

Change list for Parish Council meeting on 10 November 2020

Economy - v13 (new text in red), v11 is in NP Evidence Base

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| 2.4 | | | | The Coronavirus pandemic has had an impact on the current economic stability of many businesses in Botley and is likely to influence the future economic development and opportunities within the Parish. Local businesses will need to be innovative and to diversify in the supply of goods and services. A likely increased need to trade online, particularly around shopping from home, will require fast, reliable high-speed digital connectivity. |
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| 2.6 | | | | An integral part of an efficient local transport infrastructure will be improved car parking at Botley Railway Station and better pedestrian and bicycle access from both Botley and Curdrige to the Station. |
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| 2.7 | | | | One likely impact of the Coronavirus pandemic will be a longer-term increase in the number of residents working from home, which will require fast, reliable high-speed digital connectivity. |
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| 3.9 | | | | When developments have a commercial or industrial component it is essential that these units are delivered by the developers and not just conveniently forgotten by both the developer and Eastleigh Borough Council. |
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| 4 | b | | | Encourage better movement links by improvements to the current local bus services, pedestrian and cycle links to both the Village and Botley Railway Station and improved parking at the Station to provide improved access to retail and business premises both within and without Botley. |
| | d | | | Encourage Eastleigh Borough Council to require developers to deliver commercial or industrial units agreed as [part of a development. |
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Education - v17 (new text in red), v16 is in NP Evidence Base

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| 1.20 | | | | It is reasonable to expect that the Coronavirus pandemic will have an impact on the delivery of education and learning opportunities to pupils and students. The likely impact is that lessons, lectures and other educational matters will be sent via the internet direct to pupils, students and parents in their homes, which will require fast, reliable high-speed digital connectivity. |
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| 1.21 | | | | In relation to increased requirements for the use of computers at home it will be necessary for Hampshire County Council as the provider of education services locally to ensure that appropriate provision is made for those who have no access to the required equipment. |

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| 3 | h | Fast, reliable high-speed digital connectivity is essential as the number of pupils and students working from home rises. The current broadband infrastructure needs further improvement and digital connectivity to the door should be required as part of all new planning applications for residential properties. | |
| | i | Regarding educational working from home it will be essential that Hampshire County Council ensure that appropriate computing equipment is available to all relevant students so that none are disadvantaged in relation to the Equal Opportunities Act 2010. | |

Health & Wellbeing Paper - v14 (new text in red), v13 is in NP Evidence Base

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| 2.3 | The results of the annual General Practice Patient Survey for the four West Hampshire Clinical Commissioning Group Surgeries are consistently higher for overall patient satisfaction (overall mean 85.6) than those for St Luke's & Botley Surgeries (mean 55.5), which are part of the Living Well Partnership. Detailed results are shown in the Appendix page 1. | | |
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| 3.3 | The results for the six Southampton City Clinical Commissioning Group Surgeries are with the exception of the Peartree Practice higher (overall mean including Peartree Practice 77.2) than those for Weston Lane and its Branch Surgeries (mean 61.8), which are the main part of the Living Well Partnership. Detailed results are shown in the Appendix page 1. | | |
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| 4.16 | The St Luke's & Botley Surgeries results from the annual General Practice Patient Survey show a lower level of patient satisfaction over the past four years (mean overall satisfaction 55.5%) than for the other four Practices in the Eastleigh Southern Parishes Network (mean overall satisfaction 85.6%) | | |
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| 14.6 | As with all Acute Hospitals in England the mortality rates at the University Hospital Southampton are reported using two common methods of calculating hospital mortality, these being the Summary Hospital-level Mortality Indicator (SHMI) and the Hospital Standardised Mortality Rate (HSMR). They use different risk models to calculate the expected mortality, so there is usually a small difference between the two results for any given hospital. In both the national average is 100. To be significantly better than expected the 95% upper confidence limit must be below 100. | | |
| | a | The SHMI has been improving steadily over the past four years and is significantly better than expected at 84.9. This places the Hospital as the 10 th best of the 125 acute non-specialist hospitals in England, whereas it was 27 th four years ago. The detailed results are shown in the Appendix page 5. | |

