

Change list for Parish Council meeting scheduled for 14 July 2020 that was cancelled due to the Coronavirus outbreak

Education Paper - v16 in NP Evidence Base (new text in red)

1.15	An 81-place stand-alone separately managed Nursery School is due to be built alongside the new Boorley Park Primary School site. Planning permission (reference F/19/85348) was granted on 26 May 2020. This Nursery is essential for the younger children of the new residents in the expanding Boorley Park development and some of the more obvious problems that may be encountered until the Nursery opens are:
Paragraph 1.16 deleted, as following grant of planning permission these comments are no longer relevant	
1.16	<i>The Botley Parish Council has concerns over the limited parking and drop-off space at the proposed Nursery School site (see site plan in section 6). These concerns appear to be shared by Hampshire Highways. In the Council's view the unused area of land at the edge of the site with the vehicle entry point would resolve this concern. The ownership of this piece of land is unclear and does not appear to be within the land area relating to the planning application.</i>
Section 6 - Site Plan of Boorley Park Nursery School deleted	

Housing Paper - v24 in NP Evidence Base (new text in red)

1.6	This Paper has had regard to Eastleigh Borough Council's Objectively Assessed Needs Background Paper (HOU004) and the Council's Strategic Land Availability Assessment 2017 (HOU010a) and Appendix for Botley site assessments (HOU010d). In addition, Botley Parish Council has undertaken its own assessment of sites with planning permission, built or under construction in the period from January 2013 to June 2020 , in order to obtain an understanding of recent housing developments in the area.
4.23	The submitted Local Plan, which has now been subject to Examination, provides the most up-to-date indication of the Objectively Assessed Housing Need for the Borough, and is taken as the starting point for the preparation of the Botley Neighbourhood Plan, in accordance with the guidance at NPPF paragraphs 60 and 65.
4.26	It is important to acknowledge that the above allocations total some 2,543 additional dwellings in a Parish which currently comprises of approximately 2,200 dwellings, more than doubling of size, in the next 20 years.
6	Housing sites with planning permission, built or under construction January 2013 to June 2020
6.1	Botley Parish Council has carried out its own research to establish the number of sites and number of dwellings that have been granted planning permission,

	have been built or are under construction between January 2013 and June 2020 , that is in a 6.5 -year period.
6.4	A Schedule of Sites with planning permission, awaiting decision, in construction or built from January 2013 to June 2020 is shown in the Appendix pages 2-5.
6.5	There are 32 sites in total. A figure which underlines the pressure Botley is under to accommodate additional housing.
6.6	In total, the 29 sites with permission granted amount to 2,543 dwellings (2,525 net) over a 6.5-year period. This is an average increase of 391 dwellings per annum.
6.7	Of the 29 sites 22 (78.5%) were for 1 to 5 dwellings. Small scale development of this type is typical of rural areas such as Botley Parish and can be reasonably well absorbed into the local community, without significant adverse impacts.
6.8	In stark contrast the remaining 7 sites amount to a total of 2,512 dwellings, which represents a 115% increase in the number of dwellings in Botley Parish that have been granted planning consent in a 6.5 -year period.
6.9	The 7 sites are:
a	Botley Park Golf Course at Boorley Green, the development known as Boorley Park, 1,330 (1400 out line was originally granted) dwellings under construction

Housing Paper Appendix - v24 in NP Evidence Base (new text in red)

2020	Change of use Warehouse to 3 dwellings. The Malt House, Church Lane, Botley	F/20/87233	3 Permission Granted	Started
2020	Land at Denhams Corner Snakemoor Lane	F/20/87925	5 Await Decision Does not appear as a policy in Examined EBC Local Plan 2016 – 2036 or 5 year land supply	Not Started

Transport Paper - v11 in NP Evidence Base (new text in red)

2.6	A recent concern has been raised about the potential for excessive speed on the Bypass at times when the traffic is light. This has come from the observation that during the period of reduced road traffic in the High Street during the Coronavirus outbreak vehicle speeds clearly rose. Enforcement of the speed limit on the Bypass is seen both as a safety matter and to reduce noise pollution. See paragraph 7.4e.
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2.12	a	This proposed development of 117 dwellings and a small industrial area is within Curdridge Parish with Winchester City Council as the Planning Authority. It does not form part of the Winchester District Local Plan Part 2, which was adopted in April 2017 and can be viewed using the link shown below.
	b	The original screening application (reference screening 19/02537/screen) shows the vehicle access from the Botley Bypass just to the north of the proposed roundabout at the eastern end of the Bypass (see Appendix page 3).
	c	Hampshire Highways have made it clear that the vehicle access to the development will be from Mill Hill and not from the Bypass. The justification for this is to improve traffic flow on the Bypass. However, in this scenario traffic leaving the development to head west is far more likely to go through Botley High Street and Broad Oak to reach the Maypole roundabout than round the Botley Bypass. If the vehicle access is from Mill Hill it is imperative that changes are made to the western end of Mill Hill, as described in paragraph 4.1b.
	d	The full planning application has now been lodged with Winchester City Council (20/00494/FUL). As expected, this shows the vehicle access to the development will be from Mill Hill and not from the Bypass.
	e	Botley Parish Council are still of the opinion that a vehicle access point onto the Bypass using a left turn off and a left turn onto the Bypass would not impede traffic flow any more than the planned access from the Bypass into the industrial area (see 2.11f).
	f	However, the vehicle access to the employment zone of the development, that is the area to the north east of the Bypass, will remain on to the Bypass. As this will be a left turn off and a left turn onto the Bypass Hampshire Highways feel this will not impede traffic flow on the Bypass.
	g	Botley Parish Council will lobby Winchester City Council so that if permission for this development is granted no construction will start until the Bypass is open and contractors' vehicles access the site from the Bypass.
	h	Botley Parish Council will continue to lobby actively both Winchester City Council and Hampshire Highways to reconsider the access point for the housing component of this development and if it remains on Mill rather than the Bypass agree appropriate mitigation to reduce traffic up Mill Hill and through Botley Square.
2.13		Aims:
	a	Botley Parish Council will lobby Winchester City Council concerning the timing of the Sherecroft Farm development so that this occurs after the opening of the Bypass, and;

	b	Botley Parish Council will lobby Winchester City Council and Hampshire Highways concerning the vehicle access to the residential area of the Sherecroft Farm development.	
7.4	Traffic Regulation enforcement is required on :		
	e	The Botley Bypass to:	
		i	enforce the speed limit, assumed to be 40 mph.
7.5	Possible new Traffic Regulations on :		

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