

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Regulatory Committee
Date:	15 November 2017
Title:	Application for Construction of a bypass for Botley, providing a connection from Station Hill (A334/A3051 junction) to Woodhouse Lane together with associated improvements/enabling works to Woodhouse Lane, at Land at Woodhouse Lane and to the North and East of Botley Village, Eastleigh. Application No. CS/17/81226 and 17/02023/HCS. Site Ref: EAH002 and WRH008
Report From:	Head of Strategic Planning

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1. Executive Summary

- 1.1. The proposal is for the construction of a bypass for the village of Botley. This would comprise a new 1.8 kilometre long road passing to the north and east of the village and providing a new connection between the A334/A3051 Botley Road junction in the south-east to Woodhouse Lane in the west. The proposal also includes associated widening and improvements to a 1.1 kilometre section of Woodhouse Lane in order to support the integration of the new road.
- 1.2. The Bypass is being promoted by Hampshire County Council as Highway Authority, in isolation of any other development proposal. The rationale of the scheme is to improve air quality in Botley village, reduce noise and vibration caused by the volume of through traffic and numbers of heavy goods vehicles in the High Street, improve the environment for pedestrians and cyclists and reduce severance throughout Botley Village; and to enhance connectivity across the wider area.
- 1.3. The scheme would result in a reduction in traffic congestion on highway routes in and around Botley, contributing to a net improvement in air quality and noise for local residents. The development would provide a high quality and sustainable integrated transport system for the Borough of Eastleigh and Winchester District supporting the delivery of the development strategy for the area. A comprehensive package of mitigation measures is proposed in order to address the negative environmental impacts of the proposal.
- 1.4. It is considered that the proposal would be in accordance with the Eastleigh Borough Local Plan Review (2006), emerging Eastleigh Borough Local Plan 2011-2036, Winchester District Local Plan Part 1 (2013) and Winchester

District Local Plan Part 2 – Development Management and Site Allocations (2017) when taken as a whole.

- 1.5. Therefore, on balance, it is recommended that planning permission be GRANTED subject to the conditions listed in integral Appendix B.

2. Introduction

- 2.1. The proposal is for the construction of a bypass for the village of Botley, comprising a new 1.8 kilometre long single carriageway two-way road, passing to the north and east of the village, together with associated widening and improvements to a section of Woodhouse Lane.
- 2.2. The aims of the scheme are stated as being:
 - To improve the amenity of Botley village centre by reducing noise and vibration caused by the volume of through traffic and numbers of heavy goods vehicles in the High Street;
 - To improve air quality in the village and within the identified Air Quality Management Area (AQMA);
 - To improve the environment for pedestrians and cyclists and to reduce severance throughout Botley Village; and
 - To enhance connectivity across the wider area by providing improved highway linkages for through traffic from existing and planned areas of housing to existing and planned areas of employment including that at Whiteley and Hedge End.
- 2.3. The applicant states that Botley experiences a significant amount of through traffic using the A334 Botley High Street between the Fareham area and the wider Eastleigh, North Hedge End areas and Winchester in the north. Traffic congestion particularly during peak periods contributes towards air quality problems and severance for pedestrians. The High Street has been identified by Eastleigh Borough Council (EBC) as an Air Quality Management Area (AQMA).
- 2.4. Forecast levels of new development in the wider Botley area over the next 20 years combined with traffic growth generally will only compound existing traffic problems in the area. The completion of Whiteley Way associated with the build out of the proposed North Whiteley development, is also likely to increase through traffic in the Botley area.
- 2.5. The majority of the new road lies within the Borough of Eastleigh. However, a short (600 metre) section located to the east of the River Hamble lies within Winchester City Council district. A number of draft housing allocations have come forward in the vicinity of the proposal however these do not form part of an approved or adopted Development Plan or benefit from planning permission as yet and therefore do not hold any formal or statutory status in planning terms. The scheme is therefore to be considered in isolation of these potential development areas.
- 2.6. As the scheme encompasses two Local Planning Authority areas the proposal is given two application references, but is considered as a single

application by Hampshire County Council as the determining authority under The Town and Country Planning General Regulations 1992.