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| | b | The HSMR has been improving steadily over the past four years and is significantly better than expected at 78.5. This places the Hospital as the 4 th best of the 125 acute non-specialist hospitals in England, whereas it was 26 th four years ago. The detailed results are shown in the Appendix page 5. |
| 15.3 | | The Ambulance Quality Indicators show that South Central Ambulance Service performs well when compared to the other 10 Ambulance Services in England and achieves the required response time targets in all four call Categories (see Appendix page 5). |
| 21.6 | | In Botley High Street the annual mean NO ₂ target level of below 40 µg/M ³ was achieved in seven of the eight years from 2012 to 2019. The target was probably just exceeded in 2014 (see 21.9). Because of the Coronavirus outbreak the figures for 2020 are incomplete and have not been analysed. Over these eight years the the number of months over target has fallen to zero. Detailed results are shown in Appendix page 15-17. In this eight-year period the mean NO ₂ levels for HSB and HSB2 have fallen by 28.7% and 26.5% respectively (see Appendix page 17). |
| 21.7 | | Although not measured it is likely that the NO ₂ levels in much of Mill Hill may be higher than in Botley High Street because of the canyon effect along this part of the road and the regular queuing of traffic. |
| 21.8 | | There is increasing evidence that air pollution at levels below the recommended target level are injurious to many aspects of physical or mental health in some people so continuing reduction of all airborne pollution is a highly desirable goal. |
| 21.9 | | The Eastleigh Borough Council data set for N ₂ O levels for 2014 shows an obviously incorrect result for November. The result for the HSB site was 72.63 µg/M ³ (adjusted 66.82 µg/M ³) when for the HSB2 site result was 38.00 µg/M ³ (adjusted 41.05 µg/M ³). Correction might be achieved by: <ul style="list-style-type: none"> • excluding the November result, when the annual adjusted mean becomes 38.00 µg/M³ • substituting the annual mean for the November result, when the annual adjusted mean becomes 37.92 µg/M³ substituting the November result adjusted by the HSB:HSB2 annual ratio, when the annual adjusted mean becomes 38.61 µg/M ³ . |

Health & Wellbeing Paper Appendix - v14 (new text in red), v13 is in NP Evidence Base

West Hampshire Clinical Commissioning Group

| | Mean | 2020 | 2019 | 2018 | 2017 |
|--------------------------|------|------|------|------|------|
| Blackthorn | 90.8 | 91 | 88 | 93 | 91 |
| Bursledon | 80.5 | 76 | 86 | 78 | 82 |
| Hedge End Medical Centre | 82.0 | 80 | 80 | 84 | 84 |
| West End | 89.0 | 89 | 94 | 83 | 90 |
| St Luke's & Botley | 55.5 | 58 | 39 | 59 | 66 |

Southampton Primary Care Group

| | Mean | 2020 | 2019 | 2018 | 2017 |
|------------------------|------|------|------|------|------|
| Bitterne Health Centre | 90.8 | 91 | 88 | 93 | 91 |
| Peartree Practice | 54.8 | 66 | 63 | 42 | 48 |
| St Peter's | 82.0 | 84 | 82 | 85 | 77 |
| The Old Fire Station | 82.5 | 80 | 82 | 77 | 91 |
| Townhill | 77.8 | 84 | 79 | 69 | 84 |
| Weston Lane | 61.8 | 41 | 58 | 69 | 79 |
| Woolston Lodge | 75.5 | 73 | 79 | 77 | 73 |

Page 5 - The SHMI and HSMR results for the University Hospital Southampton over the past four years are all in the *significantly better than expected* group

| | SHMI | HSMR |
|---------------------|------|------|
| Aug 2019 - Jul 2020 | | 78.5 |
| Jun 2019 - May 2020 | 84.9 | 79.6 |
| Jun 2018 - May 2019 | 92.5 | 86.7 |
| Jun 2017 - May 2018 | 95.2 | 90.7 |
| Jul 2016 - May 2017 | 94.0 | 94.5 |

Ambulance Quality Indicators for England and for South Central Ambulance Service from October 2019 to September 2020

| | England | | SCAS | |
|------------|---------|-----------------------|-------|-----------------------|
| | mean | 90 th cent | mean | 90 th cent |
| Category 1 | 7:13 | 12:42 | 6:59 | 12:48 |
| Category 2 | 21:07 | 44:08 | 16:14 | 32:37 |
| Category 3 | 68:59 | 144:32 | 49:08 | 95:02 |

| | | | | |
|------------|-------|--------|-------|--------|
| Category 4 | 83:08 | 187:05 | 71:31 | 164:25 |
|------------|-------|--------|-------|--------|

| Category | Definition | Target | |
|----------|--|----------|--------------------------|
| | | Mean | 90 th centile |
| 1 | An immediate response to a life-threatening condition, such as cardiac or respiratory arrest | <7 mins | <15 mins |
| 2 | A serious condition, such as stroke or chest pain, which may require rapid assessment and/or urgent transport | <18 mins | <40 mins |
| 3 | An urgent problem, such as an uncomplicated diabetic issue, which requires treatment and transport to an acute setting | - | <120 mins |
| 4 | A non-urgent problem, such as stable clinical cases, which requires transportation to a hospital ward or clinic | - | <180 mins |

90th centile indicates that 90% (9 out of 10) calls have a response time less than the target time

