmstead.
216. Historic England has concerns regarding the application on heritage grounds.
217. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 184, 190, 192-194 and 196 of the NPPF.

218. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess.

219. *Additional information has been provided and comments are awaited. Members will be updated at committee.*

Hampshire Buildings Preservation Trust:

220. The Trust has no objection to the outline application, but would like to be informed when the EIA is available so that the impact on the setting on the three Grade 2 Listed Buildings can be considered.

221. We note that the Listed farm buildings are excluded from this application, and the proposals for the Listed buildings and their curtilage are to form part of a separate full planning application to be submitted at a later date. We wish to be consulted on this application, please.

Winchester City Council:

222. No comments received.

Eastleigh Disability Forum:

223. No comments received.

Campaign to Protect Rural England (CPRE) Hampshire:

224. No comments received.

Solent Local Enterprise Partnership:

225. No comments received.

Go South Coast Bus Operator:

226. Recommend permission is granted, subject to securing developer contributions towards extending the current Bluestar 3 service to Woodhouse Lane for a period of 7 years; provision of a travel pack to all dwellings; carriage widths used by buses to be a minimum 6.5m; and provision of a high quality bus stop.

227. **Policy context: designation applicable to site**

- Local Gap;
- Countryside;
- Site of Importance to Nature Conservation (SINC);
- Existing Allotments;

- Public Right of Way (PRoW);
- Proposed Bridleway extension;
- Safeguarded land for Botley Bypass.

228. Development Plan Saved Policies and Emerging Local Plan Policies

The Development Plan

229. At the current time the Development Plan for the Borough comprises the Eastleigh Borough Local Plan Review (2001-2011) and the Hampshire Minerals and Waste Plan (October 2013).

Saved Policies of the Adopted Eastleigh Borough Local Plan Review (EBLP 2001-2011)

230. The key policies of the adopted local plan are:

- 1.CO – Protection of countryside;
- 3.CO – Protection of local gap as identified on the proposals map;
- 18.CO – Protection of the character of the landscape;
- 22.NC – Protection of Sites of Special Scientific Interest;
- 23.NC – Protection of Sites of Importance for Nature Conservation (SINCs);
- 25.NC – Promotion of biodiversity;
- 28.ES – Provision for storage and collection of domestic waste and recyclables;
- 32.ES – Control of uses that generate air, land or water pollution;
- 33.ES – Requirement for air quality assessment;
- 34.ES – Energy efficiencies;
- 36.ES – Provision of well-designed lighting;
- 37.ES – Sustainable design;
- 41.ES – Protection of water courses;
- 43.ES – Development in flood risk areas;
- 45.ES – Sustainable drainage requirements;
- 59.BE – General design criteria;
- 60.BE – Development along major road and rail corridors;
- 62.BE – Accessible design;
- 63.BE – Car park design;
- 64.BE – Design response to overhead electricity transmission lines;
- 66.BE – Communications technology requirements;
- 71.H – Encourage mixed use developments;
- 72.H – Development density;
- 73.H – Housing mix;
- 74.H – Affordable housing;
- 75.H – Efficient use of land;
- 91.T – Safeguarding land for (amongst other routes) Botley Bypass;
- 100.T – Transport requirements;

- 102.T – Provision of safe access;
- 103.T – Provision of Travel Plans;
- 104.T – Parking requirements;
- 147.OS – Open Space provision;
- 149.OS – New and enhanced playing fields;
- 152.OS – Extensions to cycle/pedestrian links;
- 153.OS – Provision of new bridleways;
- 168.LB – Archaeological potential;
- 169.LB – Protection of Conservation Area;
- 174.LB – Development within the curtilage of a Listed Building;
- 190.IN – Provision of public utilities and infrastructure;
- 191.IN – Provision of infrastructure made necessary by the development.

Submitted Eastleigh Borough Local Plan 2011-2029

231. The Eastleigh Borough Local Plan 2011-2029 was submitted for examination in July 2014 but the Inspector concluded that insufficient housing was being provided for in the Plan and that it was unsound. While this has not been withdrawn and remains a material consideration, it can therefore be considered to have extremely limited weight in the determination of this application.

Emerging Eastleigh Borough Local Plan 2016-2036

232. The Local Plan was submitted to the Planning Inspectorate on 31st October 2018 and the Council is awaiting confirmation of the date for examination. The adoption of the Local Plan is anticipated in late Summer 2019. Given the status of the emerging Plan, it is considered that limited weight can be attributed to it as a whole.
233. This site is recognised as having potential as a housing development site in the emerging Local Plan, having been assessed within the Strategic Land Availability Assessment (SLAA). A draft policy is contained within the emerging Local Plan which supports the delivery of approximately 300-375 dwellings, land for the Botley Bypass, employment use and public open space (BO2). A number of criteria are contained in this policy which this application is assessed against.
234. In view of this policy being in draft form and therefore still to be considered by the appointed Planning Inspector as part of the Local Plan examination, it is necessary to consider what weight can be afforded it taking account of the representations that have been made as part of the Local Plan consultation process.
235. From the information available at the time of writing this report, 2 representations were made to the policy, both in support (one requesting amendments).

236. In light of the small number and nature of representations received, it is considered reasonable weight can be afforded to the draft policy.

Supplementary Planning Guidance

Relevant documents are:

- Supplementary Planning Document: Quality Places (November 2011)
- Supplementary Planning Document : Biodiversity (December 2009)
- Supplementary Planning Document: Environmentally Sustainable Development (March 2009) (Updated March 2015)
- Supplementary Planning Document: Parking Standards (January 2009)
- Supplementary Planning Document: Affordable Housing (July 2009) (Updated March 2016)
- Supplementary Planning Document: Housing Mix (February 2003)
- Supplementary Planning Document: Planning Obligations (July 2008);
- Planning Obligations 2010 Update.

Other Relevant Documents

- Public Art Strategy;
- Biodiversity Action Plan for Eastleigh Borough 2012-22;
- Botley Conservation Area Appraisal.