- 2.7. A committee site visit by Members took place on 2 October 2017 in advance of the proposal being considered by the Regulatory Committee
- 2.8. The planning application is accompanied by an Environmental Statement (ES) which is considered to comply with the requirements of the Town & Country Planning (Environmental Impact Assessment (EIA)) Regulations (2017).
- 2.9. The application is accompanied by a Technical Note to inform a Habitats Regulations Assessment which has screened the proposal for the likelihood of significant effects of the proposal on protected sites under the Conservation of Habitats and Species Regulations 2010.

3. The Site

- 3.1. The new 1.8 kilometre long road will pass to the north and east of Botley village between the A334/A3051 Botley Road junction at Pinkmead Farm in the south-east to Woodhouse Lane in the west. A 1.1 kilometre section of Woodhouse Lane will also be widened and realigned north of Maypole roundabout in order to facilitate the wider objectives of the scheme.
- 3.2. The Bypass will connect to Woodhouse Lane at the western end of the scheme before heading east and crossing Winchester Street west of Holmesland Lane. The scheme then runs towards and in parallel to the Portsmouth-Eastleigh railway line, heading towards and crossing the River Hamble. It then heads south to the west of Bottings light industrial estate, before turning east again to join the A334/A3051 near to Pinkmead Farm.
- 3.3. At the south-western end, adjacent with the junction of A334 and Woodhouse Lane at the Maypole Roundabout, are a small number of houses and a waste depot, then to the north-west is the Botleigh Grange Business Park, and Baden Powell Lodge Community Hall and recreational area. Traveling north-east along Woodhouse Lane Bottom Copse/Bushy Copse Semi-Natural Ancient Woodland lies immediately to the west where the road crosses Woodhouse Gully, beyond which is Hillier Garden Centre located to the east. Woodhouse Lane passes through an area which is predominantly agricultural with some residential properties either side of the lane. The western section of the bypass will commence from a new connection to Woodhouse Lane approximately 175 metres south-west of its junction with Winchester Street. The closest edge of the new connection will lie approximately 35 metres to the north of residential properties on Woodhouse Lane.
- 3.4. From the new connection with Woodhouse Lane the bypass will cross agricultural land towards Winchester Street where it passes close to residential properties (at its closest the edge of the new highway will be approximately 14 metres from the boundary of the nearest residential property).

- 3.5. After its junction with Winchester Street the bypass runs through agricultural fields gently climbing to the north of Uplands Farm before descending towards the River Hamble and crossing Public Right of Way (PRoW) Botley no.3 and a small section of floodplain, deciduous woodland and watercourse. At the Hamble River crossing the scheme passes through the Botley Mill Woodland Site of Importance for Nature Conservation (SINC).
- 3.6. The route then climbs through agricultural land past Bottings light industrial estate where it crosses PRoW Curdrige no. 3 and towards the proposed connection with Station Hill, Mill Hill and A3051 intersection to the east of Botley. The farmland along the route is crossed by infrastructure including local roads, public rights of way, the Eastleigh to Portsmouth railway line, power lines, including pylons and a number of major underground service routes, including oil, gas and water pipe lines.
- 3.7. Botley High Street is declared as an Air Quality Management Area (AQMA) by Eastleigh Borough Council due to exceedances of the annual mean NO₂ Air Quality Standard objective. The AQMA encompasses the High Street between the Maypole Roundabout and the junction between the A334 High Street and the B3354 Church Lane, and was declared due to the higher than expected proportion of heavy duty vehicles using the road, combined with a narrow road and queuing traffic leading to poor dispersal of air pollution.
- 3.8. The scheme passes through the Botley & River Hamble Conservation Area at the River Hamble and past Toll Gate (Grade II Listed Building) at its crossing with Winchester Street.
- 3.9. The application site lies within proximity to the Solent & Southampton Water Special Protection Area (SPA) and Ramsar site, the Solent Maritime Special Area of Conservation (SAC) and the Upper Hamble Estuary and Woods Site of Special Scientific Interest (SSSI).