Page 15 - Adjusted NO₂ levels in µg/M³ air

| | High Street Botley | | | High Street Botley - site 2(A) | | |
|------|--------------------|------------------------------|--------------------|--------------------------------|------------------------------|--------------------|
| | Annual mean | Months >40 µg/M ³ | Highest month | Annual mean | Months >40 µg/M ³ | Highest month |
| 2020 | 28.42 ¹ | 0 | 33.96 ¹ | 26.80 ¹ | 0 | 39.83 ¹ |
| 2019 | 31.15 | 1 | 40.32 | 28.47 | 0 | 40.25 |
| 2018 | 32.17 | 1 | 40.72 | 29.67 | 0 | 34.27 |
| 2017 | 35.17 | 2 | 44.00 | 31.33 | 1 | 48.63 |
| 2016 | 38.26 | 4 | 43.39 | 31.54 | 1 | 41.73 |
| 2015 | 31.51 | 0 | 38.00 | 27.74 | 0 | 37.66 |
| 2014 | 40.39 ² | 3 ³ | 66.82 ² | 33.55 | 1 | 41.05 |
| 2013 | 38.04 | 4 | 46.64 | 35.95 | 3 | 48.01 |
| 2012 | 39.86 | 6 | 54.50 | 36.48 | 5 | 48.31 |

¹ = unadjusted result

² = data from EBC results with an obvious incorrect result for November 2014 result was 72.63 µg/M³ (adjusted 66.82 µg/M³) when HSB2 result was 44.62 µg/M³ (adjusted 41.05 µg/M³), most appropriate calculated correction for November result would be 49.42 µg/M³ (adjusted 45.47 µg/M³), then annual mean would be 41.97 µg/M³ (adjusted 38.61 µg/M³) and so below the annual maximum permitted level

³ = with the correction used above there are still 3 months above 40 µg/M³

Page 16 - Adjusted NO₂ levels in µg/M³ air

| | High Street Botley - site 2(B) | | | Kings Copse Avenue | | |
|------|--------------------------------|-------------------------------------|---------------|--------------------|-------------------------------------|--------------------|
| | Annual mean | Months >40 $\mu\text{g}/\text{M}^3$ | Highest month | Annual mean | Months >40 $\mu\text{g}/\text{M}^3$ | Highest month |
| 2020 | - | - | - | 26.38 ¹ | 0 | 36.03 ¹ |
| 2019 | - | - | - | 28.11 | 1 | 40.18 |
| 2018 | 28.82 ² | 0 | 31.30 | 27.85 ³ | 0 | 34.85 |
| 2017 | 30.54 | 1 | 47.28 | 30.91 | 1 | 43.66 |
| 2016 | 33.14 | 1 | 49.11 | 32.94 | 0 | 39.96 |
| 2015 | - | - | - | 20.61 ⁴ | 0 | 20.61 |

¹ = unadjusted result

² = HSB2(B) monitoring discontinued after August result

³ = KCA monitoring site moved a short distance to KCA(18) monitoring site in May

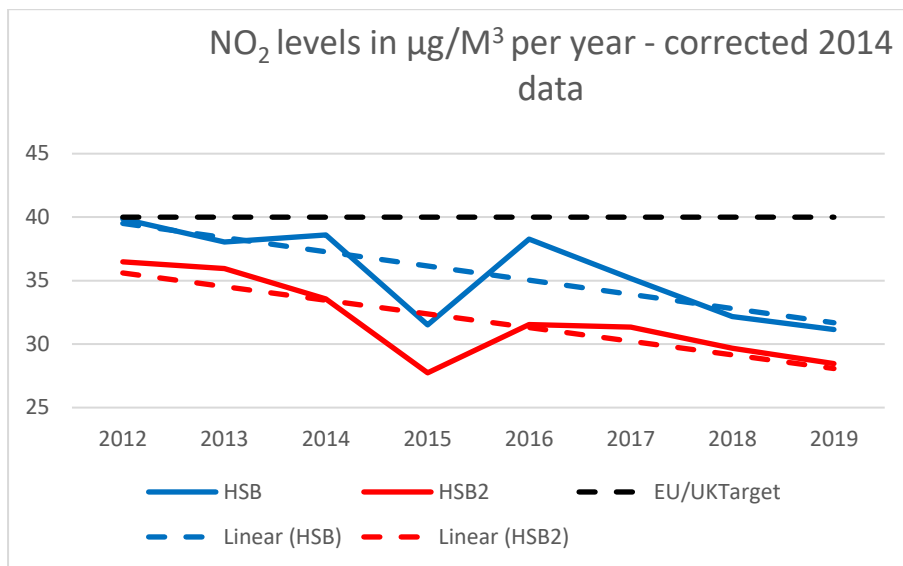
⁴ = KCA monitoring commenced in December

| | Woodhouse Lane | | | Grange Road | | |
|------|--------------------|-------------------------------------|--------------------|--------------------|-------------------------------------|--------------------|
| | Annual mean | Months >40 $\mu\text{g}/\text{M}^3$ | Highest month | Annual mean | Months >40 $\mu\text{g}/\text{M}^3$ | Highest month |
| 2020 | 18.68 ¹ | 0 | 26.50 ¹ | 25.56 ¹ | 0 | 35.92 ¹ |
| 2019 | 17.54 | 0 | 27.41 | 26.60 | 0 | 38.30 |
| 2018 | 20.30 | 0 | 26.54 | 28.70 | 0 | 38.24 |
| 2017 | 19.08 ² | 0 | 23.07 | 31.26 | 1 | 43.71 |
| 2016 | - | - | - | 30.16 | 0 | 35.42 |
| 2015 | - | - | - | 21.10 ³ | 0 | 21.10 |