National Planning Policy Framework 2018

237. At national level, The National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The National Planning Policy Framework (the 'NPPF' or the 'Framework') states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. There is a general presumption in favour of sustainable development and (unless material considerations indicate otherwise). Three dimensions of sustainability are to be sought jointly: economic (supporting economy and ensuring land availability); social (providing housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so they respond to the different opportunities for achieving sustainable development in different areas.

238. Core planning principles include;
- always seeking to secure high quality design and a good standard of amenity and open space
 - contribute to conserving and enhancing the natural environment and reducing pollution

- protecting biodiversity, hydrology and areas of flood risk
239. LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.

National Planning Practice Guidance

240. Where material, this guidance should be afforded weight in the consideration of planning applications.

Assessment of proposal: Development plan and / or legislative background

241. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a local planning authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise.
242. As indicated above the Development Plan comprises the Saved Policies of the Eastleigh Borough Local Plan Review 2001-2011, the Hampshire Minerals and Waste Plan 2013; the NPPF and the Planning Practice Guidance constitute material considerations of significant weight.

Prematurity

243. The concept of prematurity in planning is the predetermination of plan-making choices by the grant of planning permission. This matter has been raised as the emerging Local Plan contains the Council's draft policies for delivery of housing (of which this site is part) that have yet to be considered by a Planning Inspector at examination and found sound.
244. Paragraphs 49-50 of the 2018 NPPF specifically address the issue of prematurity and confirm that:
245. '...arguments that an application is premature are unlikely to justify a refusal of planning permission other than in the limited circumstances where both:
- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
 - b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.
246. Refusal of planning permission on grounds of prematurity will seldom be justified where a draft plan has yet to be submitted for examination...Where planning permission is refused on grounds

of prematurity, the local planning authority will need to indicate clearly how granting permission for the development concerned would prejudice the outcome of the plan-making process.'

247. It is considered that the development proposed is neither so substantial or its cumulative effect so significant as to undermine the plan-making process. This position is supported by the response from the Ministry of Housing, Communities and Local Government confirming they have no comments to make regarding the submitted Environmental Statement, which assesses the likely environmental impacts of the proposal.

The General Principle of Development

248. The site lies outside of the defined urban edge and is designated as Countryside and Local Gap in the adopted Eastleigh Borough Local Plan Review (2001-2011). Saved Policy 1.CO of the adopted Eastleigh Borough Local Plan Review (2001-2011) seeks to protect the countryside from inappropriate development and resists development outside the urban edge unless it is for agriculture, horticulture, forestry, development for outdoor recreational use, public utility developments and/or extensions to existing education or health facilities. The proposed redevelopment of the site for residential purposes does not fall within the range of uses deemed appropriate for countryside locations. However, the weight which can be attributed to this policy is influenced by requirements for housing.
249. In relation to the Council's 5 year housing land supply, Eastleigh's Five Year Housing Land Supply Position Statement dated March 2018 sets out the Council's approach to managing the delivery of new housing in the borough over the next 5 years. The intention is to ensure that sufficient housing is delivered to meet the Borough's identified needs over the next five years without compromising sustainable development objectives. This document states the Council has 5.52 years of housing supply land (including this site).
250. Since this document was published, the Land at Satchell Lane Planning Inquiry has taken place (planning ref. O/17/80319) and, while this matter was not discussed, evidence from both parties indicates the Council's current housing land supply is between 7.2-7.8 years. Planning inspectors in recent appeal decisions have supported the Council's position on the supply of housing and so weight can be given to these figures. The matter does not therefore reduce the weight to be attributed to Saved Policy 1.CO. The Inspectors have also recognised, however, that to ensure the continued delivery of a 5 year supply of housing, development on appropriate countryside sites will need to be granted.
251. Inspectors have confirmed this policy is not to be considered out of date due to age; because it pre-dates the first version of the NPPF; or because it only made provision to 2011.

252. Taking account of these matters, and the degree of consistency with the 2018 NPPF, it is for the decision maker to determine the weight to be afforded to this policy. As discussed at the Satchell Lane Inquiry, previous Inspectors have afforded between considerable/ significant to full weight. The Inspector in the Satchell Lane Inquiry took a different position, affording reduced weight to this policy as in his view it, 'lacks the flexible and balanced approach towards the issue enshrined in the Framework'. The Council is currently considering its position in relation to this decision.
253. For the purposes of this application, Members as the decision makers should determine the weight to be afforded to this, and other policies. In advising Members and in light of the previous appeal decisions, it is the view of officers that considerable weight can be afforded to Saved Policy 1.CO.
254. With regard to the emerging 2016-2036 Local Plan, although only limited weight can be given to the Plan at this time, it is apparent that some development needs to be permitted beyond the existing urban edge. This does not mean, however, that all sites near to the urban edge would be suitable for residential development.
255. This site is also located partially within the Local Gap, which Saved Policy 3.CO seeks to protect by only supporting appropriate development that cannot be acceptably located elsewhere and that would not diminish the gap visually or physically. Residential development is not considered to be appropriate development in relation to this policy and would visually and physically diminish the Gap.
256. To summarise, the development proposal is contrary to Saved Policy 1.CO and Saved Policy 3.CO, although this second policy only applies to approximately one third of the site. It is considered appropriate to assign considerable weight to these policies. Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 11 of the National Planning Policy Framework (NPPF) require a Local Planning Authority determining an application to do so in accordance with the Development Plan unless material considerations indicate otherwise. It is therefore necessary to consider whether there are material considerations in this case that may indicate that a decision can be taken that does not accord with Saved Policies 1.CO and 3.CO.
257. To support the work on the emerging Local Plan, the Council has undertaken a Settlement Gap Policy Review (June 2018) to assess the value of allocated gaps, which in turn could be used to inform decisions on a revised urban edge. Applying the sub-regional advice from the Partnership of Urban South Hampshire (PUSH) which requires no more land than is necessary to prevent the coalescence of settlements is included in a Gap, Landscape and Visual Appraisal of Existing Gaps in Eastleigh and the Assessment Matrices were used to identify areas that

do not contribute to the physical or visual separation of existing settlements. In this review, the site is proposed to be removed from Countryside Gap designation.