4. The Proposal

- 4.1. The Bypass has been designed in accordance with the Department for Transport (DfT) Design Manual for Roads and Bridges (DMRB) and has the following key highway design features:
 - A 7.3 metre wide, single carriageway, two-way road with a three metre wide shared use footway/cycleway along one side, separated from the road by a grass verge, and a grass verge on the other side;
 - A design speed in accordance with a 40mph speed limit for the extent of the bypass, with visibility and horizontal/vertical alignment to match;
 - New roundabout junctions at either end of the Bypass at Woodhouse Lane and the A334/A3051 junction;
 - A new ghost island T-junction at the crossing of Winchester Street to provide access for local traffic, involving the closure of Winchester Street north of the bypass and construction of a turning head to the north to prevent through traffic using the route between Botley and Boorley Green;

- Uncontrolled crossing facilities with central refuge islands, dropped kerbs and tactile paving will be provided at several locations along the route, including at the intersections with Winchester Street and two existing PRoW;
 - The provision of field access gates and associated waiting areas at several locations along the route, in order to provide local access to fields and areas of land adjacent to the route;
 - Construction of a new open-span bridge (34 metres in length) crossing the River Hamble and adjacent flood plain;
 - A new priority junction and access track for access to Newhouse Farm to provide local access for farm traffic;
 - Planting, earthworks and vegetation removal for landscaping and noise mitigation (two metre high bunds at Winchester Street); and
 - Creation of a new area of fenland habitat to the west of the River Hamble providing ecological and flood compensation for the scheme and a new 6,500 square metre area of compensatory woodland planting to expand and connect an existing belt of deciduous woodland at the junction of Woodhouse Lane and Winchester Street.
- 4.2. The carriageway will be elevated (above the existing ground level by approximately 0.5 metres) along the majority of its length for drainage and flood prevention purposes. A drainage ditch will be provided along the high side of the road and a swale (broad, shallow, grassed channel) provided along the low side of the road.
- 4.3. Street lighting will be provided from the Winchester Street/Bypass junction to Woodhouse Lane. The Bypass east of Winchester Street itself will not be lit, however all the junctions including the Station Hill junction (A334/A3051), the Woodhouse Lane/Bypass junction and Winchester Street junction will all be lit.
- 4.4. An uncontrolled crossing with a refuge island will be provided to help bridleway users across Woodhouse Lane and horse corrals will be provided either side of the carriageway for horse users to wait in prior to crossing the road.
- 4.5. The on-line widening of Woodhouse Lane has the following key highway design features:
- On-line widening of Woodhouse Lane to 7.3 metres wide between the bypass and a point just north of the A334 including increasing the radius of the bends south of Hillier's Garden Centre to a DMRB compliant radius;
 - A 2.5 metre wide shared-use footway on the west side of Woodhouse Lane; and
 - Replacement of the existing Armco culvert underneath the road at Woodhouse Gulley with a longer precast box structure 24 metres in length, three metres wide and two metres high.

- Reconfiguration of the Woodhouse Lane/Winchester Road junction to give Woodhouse Lane junction priority over Winchester Road. Improvements are to be delivered by the developer of the Boorley Green site through a Section 278 agreement with Hampshire County Council prior to the construction of the bypass.
- The number 6 Bridleway crosses Woodhouse Lane immediately to the south of the new Woodhouse Lane / bypass junction. An uncontrolled crossing with a refuge island will be provided to help bridleway users across Woodhouse Lane and Horse Corral's will be provided either side of the carriageway for horse users to wait in prior to crossing the road

5. Planning History

- 5.1. There is no planning history directly relevant to the consideration of this planning application.