¹ = unadjusted result

² = WHL monitoring commenced in July

³ = GR monitoring commenced in December



Page 18 - Southampton Road Eastleigh PM₁₀ results

| | Annual mean PM ₁₀ in µg/M ³ air | 24-hour mean over 50 µg/M ³ air |
|------|---|--|
| 2020 | No data available | |
| 2019 | 21 | 4 |
| 2018 | 23 | 0 |
| 2017 | 21 | 7 |
| 2016 | 22 | 7 |

UK maximum annual permitted level of PM₁₀ is 40 µg/M³ air

UK daily level of PM₁₀ must not exceed 50 µg/M³ air for more than 35 days per year

Housing Paper - v27 (new text u=in red), v26 is in NP Evidence Base

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| 1.3 | | It is relevant to note that the emerging Eastleigh Borough Local Plan 2016-2036 was submitted to the Secretary of State, for Examination, on 31 October 2018. Alongside the draft Local Plan a library of documents was submitted. These documents form the evidence-base supporting the Plan. The documents are accessible on the Council's website, and will be referred to in this Paper, where relevant, using the Eastleigh Borough Council document reference number. The Examination of the Plan was held in December 2019 and January 2020. The Inspector raised several serious concerns about the Plan and the Council are working to provide further information. Currently there is no clear date for adoption of the Plan. |
| 3.2 | n | The High Street and Broad Oak suffer from excessively high levels of traffic and congestion, which in turn has an adverse effect on air quality. The area is designated as an Air Quality Management Area (AQMA). AQMA reference 1680, Eastleigh AQMA Number 4 (High Street, Botley), the |

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| | | designated area incorporates the A334 from the Parish boundary east of the junction with the B3354, Winchester Street, to its junction with Woodhouse Lane incorporating Broad Oak and a 5m corridor either side of it, and area of 2.7 hectares. Data from the diffusion tube sited in the High Street indicates that currently levels are below the maximum permitted level and have been falling since 2017. However, from 2012 to 2014 and in 2016 levels were only just below the maximum permitted. |
| | | |
| 3.3 | a | Boorley Green lies approximately 0.6 km north of Botley Village on the B3354, Winchester Road, and formerly comprised a broadly triangular area of residential development between Winchester Road in the west, Maddoxford Lane in the north and Crows Nest Lane in the east, together with the Botley Park Hotel and Country Club and associated Golf Course immediately to the north of the hotel. The Golf Course was granted outline planning permission in 2013 for 1,400 dwellings, where construction has already started, and this area is known as Boorley Park. In addition, planning permission was granted on appeal for 680 dwellings on land to the west of Winchester Road, opposite the Boorley Park development, and this area is known as Boorley Gardens. Also, 14 dwellings, now increased to 18 dwellings, on Braxells Farm have been built, plus a further 50 dwellings on land off Crows Nest Lane, where building has started. Outline planning permission has been granted for 50 dwellings, with a subsequent separate not yet determined application to increase this to 86 dwellings, on Land South of Maddoxford Lane, but building has not commenced. |
| | | |
| 4.20 | | The Calculation of Five-Year Housing Land Supply produced by G L Hearn Limited in September 2019 with an Objectively Assessed Housing Need of 721 dwellings per annum from 2019 to 2029, indicates a 6.8 year land supply. |
| | | |
| 4.22 | | In the Main Modifications to the Local Plan produced by Eastleigh Borough Council in July 2019 Policy S2 is changed by MM6 to show a delivery target of 13,166 new dwellings between 2018 and 2036, so requiring 731 dwellings per annum. |
| | | |
| | a | Adjacent to and to the west of SHLAA-3-14-C was a site with an application for 106 (103 net) dwellings (F/13/73606, Land east of Sovereign Drive and Precosa Road). Permission refused. Appeal successful for 103 dwellings. No activity after appeal won. Application permission expired 21/10/2017. New application F/20/87625 for 106 dwellings (104 net). Refused planning permission 28/09/2020. |
| | | |
| 5.30 | a | SHLAA-3-33-C: Land north of Myrtle Cottage. In the planning application submitted on this SHLAA it is described as Land at Oak Cottage, Winchester Road. The site currently occupied for residential use with part of the site used for storage. The site has direct access onto the B3345. To the east of the site is the Botley Golf Course development of 1,397 |