258. The evaluation of the Gap function is based on the guidance, settlement identity and an assessment of the impact of physical developments and infrastructure and not on the needs for planning for new housing developments. Weight can therefore be applied to this assessment and the conclusion that development on this site would not undermine the identity of existing settlements.
259. With areas of the urban edge requiring repositioning to meet housing needs and a full assessment of the Gaps, the Strategic Land Availability Assessment (SLAA) has examined in excess of 200 sites for residential development and identified this site within the emerging Local Plan (2016 – 2036) as suited for residential development and local employment.
260. As discussed above, although limited weight can be given to the emerging plan as a whole due to its current status, it is considered that the number and nature of representations to emerging policy BO2 means reasonable weight can be afforded this policy. In addition, it is recognised that, in considering the principle of development on this site, significant work has been undertaken to date which supports the assigning of weight to the policy.
261. The addition of 375 dwellings to the supply of housing in the area is considerable and the scheme could deliver housing within five years with the first phase of development anticipated to be constructed in 2022-2024. This site (together with the Woodhouse Lane site) forms part of the Five Year Housing Land Supply Position Calculation on which the Council's current 5 year supply figure is based.
262. Subject to determining the site is considered sustainable in all other respects, it is considered that there are material considerations that would warrant a decision contrary to the development plan on this site on this occasion. It is concluded therefore that the principle of development can be accepted despite the conflict with adopted plan policies.

Sustainable Development

263. The NPPF is a significant material consideration when assessing planning applications.
264. Section 2 of the National Planning Policy Framework (July 2018) states that the purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

265. Achieving sustainable development means that the planning system has three overarching objectives – economic, social and environmental (which are interdependent and need to be pursued in mutually supportive ways that should be delivered through the preparation and implementation of plans and the application of the policies in the Framework.
266. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
267. Each of the three dimensions of sustainable development is considered below.
268. Parameter plans have been submitted to set the parameters which will guide the detailed design at reserved matters. In addition, a set of design principles have been developed to secure the key objectives of the development driving delivery of a high quality scheme.
269. The submitted parameter plans are:
- Land Use;
 - Building Heights;
 - Hydrology;
 - Access and Movement;
 - Landscape and Ecology;
 - Densities.
270. These are assessed individually below.

Parameter Plans:

271. In considering the individual parameter plans, the quantum of development (the amount of development that can be accommodated on-site) will be established.

Land Use:

272. The Land Use plan indicates how the land is to be used across the site for the outline development. The residential land parcels have taken shape around the listed farmstead, the Botley Bypass and associated infrastructure, and the PRoW. Open space is provided around the farm buildings to retain their setting while serving as a community focus and at the site boundary with the river to provide a buffer and location for multi-use Green Infrastructure.
273. Subject to the outcome of discussions regarding the undergrounding of the 132kv cables, the Land Use plan responds to a number of the

relevant requirements of Draft Policy BO2 and Saved Policies 23.NC, 41.ES, 43.ES, 75.H, 91.T, and 147.OS.

Building Heights:

274. The Building Heights plan gives an indication of the scale of development. Storey heights up to 9m (typically two storey) are proposed close to the river and bypass, and the Listed farmstead, with storey heights up to 12m (three storey) in locations closer to Winchester Street. It should be noted that these parameters are 'up to' and careful consideration will need to be given at detailed design stage to ensure taller buildings are located to avoid detrimental harm to existing residential properties and take proper account of the context. Three storey buildings are likely to only be appropriate in limited locations; these areas are anticipated to provide a mixture of two, two and a half and three storey buildings.
275. Generally the storey heights have evolved in response to landscape character, existing vegetation and buildings, views into the site and the relationship with the bypass. It is therefore considered the building heights plan is acceptable and in accordance with 2018 NPPF guidance which seeks to ensure good design (Chapter 12) and Saved Policies 59.BE.

Hydrology:

276. The Hydrology plan identifies existing watercourses and proposed sustainable drainage (SuDS) features for both the development and Botley Bypass. The SuDS features are located to take account of the topography of the site and are located in open space. Discussions around the management and maintenance responsibilities of the SuDS features will need to be concluded.
277. The indicative scheme demonstrates three forms of naturalised filtration and maintenance of runoff at greenfield rates as required by Draft Policy BO2. HCC as Local Lead Flood Authority have confirmed no objection, subject to conditions to secure the detailed design and management regime. The detailed design will however be required to improve on the indicative proposals used to assess the potential for SuDS by reducing the amount of underground pipework. The hydrology plan complies with Saved Policies 25.NC and 45.ES.

Access and Movement:

278. The Access and Movement parameter plan establishes the general principles of access and movement within the site, with primary and secondary roads identified, pedestrian and cycleway routes and emergency access. The strategy for vehicular access and movement includes two accesses into the site from Winchester Street which serve two separate sections of the site, not allowing for vehicle movements

between the two areas (aside from for emergency vehicles), although pedestrian and cycle links are provided.

279. The illustrative masterplan suggests a network of smaller residential streets within the structure shown on the parameter plan, although the exact determination of the layout is a detailed matter to be considered with later applications. The parameter plan also indicates a network of improved rights of way, pedestrian and cycleway routes linking to existing footpaths and cycleway routes, ensuring the option for more sustainable travel and greater connectivity to the wider community and Countryside Rights of Way network. The wider Connectivity Plan shows how this site will link to, and facilitate off-site additions to the PRoW/bridleway network. Financial contributions and obligations will also be secured within the S106 to deliver improvements to existing footways and dedication of paths to PRoWs and Bridleways. In addition, off-site highway improvements will be carried out and a Travel Plan will be required to be developed for the site.
280. Concerns have been raised regarding the lack of vehicle access from the site onto the bypass and the resulting impact on Winchester Street. The bypass has been designed to minimise additional junctions onto the bypass to enable traffic to remain free-flowing. Access onto the bypass will be available to the northeast of the site accesses which will allow movement in both directions. HCC as highways authority has reviewed the information submitted in support of this application and have raised no objection. In addition, the Draft Policy BO2 requires provision of accesses from Winchester Street. Given this, it is considered the access proposals are acceptable and accord with Saved Policies 62.BE, 100T, 102.T, 152.OS and Draft Policy BO2.