6. Development Plan and National Policy/Guidance

- 6.1. The following plans and associated policies are considered to be relevant to the proposal:

[National Planning Policy Framework \(2012\) \(NPPF\)](#)

- 6.2. The following paragraphs are relevant to this proposal:

- Paragraph 7: Determining planning applications
- Paragraph 11: Determination in accordance with the development plan
- Paragraph 14: Presumption in favour of sustainable development
- Paragraph 17: Set of core land-use planning principles which should underpin decision-taking
- Paragraph 19: Support of sustainable economic growth
- Paragraph 30: Support reductions in greenhouse gas emissions and reduce congestion
- Paragraph 34: Sustainable transport
- Paragraph 118: Conserving and enhancing the natural environment
- Paragraph 216: Implementing the National Planning Policy Framework

[Eastleigh Borough Local Plan Review \(2006\) \(EBLP\)](#)

- 6.3. The Eastleigh Borough Local Plan Review was adopted in 2006 and remains the most up to date statutory plan. The following saved policies are relevant to the proposal:

- Policy 3.CO – Local gaps
- Policy 4.CO – Agricultural land
- Policy 18.CO – Protection of landscape
- Policy 19.CO – Landscape features

- Policy 21.NC – European nature conservation sites
- Policy 22.NC – Sites of Special Scientific Interest
- Policy 23.NC – Protection of Sites of Importance for Nature Conservation
- Policy 24.NC – Protected species
- Policy 25.NC – Promotion of biodiversity
- Policy 26.NC - Protection of wildlife network
- Policy 32.ES - Pollution control
- Policy 35.ES – Contaminated land
- Policy 36.ES – Lighting
- Policy 39.ES – River corridors
- Policy 41.ES – Development affecting watercourses
- Policy 45.ES – Sustainable drainage
- Policy 59.BE – Design criteria
- Policy 60.BE – Development along road & rail corridors
- Policy 89.T – Highway network investment
- Policy 91.T – Transport schemes (inc. Botley by-pass)
- Policy 92.T – Local Transport Proposals
- Policy 168.LB - Archaeology
- Policy 169.LB – Development in Conservation Areas
- Policy 171.LB – Conservation Areas

[Eastleigh Borough Local Plan 2011-2036 \(emerging\)](#)

6.4. At the time of writing, the Eastleigh Borough Local Plan 2011-2036 is at pre-submission stage and constitutes an 'emerging' plan for the purposes of this application. Consideration should therefore be given to relevant policies contained within the plan according to their degree of consistency with the policies in the NPPF. The following policies are relevant to the proposal:

- Policy S11 - Transport infrastructure
- Policy BO4 - Botley bypass
- Policy S7 - Countryside and countryside gaps

[Winchester District Local Plan Part 1 – Joint Core Strategy \(2013\)](#)

6.5. For the purposes of this application, the Winchester District Development Plan comprises the Local Plan Parts 1 & 2. The following policies are relevant to the proposal:

- Policy CP10 - Transport
- Policy CP13 – High Quality Design
- Policy CP16 – Biodiversity
- Policy CP17 – Flooding, Flood Risk and the Water Environment
- Policy CP20 – Heritage and Landscape Character

- Policy CP21 – Infrastructure and Community Benefit

[Winchester District Local Plan Part 2 – Development Management and Site Allocations \(2017\)](#)

6.6. LPP2 replaces the saved policies of the Winchester District Local Plan Review (2006) in that part of Winchester District which is outside the South Downs National Park. The following policies are relevant to the proposal:

- Policy SHUA5 - Botley Bypass Safeguarding
- Policy DM15 – Local Distinctiveness
- Policy DM16 - Site Design Criteria
- Policy DM19 – Development and Pollution
- Policy DM20 – Development and Noise
- Policy DM21 – Contaminated Land
- Policy DM23 – Rural Character
- Policy DM24 – Trees, Important Hedgerows and Ancient Woodlands
- Policy DM26 – Archaeology