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| | | <p>dwellings. To the west planning permission was granted on appeal for 680 dwellings. Therefore, the site will be surrounded by housing development. The site is allocated for housing under the provisions of submitted 2016-2036 Local Plan Policy BO4 to provide 22 dwellings. In June 2019 an application (F/19/85604) was made for 31 dwellings (30 net). A decision has not yet been made.</p> |
| | c | <p>The Parish Council supports this site for housing development, but only for the 22 dwellings proposed in the Local Plan Policy BO4.</p> |
| | | |
| 5.32 | a | <p>SHLAA-3-35-C: Land south of Long Garden Cottage, Winchester Road. In the planning application submitted on this SHLAA it is described as Braxells Farm, Winchester Road. This site lies to the west of the B3354, Winchester Road, and is currently occupied by business, general industrial, storage and distribution uses. This site has the Botley Golf Course housing development of 1,397 homes to the east and land granted planning permission on appeal for 680 dwellings to the west and, therefore, will be surrounded by housing development. The site appears as a commitment in Policy DM24 of the submitted 2016-2036 Local Plan providing 14 dwellings. Planning application (F/17/80382) for 14 dwellings and a further application (F/19/85038) for 4 dwellings has been granted and the development is now completed.</p> |
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| 5.37 | a | <p>Land to the east of site 3-39-C has been allocated for housing in the submitted 2016-2036 Local Plan under the provisions of Policy BO1 for 30 dwellings. A planning application for 104 dwellings (F/19/85178) was lodged in March 2019, then amended in July 2020 reducing the dwellings from 104 to 92. The application was refused in November 2020. The site is constrained by a high-pressure Strategic Jet Fuel Pipeline, that is subject to imminent replacement under a Development Consent Order. This may impact any development on this site and those adjacent to this site until the pipeline replacement works are complete.</p> |
| | | |
| 6 | | Housing commitments in the Eastleigh Borough Local Plan 2016-2036 relating to Botley |
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| 6.1 | | <p>Submitted Local Plan Policy S3 Location of new housing states the Council proposes in S3 iii the development of approximately 5,680 dwellings on strategic sites and in S3iv approximately 4,400 dwellings on smaller sites that already have planning permission or will come forward as unidentified windfalls. No details are given regarding the location of the 4,400 dwellings. Two strategic sites relate to Botley, these being:</p> |
| | a | S3iii-d Boorley Green and Botley - 1,700 dwellings; and |
| | b | S3iii-f Land north of Hedge End Station - 680 dwellings. |

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| 6.2 | In the Main Modifications to the Local Plan Policy MM8 changes S3iii to show the development of approximately 4,460 dwellings on strategic sites and S3iv to approximately 1,570 dwellings on smaller sites that already have planning permission or a Council resolution to grant permission or carried forward allocations or identified sites within the urban edge. No details are given regarding the location of the 1,570 dwellings. Three strategic sites relate to Botley, these being: | | | |
| | a | S3iii-c Land north east of Winchester Street (Uplands Farm) - 375 dwellings; | | |
| | b | S3iii-d Land north and east of Boorley Green - 1,400 dwellings; and | | |
| | c | S3iii-e Land north east of Hedge End Station - 680 dwellings. | | |
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| 6.3 | Submitted Local Plan Policy DM24 Housing Sites and Mixed Use Sites including housing with Planning Permission lists six sites in Botley, these being: | | | |
| | a | DM24-6 Land north and east of Boorley Green - 1,400 dwellings; | | |
| | b | DM24-7 Land east of Sovereign Drive and Precosa Road - 103 dwellings; | | |
| | c | DM24-8 Crows Nest Lane, Boorley Green - 50 dwellings; | | |
| | d | DM25-9 Maddoxford Lane, Boorley Green - 50 dwellings; | | |
| | e | DM24-10 Land south of Long Garden Cottage - 14 dwellings; and | | |
| | f | DM24-11 Land north of Hedge End Station, Winchester Road 680 dwellings. | | |
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| 6.4 | In the Main Modifications to the Local Plan Policy DM24 is changed by MM116 to show a new Policy title, this being Existing Greenfield Housing Sites with Planning Permission. Only three sites in Botley are listed, these being: | | | |
| | a | DM24-2 Crows Nest Lane, Boorley Green - 50 dwellings; | | |
| | b | DM24-3 Maddoxford Lane, Boorley Green - 50 dwellings; and | | |
| | c | DM24-4 Land south of Long Garden Cottage - 14 dwellings. | | |
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| 6.5 | Submitted Local Plan Site Allocations for Local Areas includes four allocations in Botley for housing development, as part of the Hedge End, West End and Botley Local Area allocations. These allocations are: | | | |
| | a | BO1 Land south of Maddoxford Lane and east of Crows Nest Lane - 30 dwellings; | | |
| | b | BO2 Land west of Uplands Farm Botley - 300 to 375 dwellings; | | |