Landscape and Ecology:

281. The amended Landscape and Ecology parameter plan responds to comments from the Council's Landscape and Ecology Specialists and indicates a network of green infrastructure spaces which includes play areas, footpaths and sustainable drainage features in addition to ecological mitigation areas needed to provide buffers to ecological features such as existing SINCS. Differing management regime will be applied to each of the different areas, with conditions and S106 obligations to secure the management details and funding. The total amount of open space significantly exceeds the amount sought to be policy compliant offering opportunity for a variety of formal and informal open spaces for the benefit of new and existing residents.
282. The landscaping strategy and use of the open space will contribute to differing characters areas, whilst new buffer and tree planting will create a series of green infrastructure corridors throughout the development framing development parcels and acting as wildlife corridors and filtering views for the existing properties on Winchester Street. The proposed open spaces have evolved in a logical manner and respond to site

constraints, context analysis, stakeholder engagement and development plan policies and therefore accord with guidance contained within the 2018 NPPF, Saved Policy 147.OS and Draft Policy BO2.

Densities:

283. The Densities parameter plan gives an indication of the scale of development and indicates the general location of the dwellings and their density. The parcels of land indicating differing densities are proposed on the basis of site constraints, landscape character and proximity to local facilities. The density reflects the Building Heights parameter plan, and as with that plan, provides for up to 55dph in the northwest corner, up to 45 dph where building heights may be up to 12m and up to 35dph where building heights are up to 9m. It is likely there will be variation in development density across these parcels and careful consideration will need to be given at detailed design stage to ensure development density is appropriate to avoid detrimental harm to existing residential properties and take proper account of the context.
284. The site delivers an average density of 35dph which reflects its setting at the edge of Botley and the requirements of Saved Policy 72.H. The residential density proposals have evolved taking account of densities in the local area, internal space standards, the Quality Places SPD and parking standards. On this basis the plans are considered acceptable and in accordance with relevant 2018 NPPF, and Saved Policy 72.H.

Economic Sustainability:

285. Section 2 of the NPPF, when discussing economic sustainability, seeks to 'help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure'.
286. During the construction phase, the site will make some contribution to the wider area in terms of construction jobs and related industries and there will be some benefit to the local area from construction workers using local facilities. The Environmental Statement which accompanies this application states that the construction of the development will provide employment and training opportunities over a period of approximately 6-10 years, estimating in the region of 140 FTE jobs with 40 of these estimated to be retained in the Eastleigh area. A development of this size also provides opportunities for training and the scheme would be expected to deliver an Employment and Skills Plan which provides for local training opportunities, working with schools and colleges, and employment opportunities.

287. Due to the movement of HGVs and construction vehicles during the construction process, there is the potential for short-term delays due to increased traffic that could affect access to local businesses. This is unlikely to have a significant impact on local businesses and may potentially be offset by the use of these businesses by construction workers.
288. As with any new housing, the proposed development would bring people into the area which would be a continuing economic benefit that would support growth in the local economy. A New Homes Bonus would also be paid. In addition, the proposed development would result in financial contributions being secured to offset certain impacts of the development, such as transport contributions towards improvements in the local network and contributions towards the provision of enhanced community infrastructure.
289. Provided they are appropriately secured and outweigh the adverse impacts of the scheme, the majority of these elements are considered to be benefits in the planning balance and overall it is considered that the development would be economically sustainable. It should be noted that these benefits could also be accrued from a development of this size in a different location.
290. The site forms part of the wider Uplands Farm Estate owned by HCC which comprises approx. 80ha of agricultural land between the settlements of Hedge End and Botley. The site is currently used for cattle grazing and is a mixture of Grade 3a and 3b land.
291. The proposed development as a whole, would result in the loss of approx. 21.5ha of agricultural land. Paragraph 170 of the 2018 NPPF requires decision makers to recognise the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land. Approximately 20% (3.9ha) of land is Grade 3a and therefore classed as ‘best and most versatile’ (BMV) agricultural land. This is a detrimental economic impact and must be weighed against the benefits of the scheme.
292. The majority of the BMV is located to the north and east of the Listed farmstead and is proposed for allotments and a community orchard. While the land would no longer be in agricultural use, it would be retained for food production. In theory it could be returned to agricultural use in the future, however this land would be transferred to the Parish Council as part of this application for use as allotments and orchard and in reality would not be returned to agricultural use.
293. Taken as a whole and in light of the impact on BMV, it is considered that overall the proposed development would be neutral/slightly positive in terms of economically sustainable.

294. Draft Policy BO2 contains a requirement for employment provision. The submitted application provides justification for the loss of this element and prioritises delivery of housing. While the proposal is therefore does not satisfy the requirements of this policy, a financial contribution is to be secured towards the provision of employment opportunities and support for local businesses through the S106.

Social Sustainability:

295. Chapter 5 of the 2018 NPPF 'Delivering a Sufficient Supply of Homes' states that, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.'
296. It goes on to say that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership.
297. Paragraph 72 of the 2018 NPPF recognises that, 'the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.'
298. This large scale development sits on the edge of the settlement of Botley and will provide an extension to the residential edge. The scheme proposes a mix of dwelling size, type and tenure, with 35% affordable housing to be secured by a S106 agreement. This scheme also provides specifically for older persons affordable accommodation and specialist adaptive housing, some of which will be secured for social rent through the S106 agreement.
299. Chapter 8 of the 2018 NPPF 'Promoting Healthy and Safe Communities' , seeks to provide the social, recreational and cultural facilities and services the community needs.
300. In accordance with Saved Policy 190.IN of the Local Plan, development is only to be permitted where adequate services and infrastructure are available or suitable arrangements can be made for their provision. Where facilities exist but will need to be enhanced to meet the needs of the development, contributions are sought towards provision and improvement of infrastructure.
301. To date, the applicant has agreed to the principle of the contributions sought and a S106 legal agreement can be progressed should Members resolve to permit this application.

302. As with the economic benefits, the provision of additional housing and financial contributions towards local infrastructure could also be accrued from a development of this size in a different location.
303. The scheme would make a contribution to the Council's housing land supply, and begin to deliver housing within the 5-year period. The scheme would provide an appropriate mix of properties for the area and make financial contributions to improvements to local infrastructure. The proposal can therefore be considered to be socially sustainable.

Education and Health Infrastructure:

304. Due to the size of the scheme, there will be an increased demand for primary and secondary school places. HCC as Education Authority have confirmed financial contributions should be secured towards projects at Botley CE Primary and the future expansion of Deer Park Secondary School in order to mitigate the impact of the development on educational infrastructure and ensure that sufficient school places are provided to accommodate the additional children expected to be generated by the development. This can be secured through the S106 agreement.
305. It is recognized that the development has the potential to impact GP services in the local area and this is a concern raised by residents and some consultees. The CCG have requested financial contributions towards improvements towards health provision in the locality which can be secured as part of the S106.

Environmental Sustainability:

306. There are a number of different components to Environmental Sustainability, including consideration of site-specific planning matters and the impacts of the development on its surroundings and local infrastructure, which are considered below under the relevant subheadings.

Impact on Heritage Assets:

307. The Uplands Farm complex is located in the centre of the site (but outside the application boundary) and contains three Grade II listed farm buildings including a farmhouse, barn and outbuilding. The farmhouse is an attractive 17th-18th Century brick building which may contain original Tudor detailing. The barn is an 18th Century timber structure, weather boarded with a distinctive red tiled roof and the outbuilding is a 19th Century brick structure that has been used as a granary, stables and wagon shed. Records demonstrate that Medieval, Mesolithic and Neolithic surface scatter have been recorded at the site. A geophysical survey was undertaken at the Site in April 2017, no distinct anomalies were identified although two linear anomalies and evidence of possible old field systems were recorded. Further

archaeological investigation would be required to clarify this. Botley Conservation Area abuts the eastern boundary of the site, although the majority of the buildings in the Conservation Area are located south/southwest of this site.

308. The Site has remained undeveloped, with the exception of later introduction of utilities, and has remained in agricultural use to present day.
309. While archaeological remains are known to exist within the site and the site does have archaeological potential, HCC's Archaeologist has confirmed that he does not consider that archaeological remains will emerge as an overriding issue and therefore archaeological mitigation could be dealt through use of an archaeological condition.
310. Historic England has confirmed that they do not consider the proposal would harm the character and appearance of Botley Conservation Area. They have, however, raised concerns regarding the impact on setting of the listed farmstead and advise that the current proposals do not go far enough to preserve the setting of the listed farm which provides context, i.e. farms typically have fields in the immediate vicinity which form the setting. The suggestion has been made that one or two small fields be retained as paddocks, to enable the farm buildings to function in a low key, small scale agricultural or small-holding type use.
311. The scheme has been designed to retain a setting to the listed buildings, while using land efficiently. The courtyard area associated with the farmstead will be retained as the immediate setting. The land immediately around the farm buildings to the northeast will be used for allotments and to the southeast as a community orchard. To the southwest, the existing arrangement continues and to the northwest, lower density housing and open space is proposed (on the opposite side of the access road). Consideration has been given to retention of fields to allow for the creation of a small agricultural operation, however the proximity to the new houses does raise some concerns regarding possible impacts on amenity. The farm buildings will be the subject of a future planning application to ensure their retention and viable re-use. The detailed design will need to evolve to take proper account of the listed buildings and it is anticipated that these buildings will become a key element in the evolution of the scheme in this area, making a positive contribution to its character and distinctiveness. On balance, it is considered that, while there will be a detrimental impact on the setting of the Grade 2 listed buildings, the scheme does provide an immediate and slightly wider setting and this can be improved at detailed design. While the proposal could go further, it is considered the impact on the listed buildings would not be sufficient to warrant a refusal.
312. It is recognised that there is risk to the Listed Buildings once the buildings become unoccupied and during construction. The S106

agreement will include provision for a protection strategy for these buildings to be secured.

Landscape and Character:

313. Saved Policy 18.CO seeks to protect the intrinsic character of the landscape; together with Saved Policy 59.BE that requires development to take account of the context of the site and surroundings. Also applicable to this site is Saved Policy 60.BE which protects against development along major road or rail corridors, which adversely affects the quality of the environment.
314. Moderate weight is afforded to Policy 18.CO in light of the discussion on Saved Policies 1.CO and 3.CO; the emerging draft policy HE1; and the gap assessment. Full weight is afforded to Policies 59.BE and 60.BE.
315. In general terms, the character of the site is that of agricultural fields with field boundary hedgerows and trees. Within the site there are views of the railway line to the north and dwellings and allotments to the south and southeast. Pylons run through the site. There are no statutory local, national or international landscape designations on or immediately adjacent to the Site. The local Landscape Character Area locates the Site and its immediate surroundings within LCA9 Horton Heath Undulating Farmland which is described as having a "more open character, with rural views which normally end in wooded horizons. Tree belts and hedgerow trees are important features. Where they are absent, there is a much more exposed and open character."
316. Although rural in nature, the landscape already hosts many urbanising features such as buildings, roads, rail and electrical infrastructure, detracting from the day time and night time character of the local area. The site is visually and physically constrained by the railway line to the north and the river corridor and woodland to the east. The bypass, when constructed, will further constrain the development. Development will be viewed in this context. As discussed in relation to Saved Policy 3.CO, the Gap Assessment removes this land from the Gap and the SLAA considers the site to be well contained within a moderately sensitive landscape setting.
317. Draft Policy BO2 requires the provision of a good quality landscape setting for the development which the Landscape and Ecology parameter plan lays the foundation for.
318. A Landscape and Visual Impact Assessment has been prepared to inform the proposals as a whole. This concludes that the effects arising from the construction phase will be temporary, reversible and short-term. It states that there are no predicted significant landscape or visual effects arising from the construction phase. This position is accepted.

319. Construction of buildings on open land fundamentally alters the character of that land and has an irreversible impact. The greatest impact will be upon users of the PRoW (no. 3) which will run through the site undiverted, users of the existing allotments and residents at 60-70 Winchester Street. The LVIA contained in the Environmental Statement predicts a moderate residual adverse effect on their visual amenity, which is significant. A balancing exercise therefore needs to be undertaken to assess the level of this impact in the wider context.
320. The proposed residential development will deliver up to 375 dwellings which contribute towards the Council's 5 year housing land supply, together with allotments, community orchard and contributions towards improvements to local infrastructure. The development of this site is supported by the Draft Policy BO2 to which reasonable weight can be afforded. It is therefore considered the wider benefits outweigh the detrimental impact to the character of the site and the lesser impacts to the wider landscape and character. As such, the development is considered to conflict to some extent with Saved Policy 18.CO and accord with Saved Policies 59.BE and 60.BE and the relevant paragraphs in the 2018 NPPF.