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| | c | BO3 Land east of Kings Copse Avenue and east of Tanhouse Lane - 70 dwellings; and |
| | d | BO4 Land north of Myrtle Cottage, Winchester Road - 22 dwellings. |
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| 6.6 | | In the Additional Modifications to the Local Plan the description of the land in Policy BO2 is changed by AM67 to: |
| | a | BO2 Land north east of Winchester Street, Botley. |
| | | |
| 6.7 | | At the Eastleigh Borough Local Plan Hearing for Matters 13 in January 2020 the Eastleigh Borough Officers agreed to increase the dwellings allocated in Policy BO3 from 70 to 120. |
| | | |
| 6.8 | | During construction of 14 dwellings on the Land south of Long Garden Cottage (Braxells Farm) permission was granted for a further 4 dwellings. |
| | | |
| 6.9 | | Other than for those described above the submitted Local Plan contains no other specific provisions for new housing development in Botley Parish. |
| | | |
| 6.10 | | It is important to acknowledge the impact of housing development on Botley. The above allocations for 2,745 (2,742 net) dwellings plus 11 (net 10) dwellings on smaller sites that already have planning permission plus a further 114 dwellings with undetermined planning permission on smaller sites total 2,870 (2,866 net) dwellings imposed on a Parish that in January 2013 had only 2,202 dwellings. Even with no further development dwellings in the Parish will increase by 130% over the next 20 years, so more than doubling the housing numbers. |
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| 7.3 | | Botley comprised of approximately 2,202 dwellings in January 2013, 2,519 dwellings in December 2018 and 2,798 dwellings in June 2020. Currently the Parish has a population of approximately 5,100. |
| | | |
| 7.4 | | Housing development sites in Botley from January 2013 to June 2020 have been divided into three Schedules. Details of each site can be found in the Appendix pages 2-6 |
| | a | Schedule 1 Completed construction - 51 (47 net) dwellings. |
| | b | Schedule 2 Under construction - 2,188 (2,186 net) dwellings. |
| | c | Schedule 3 Resolution to Grant or undetermined - 494 (492 net) dwellings. |

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| 7.5 | These three Schedules total 2,683 (2,675 net) dwellings. Land south of Maddoxford Lane is in both Schedule 2 (50 net 49 dwellings) and Schedule 3 (86 net 85 dwellings), so total for all three Schedules reduced by 50. | | | |
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| 7.6 | There are 30 sites with completed construction, underway or with permission granted amount to 2,239 dwellings (2,233 net). | | | |
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| 7.7 | Of the 30 sites 25 (83.3%) were for less than 10 dwellings with a total of 44 (40 net) 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. | | | |
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| 7.8 | In stark contrast the remaining 5 (16.7%) sites amount to a total of 2,195 (2,193 net) dwellings. The average housing density per site is 439 dwellings. | | | |
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| 7.10 | The other 4 sites with a Resolution to Grant or an undetermined application with a total of 494 (492 net). | | | |
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| 7.11 | Taking the development on all the sites detailed in the three Schedules the number of dwellings in Botley will increase by 124.1%, more than doubling the size of the Parish. | | | |
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| 7.12 | The result of these developments proceeding to completion it is clear that Botley needs a lengthy period of consolidation to allow these sites to be built-out and to absorb new residents into the local community and for the necessary physical and social infrastructure and environmental improvements to be agreed, funded and delivered. The capacity of the Parish to accommodate any further housing development during the Plan period 2016-2036 is, in effect, zero, with the exceptions of non-allocated small scale windfalls, small scale infill and small scale entry-level exception sites (suitable for first time buyers, National Policy Planning Framework paragraph 71). | | | |
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| 8.1 | Housing Land Supply and Delivery Targets | | | |
| | a | Botley Parish Council notes the Housing Land Supply and Delivery Targets in the Eastleigh Borough Local Plan 2016-2036, shown below: | | |

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| | | i | The Calculation of Five-Year Housing Land Supply for an Objectively Assessed Housing Need of 721 dwellings per annum indicates a 6.8 year land supply (see 4.20). |
| | | ii | The Main Modifications to the Local Plan Policy S2 shows a delivery target of 13,166 new dwellings between 2018 and 2036, so requiring 731 dwellings per annum (see 4.22). |
| | | b | Therefore, the Borough Council is now less likely to be the subject of off-plan speculative planning applications, using the provisions of paragraph 11 of the National Planning Policy Framework than it has in the past. |
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| 8.2 | Commitments | | |
| | | a | Details of the current housing commitments for Botley Parish are covered in detail in Section 6, but in summary these are: |
| | | i | Under the Submitted Eastleigh Borough Local Plan 2016-2036 Botley Parish has a commitment to 2,745 (2,742 net) dwellings; |
| | | ii | The Parish is committed to 11 (10 net) further dwellings on smaller sites that already have planning permission; and |
| | | iii | It is likely that the Parish will have to accommodate a further 114 dwellings with currently undetermined planning permission. |
| | | b | Having regard to the very large amount of development Botley Parish is going to have to accommodate in the period up to 2036 it is essential that all sites deliver the full quota of 35% affordable housing under Policy DM30 that is to say 35%. Also, the sites must provide or improve all the physical and social infrastructure needed to support the development and to deal with its impacts on the local community, its facilities, services, transportation, landscape and environment. |
| | | c | The building of up to 2,773 in the period up to 2036 in a Parish that in January 2013 had only 2,202 dwellings will place immense strain on local services, facilities and infrastructure. Therefore, no further land should be allocated for housing development over and above the sites already in train. Small-scale appropriately sited employment development is likely to be supported. |
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| 8.3 | Small Sites | | |
| | | a | The Parish Council acknowledges that small brownfield sites, infill sites and small windfall sites will inevitably come forward for development from time to time. It is accepted that such sites can make a useful contribution to the local housing stock and will be considered carefully on their merits regarding the overall vision of the Botley Neighbourhood Plan. |