Access, Parking and Transport Matters:

321. Saved Policy 100.T requires new development to be well served by public transport and cycling and walking routes; minimise its impact on the existing transport network and provide a choice of transport mode. Policy 102.T allows for the provision of new, safe access. Policy 104.T requires the provision of adequate off-highway parking.
322. Access, parking and traffic congestion are concerns raised by the majority of objectors to the scheme.
323. With regards to access, HCC as Highways Authority have confirmed that the highway authority has reviewed the details of this application in the wider context of both development sites and the delivery of Botley Bypass. This has required a number of transport scenarios to be assessed and they are satisfied with the robustness of the assessment. Subject to the delivery of off-site highway improvements they raise no objection to the proposed development. These improvements will be secured as part of the S106 and include the provision of a footway/cycleway along the northern side of Winchester Street.
324. Concerns have been raised regarding the lack of vehicle access from the site onto the bypass and the resulting impact on Winchester Street. The bypass has been designed to minimize additional junctions onto the bypass to enable traffic to remain free-flowing. Access onto the bypass will be available to the northeast of the site accesses which will allow movement in both directions. HCC as highways authority has reviewed the information submitted in support of this application and have raised

no objection. In addition, the Draft Policy BO2 requires provision of accesses from Winchester Street.

325. The highways authority has not reviewed the assessments of Junction 7 and 8 of the M27 motorway as these fall under the jurisdiction of Highways England. Detailed comments are awaited from Highways England and Members will be updated at committee.
326. As part of the application, opportunities to improve pedestrian/cycle routes to Botley, Bishops Waltham and the proposed secondary school at Woodhouse Lane have been explored in detail and the Connections Plan submitted with the applications shows the improved connectivity. Improvements are required to some of these routes and new footway/cycleways are to be created. HCC Countryside Access team has raised no objection to the proposals, subject to securing upgrades to routes and dedication of paths as Public Rights of Way and/or bridleways. This can be secured through the S106 agreement.
327. It is acknowledged by the highways authority that the bus service provision in this vicinity is evolving, with commitments to improved routing and services to Hedge End village centre secured under planning permissions for Boorley Green/Boorley Gardens. In addition, the bus enhancements secured as part of the North Whiteley development also have the potential to provide enhancements within the area.
328. It is also recognised by the highways authority that the site would benefit from improved bus services, with increased frequency, and they would support a level of service as secured in connection with nearby committed development sites which will be a direct arrangement between the developer and local operators and will ensure the site can contribute to a comprehensive bus strategy for the Hedge End/Botley community. Go South Coast Bus Operator have raised no objection to the scheme subject to securing developers contributions towards subsidizing the expansion of the current Bluestar 3 to Woodhouse Lane. A commitment to improving bus provision in the area can be secured through the S106 process.
329. Assuming no material objection from Highways England, it is considered the proposed educational development accords with Saved Policies 100.T, 102.T and 103.T.
330. Due to the complexity of delivering the Botley Bypass and the two sites, including the secondary school, significant work has been undertaken by HCC to develop a delivery strategy that sets out how the delivery of the infrastructure and developments will be carried out. While more relevant to the Woodhouse Lane site and the delivery of the school, this document is nonetheless provides a good indicator of the deliverability of this scheme.

Noise, Air Quality and Contamination:

331. Saved Policy 32.ES seeks to control of uses that generate air, land or water pollution; and Policy 59.BE requires that development is an appropriate use for the locality and avoids unduly interfering, disturbing or conflicting with adjoining or nearby uses.
332. Due to the nature of the development, at operational phase, it is considered there would be no significant polluting impact on impact existing residents.
333. Given the potential for land contamination to be present on site due to the previous agricultural use, the Council's Environmental Health Specialist has recommended a site investigation that meets with the council's approval is carried out, and that any requirements for remedial measures are approved prior to their commencement and are suitably validated. This can reasonably be imposed.
334. The assessment of noise impacts, taking account of the bypass and railway line, concludes that residential development can be provided on site, however this is achieved by exceeding the external noise levels included in the Local Plan. As this is an outline application it was been recommended that the final extent, layout and internal design of dwellings is agreed with the Council on the basis of agreed noise impact assessment and modelling information. It is further recommended that an acoustic design process is followed to ensure that noise impacts on dwellings and other noise sensitive uses in minimised. This noise mitigation scheme is likely to include acoustic screening adjacent the Botley Bypass. Again, this can reasonably be imposed.
335. The submitted air quality report advises that there will be a small negative impact on some receptors. It is necessary to ensure that appropriate steps are taken to ensure that increases in air pollutant arising from the developments are minimised and that the applicant contributes to the Council's work to reduce levels of air pollution. On this basis a financial contribution is sought towards managing air pollution.
336. The assessment of construction impacts has identified the need for a detailed management scheme to control air pollution impacts. A condition can be imposed to require a site-wide CEMP to minimise the air pollution and disruption to residents.

Biodiversity and Trees:

337. The nearest internationally designated ecological site is the Solent Maritime Special Area for Conservation (SAC), which is also designated as the Solent & Southampton Water Special Protection Area (SPA) / Ramsar and the Upper Hamble Estuary and Woods Site of Special

Scientific Interest (SSSI), located approximately 0.75km south east of the Site.