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| | b | Since 2013 83% of new housing in Botley has or will be from small-scale development (see paragraph 7.7). These small developments can be absorbed into the local community. |
| | | |
| 9.5 | | Botley Parish Council considers that it is making a more than proportional contribution towards meeting the housing needs of the Borough. Furthermore, the Council considers that there is a compelling need for a significant period of consolidation and infrastructure provision before any further large sites are developed. |
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| 9.6 | | The delivery of the Botley Bypass will enable a major highway, traffic management and environmental improvement scheme to be implemented along the whole length of Botley High Street, for the benefit of the whole Parish. |

Transport Paper - v13 (new text in red), v12 is in NP Evidence Base

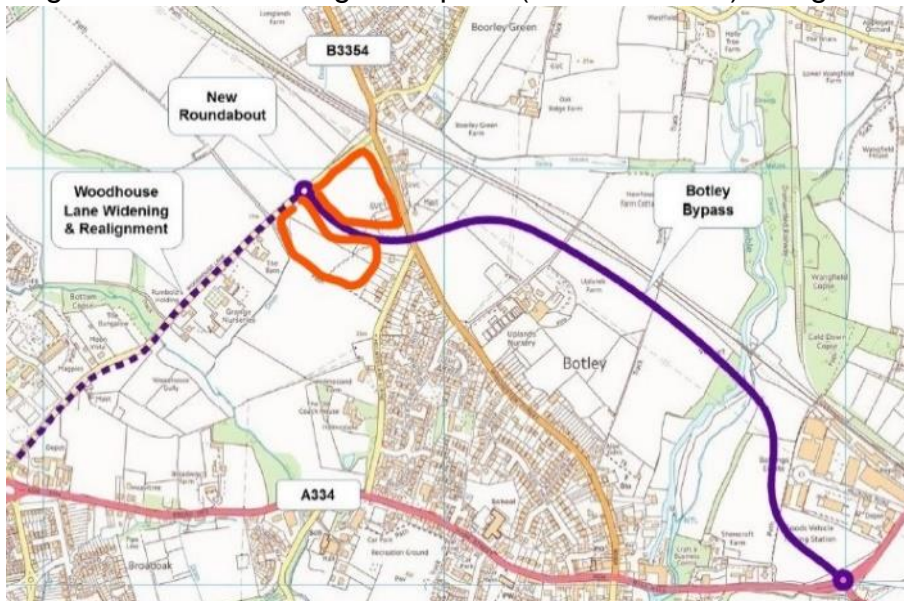
| | | |
|------|---|--|
| 1.3 | | The annual mean level NO ₂ levels have been below the current United Kingdom limit (40 µg/M ³) since 2012, except in 2014, when the mean annual NO ₂ level was 40.39 µg/M ³ (0.7% above target). However, this result was due to a clearly anomalous result for November (72.63 µg/M ³) and correcting for this reduces the mean annual NO ₂ level to between 38.00 to 38.60 µg/M ³ . In the period 2012 to 2019 the NO ₂ level in Botley High Street has fallen by 27.6%, which is welcome progress in improving air quality. Although not measured it is likely that the NO ₂ levels in much of Mill Hill may be higher than in Botley High Street because of the canyon effect along this part of the road and the regular queuing of traffic. There is increasing evidence that air pollution at levels below the recommended target level are injurious to the health of some people so continuing reduction is a highly desirable goal. More details on air pollution in are in the Health & Wellbeing Paper (section 21 and Appendix 7). |
| | | |
| 2.2 | | The route of the Bypass is shown in Appendix 1 page 2. Enabling works along Woodhouse Lane are being carried out in 2020 and the main highway works will start in 2021 with a possible completion in 2022. Regular updates on the progress of the Bypass are available on the Hampshire County Council web site, using the link shown below. |
| | | |
| 2.7 | I | The designation of the land on either side of the Bypass between Winchester Street, Woodhouse Lane and Holmesland Lane as a new green space with the agreement of Hampshire County Council, who are the landowners (see Appendix 1 page 3). |
| | | |
| 2.12 | f | With the vehicle access onto Mill Hill close to its western end and, therefore, close to Botley Square it is imperative that mitigation to reduce traffic turning right out of the development to pass through Botley Square |

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| | | is agreed between the developers, Winchester City Council and Hampshire Highways. Botley Parish Council are pleased with the positive steps being taken to fund and achieve appropriate traffic mitigation (also see 3.2g). |
| | | |
| 3.2 | g | Integration of the Square and the Mills and improved access to the Mills. The primary requirement would be widening of the pavement on the north side of Mill Hill, which could be achieved only by reducing the roadway to a single lane with vehicle flow controlled by traffic lights. This would form part of the Sherecroft Farm development traffic mitigation (see 2.12f and 4.1b) |
| | | |
| 4.1 | c | In Boorley Park, where there is planning approval for 1397 dwellings. It has two exits. The principle exit is at a new roundabout in Winchester Road. The secondary exit is into Maddoxford Lane, shown in the Appendix 1 page 4, when traffic can go north west to Winchester Road or east to join Wangfield Lane. There is much local concern that unless steps are taken a significant volume of traffic from the Boorley Park site will exit onto Maddoxford Lane and then pass along the other small roads in the original hamlet of Boorley Green. |
| | d | In the original hamlet of Boorley Green the roads are typical small urban roadways. In particular, Crows Nest Lane is a narrow roadway with a double 90° bend (see 7.7b). Maddoxford Lane going east towards Curdrige is narrow in parts and crosses a ford, where it is subject to flooding. Otlands Road to have insufficient foundations causing a particularly poor-quality road surface. |
| | g | As of October 2020, the occupation levels of the Boorley Green development, of about 640 dwellings, do not trigger the point for a reassessment. Hampshire Highways plan to reassess the situation after the 700 th occupation or at such a time when the traffic flows indicate a convincing need. Monies are available from the Section 106 Agreement for traffic calming measures, if found to be necessary. |
| | j | Regarding traffic calming measures in Boorley Green the prime concern was to reduce the volume of traffic. After considering various options a road closure was felt to be the best solution. The two possible locations for a closure were in Maddoxford Lane at or just to the west of Ford Lake Bridge or to the east of Crows Nest Lane and to the west of its junction with Wallace Avenue. The details of the options considered are in Appendix 2. |
| | k | A second concern expressed by some residents was excessive road speeds in Maddoxford Lane. Speed Indicator Device recordings do not support significant speeding (see Appendix 1 page 6) but if any intervention was required long speed cushions were felt to be appropriate. |
| | n | In Kings Copse Avenue both the volume and speed of the traffic is a significant problem for the residents of the roads backing onto or joining the Avenue, with regular accidents particularly at the roundabouts. It is a |

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| | | road where the speed limit is not enforced, and its layout attracts speeding motor bikes and cars. It should be noted that following the opening of the Sundays Hill Bypass in January 2019 the speed limit in Heath House Lane changes from 40 to 30 mph just to the north of the Norman Rodway Pavilion, so extending this along the southern part of Heath House Lane and all of Kings Copse Avenue should be considered. Traffic monitoring by Hampshire Highways and a road safety inspection by Hampshire Police are required. |
| 7.3 | | In a number of areas of the Parish the residents are concerned about failure of vehicles to adhere to the posted speed limit and the lack of enforcement of speed limits. There can be no doubt that some vehicles travel at excessive speeds but on the four roads with vehicle speed measured using a Speed Indicator Device the average excess speed over the limit was between 2 and 4 mph. The detailed SID results are shown in Appendix 1 page 6. |
| 7.7 | b | In the middle part of Crows Nest Lane we would question the safety of the double 90° bend (see 4.1d), which the residents know is dangerous. Mitigation of this is required either by closing one end of the Lane, preferably at its junction with Winchester Road, or making it a one-way road, when an appropriate turning circle for large vehicles would have to be identified or constructed. Mitigation of this type would require public consultation of road users and local residents by Hampshire Highways. |
| 7.8 | e | With the support of Hampshire Highways institute appropriate mitigation for the double 90° bend in Crows Nest Lane. |

Transport Paper Appendix 1 - v13, v12 is in NP Evidence Base

Page 2 - Possible new green space (outlined in red) alongside the Botley Bypass



Page 6 - Speed Indicator Device (SID) data

| | Monitored | Limit | Location of SID |
|--------------------|---|--------|--|
| Kings Copse Avenue | 14-20 Oct 2019 | 40 mph | Between Winchester Street and Botley Mills, measuring west bound traffic |
| Winchester Road | 21-26 Jul 2020 | 30 mph | Close to Oatlands Road junction, measuring north bound traffic |
| Maddoxford Lane | 03-06 Sep 2020 | 30 mph | Between Oatlands Road and Crows Nest Lane, measuring east bound traffic |
| | The temporary closure of Wangfield Lane at the site of the old railway bridge ceased on 24 August | | |
| Mill Hill | 14-20 Sep 2020 | 30 mph | Between Winchester Street and Botley Mills, measuring west bound traffic |

| | Mean traffic speed | % of traffic over speed limit | Mean speed of those over speed limit | Maximum speed recorded |
|--------------------|--------------------|-------------------------------|--------------------------------------|------------------------|
| Kings Copse Avenue | 30.2 mph | 0.4% | 42.5 mph | 50 mph |
| Winchester Road | 28.2 mph | 42.9% | 34.5 mph | 55 mph |
| Maddoxford Lane | 24.6 mph | 12.5% | 33.1 mph | 55 mph |
| Mill Hill | 20.3 mph | 8.1% | 33.2 mph | 50 mph |

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04/11/2020