338. The Site is also adjacent to the locally designated Botley Mill Woodland SINC at the Site's eastern boundary, which is designated as a wet woodland. The River Hamble is also located at this eastern boundary and whilst not specifically designated in this location, the river is hydrologically linked to international and national designated sites further downstream.
339. The Phase 1 Habitat Surveys undertaken at the Site indicates that the principal habitats within its boundaries are improved grassland managed for cattle grazing, mature hedgerows, scrub and allotments. The hedgerows include species-rich mature hedgerow with mature crack willow standards. The ecological surveys for the Site have also identified potential for badger, bats, birds and reptile activity.
340. Limited information has been submitted in relation to trees, however the Council's Tree Consultant has confirmed no objection to the outline proposal, with conditions requiring submission of an Arboricultural Impact Assessment and an Arboricultural Method Statement and Tree Protection Plan.
341. Additional information has been submitted to respond to comments from the Council's Landscape and Ecology Specialists, and Natural England. Natural England have confirmed that they have no objection to the proposal, subject to appropriate conditions and obligations which can be secured. Further comments are waited from other consultees. Subject to no material objections, it is considered that the proposal can satisfy the ecological protection and enhancement requirements contained in Saved Policies 23.NC, 25.NC and 59.BE, Draft Policy BO2 and the 2018 NPPF.

Drainage and Flood Risk:

342. There is no risk of flooding from the sea in the area, and no fluvial flooding anticipated within the redline boundary. The Site is classified as lying wholly within Flood Zone 1 i.e. having a less than 1 in 1000 annual probability of river flooding in any year. However, the eastern boundary of the Site is within 50m of Flood Zone 2 extent of the River Hamble.
343. An outline SuDS scheme has been submitted and HCC as LLFA has confirmed no objection subject to a condition requiring a detailed SuDS scheme to be submitted. The Hydrology parameter plan has been considered and discussed above. The scheme is therefore considered to accord with Saved Policy 45.ES.
344. Southern Water have confirmed the site will be able to connect into the foul sewer network in due course and will work with the developer to facilitate this.

345. Residents have commented in relation to water supply issues. These have been investigated as part of this application and damage to an existing pipe identified as a result. Repair works are ongoing and will hopefully resolve this issue in time.

Sustainability Measures:

346. The NPPF (paragraphs 95-99), Saved Policies 34.ES and 37.ES of the Local Plan, and emerging Policies S1, DM2 and DM3 of the submitted Local Plan require development to be sustainable in terms of resource use, climate change and energy use. In March 2015 a Ministerial Statement announced that the Code for Sustainable Homes would cease to be applied to new development, although the requirement to achieve the Code's levels for energy efficiency and water consumption remains. If permission were to be granted, a condition requiring the development to meet these requirements can be imposed.

Residential Amenity:

347. Residents along the northern side of Winchester Street have raised concerns regarding the proximity of dwellings in relation to their properties. Comments have been provided which draw on the illustrative masterplan, however it must be recognised that this is not for determination as part of the application. The detailed design that will form the reserved matters will need to examine in detail the relationship with the existing properties and ensure harm to their residential amenity is properly addressed.
348. Notwithstanding this, the Landscape and Ecology parameter plan shows a strengthened boundary along the rear of these properties, with tree planting that will provide some screening and filtered views. Residents have objected regarding loss of their private views, however this is not a material planning consideration and cannot be taken into account.
349. As with any construction project, there is the potential to cause disturbance during the build process. A CEMP will be conditioned to ensure the appropriate measures are taken to minimize disturbance.

Planning Obligations

350. In accordance with the guidance contained within the NPPF, Saved Policies 74.H, 101.T, 147.OS and 191.IN of the adopted Eastleigh Borough Local Plan Review (2001-2011), Policies DM32 and DM37 of the Submission Eastleigh Borough Local Plan 2011-2029, the Council's 'Planning Obligations' SPD and the requirements of Regulation 122 of the Community Infrastructure Regulations, there is a requirement for developers' contributions to ensure on and off-site provision for facilities and infrastructure made necessary by the development, or to mitigate

against any increased need / pressure on existing facilities. This is in addition to the requisite on-site provision of affordable housing.

351. If permission is to be granted then contributions / obligations towards the provision of the following infrastructure and requirements would need to be secured via a Section 106 obligation, index linked as per the Planning Obligations SPD and HCC requirements.

- Provision of 35% affordable housing on site;
- Employment and Skills Plan;
- Off-site highway works;
- On and off-site footway, cycleway and bridleway works;
- Lorry routing and CEMP;
- Travel Plan;
- Financial contributions towards:
 - Primary, Secondary and SEND Education;
 - Off-site sports and recreation provision or improvement;
 - Community infrastructure;
 - Off-site highway junction improvements and strategic cycle network;
 - Public art;
 - Solent Recreation Mitigation Project;
 - TROs;
 - Air Quality Monitoring;
 - Community Sports Provision;
 - Community Development Worker;
 - Health Provision
 - Employment Opportunities
 - On-site and SUDS Open Space Maintenance and supervision;
 - Tree maintenance;
 - Play area provision, supervision and maintenance;
 - Post occupancy evaluation of sustainability and residential satisfaction survey;
 - On and off-site Public Open Space works;
 - Bus service provision;
 - Protection of Listed Buildings.

352. The applicant has agreed in principle to enter into a Planning Obligation and discussions are continuing, with the final terms to be finalised.

353. The projects and measures identified for contribution expenditure will comply with the 3 tests set out in Regulation 122 of the Community Infrastructure Levy 2010, in that the monies would be necessary to make the development acceptable in planning terms, would go towards projects that are directly related to the development, and are fairly and reasonably related in scale and kind to the development. The contributions would be index-linked to ensure the contributions rise in line with the costs of providing the identified projects/measures. The obligations sought are necessary to make the development acceptable in planning terms and to meet the needs generated by the new residents and the potential impact on existing services and facilities.

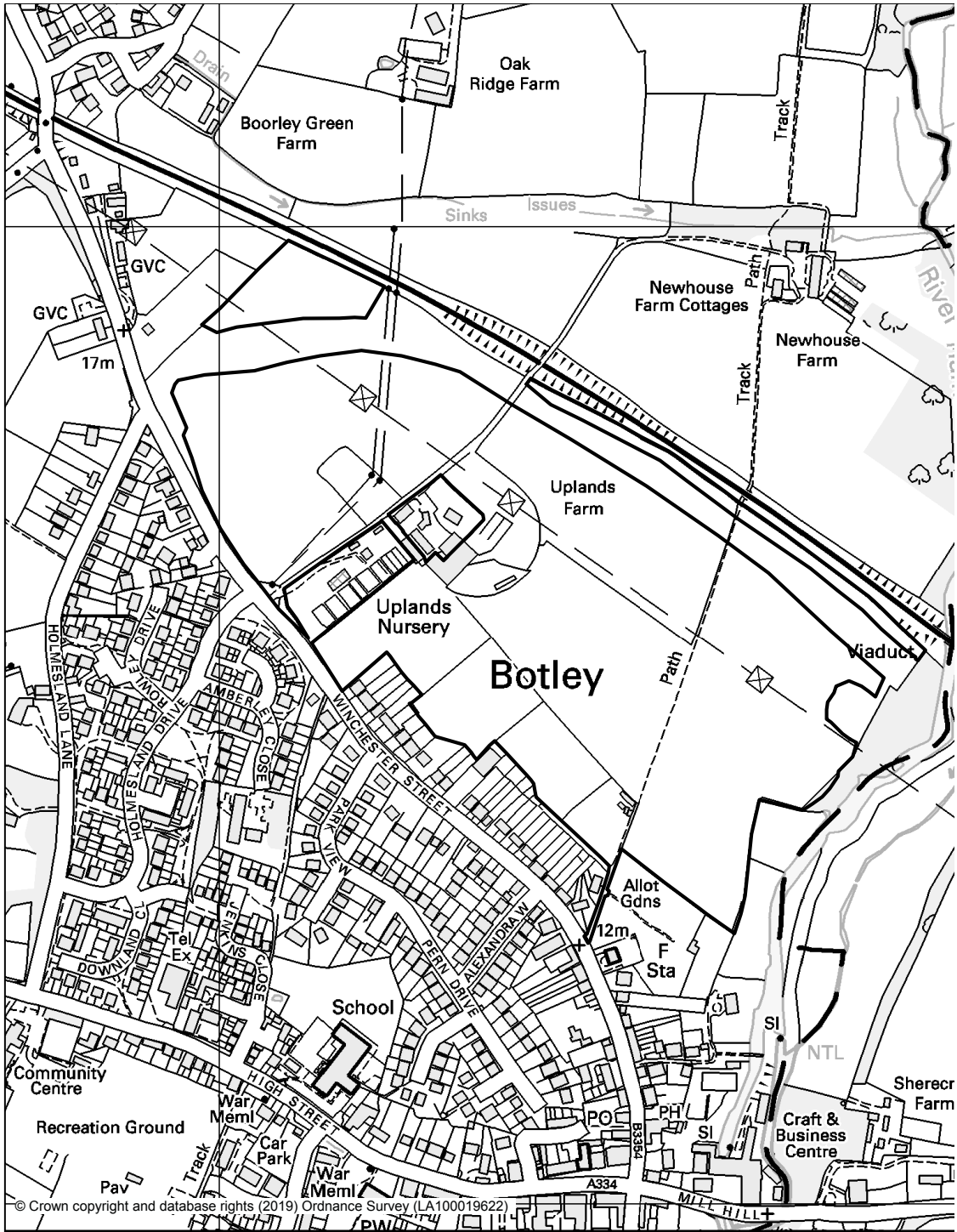
Referral to the Secretary of State

In accordance with the requirements of the Town and Country Planning (Consultation) (England) Direction 2009 should there be a resolution to grant outline permission for the development the application must be referred to the Secretary of State to decide whether he wishes to determine it himself following a public inquiry. The criteria for referral include development of local authority land and development of out of centre retail, office and leisure facilities. As the development also constitutes EIA development, the Secretary of State is also required to be notified of any resolution to permit under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017.

Conclusion

354. Section 38(6) of the Act states a scheme contrary to the development plan should be refused unless material considerations indicate otherwise. The NPPF is a strong material consideration including its desire for LPAs to boost housing delivery and where policies are out of date, such as housing policies, support development unless the adverse impacts outweigh the benefits of the development. Saved Policy 1.CO is not considered to be a policy for the supply of housing, however some revisions to the urban edge are necessary to meet the forecast housing needs for the emerging plan period up to 2036.
355. The Council have a 7.8 year Housing Land Supply exceeding the minimum requirement set out in the NPPF of 5 years.
356. The development of this site would be contrary to Saved Policies 1.CO (Development in Countryside) and 3.CO (Local Gap) of the Adopted Development Plan (2001 – 2011). In support of the Submitted Eastleigh Borough Local Plan (2016 – 2036), the Gap Review recommends exclusion of this site from a Gap and this carries some weight as a landscape assessment based on the function of this land as a means of protecting the identity of settlements. Of less weight, is the recommendation following the SLAA that this site be included within a revised urban edge and be allocated for residential development.
357. It is accepted that the proposed development would give rise to certain benefits, notably in terms of housing provision, including affordable housing. There would also be social benefits through an increase in public open space provision, landscaping and financial support to the delivery of infrastructure in the locality. In addition there would be the economic benefits due to construction, an increase in local population, payment of New Homes Bonus and financial contributions secured via a S106 planning obligation. However, it should be noted that these financial and infrastructure benefits are not site-specific or over and above what could be achieved on another site.

358. In assessing any harm the development would cause, it is considered that the development would not affect the function of the Local Gap in protecting the individual identity of settlements. While it would impact the setting of the Listed Buildings, it is not considered that the impact on their significance would be significant enough to warrant refusal. Subject to final comments from the Borough's Ecologist, the ecological impact on protected species and their habitat, water quality and flow can all be avoided or mitigated. Final comments are also awaited from Highways England in relation to the impact on Junction 7 and 8 of the M27. Assuming no material planning objection from Highways England, it is considered that, on balance, the development would be environmentally sustainable.
359. It is considered therefore that the benefits of the proposed development would significantly and demonstrably outweigh the harm caused by it and therefore the proposed development is considered to be sustainable and in accordance with the presumption in favour of sustainable development as set out in the NPPF.
360. Subject to subject to the referral of the planning application to the Secretary of State; no material planning objections from outstanding consultee responses, completion of a Section 106 agreement for planning obligations and the recommended conditions, outline permission is recommended to be granted.



EASTLEIGH
BOROUGH COUNCIL

Title:

Scale:
1:5000
Map Ref:
SU5113
Date:
16/01/2019