[Hampshire Minerals & Waste Plan \(2013\)](#)

6.7. This Plan contains planning policy for minerals and waste development in Hampshire. The following policies are relevant to the proposal:

- Policy 15 - Safeguarding - mineral resources
- Policy 19 - Aggregate wharves and rail depots

7. Consultations

7.1. **Botley Parish Council:** Request a number of additional controlled and uncontrolled pedestrian crossings along the route and on land outside of the application boundary within the vicinity of the scheme, a pedestrian footbridge over the railway line between Woodhouse Lane and Hedge End station, the provision of crossing points on the roads to facilitate and avoid prejudicing the potential Bishop's Waltham Bridleway Project, additional provisions outside of the application boundary to improve the safety of cyclists crossing the Winchester Street railway bridge, implementation of traffic management on Holmesland Lane, a reduction in the speed limit on Woodhouse Lane to 30mph, an amendment to the Locally Designated High Load Route following completion of the bypass to re-direct vehicles onto the bypass, and access to businesses and homes along Woodhouse Lane to be maintained during any proposed closure periods.

7.2. **Curdrige Parish Council:** Comment that the construction of the bypass is important to Curdrige as a way to reduce traffic through the village lanes – in particular past the Reading Room and recreation grounds, which include facilities for young children and elderly people. The Council advise that the design of the bypass should take account of the planned Botley-Bishops Waltham trail and facilitate safe equestrian use of the trail by way of the incorporation of a Pegasus crossing into the bypass. There also needs to be a back vehicular access in to the industrial estate at Bottings from the

bypass, to eliminate the dangers posed by traffic turning right from the only current access on Station Hill. The new exit to the bypass should have to turn left, to avoid congesting the bypass. Use of Botley Railway Station is severely constrained by lack of parking, any land made accessible by construction of the bypass should be explored as potential overflow parking, this could include the land used by bypass construction machinery.

- 7.3. **Hedge End Town Council:** Anticipate that the Bypass will encourage an increase in the number of heavy goods vehicle movements through Hedge End and therefore request the imposition of a weight restriction from Maypole Roundabout and through the town centre. Request safer school routes to be implemented in the event that the proposed new school is developed on land off of Woodhouse Lane. There should be clear signage directing traffic at the Maypole Roundabout to ensure that the Bypass does not merely bring further traffic to the centre of Hedge End, rather than adequately directing it to other routes.
- 7.4. **Winchester City Council:** Policy SHUA5 provides for the development of the Bypass, subject to various criteria, and this would also be consistent with other Local Plan and Planning for Urban South Hampshire (PUSH) policies. Therefore, provided the criteria of policy SHUA5 are met and development is phased to ensure the whole Bypass is developed, the proposal is acceptable in principle.
- 7.5. **Eastleigh Borough Council:** The Council is therefore very supportive of the principle of a bypass for Botley and has been for many years, recognising the benefits it could bring in terms of facilitating new development; helping to reduce congestion in the local area; and reducing traffic flows through Botley village centre that are affecting air quality, the historic environment, its economic viability and residents' quality of life. Local Borough councillors welcome the current planning application having supported the idea over a number of years. The Committee support the principle of a bypass but would ask the County to review the crossing points, especially in relation to school travel plans and also to ensure that new communities do not become isolated. Further detailed comments were submitted regarding impacts on trees, pedestrian crossings and ecology. Comments from the Environmental Health Officer are reported separately below.
- 7.6. **Local Highway Authority:** No objection subject to conditions regarding the submission and implementation of details of traffic management to be implemented through Botley Village and details of a Construction Traffic Management Plan to be implemented during development.
- 7.7. **Environment Agency:** No objection in principle, subject to conditions regarding flood risk, fisheries enhancements, migratory fish piling, salmonid timings of work, invasive species and a revised Construction Environmental Management Plan.
- 7.8. **Natural England:** No objection subject to conditions regarding a Habitat/Landscape Management Plan and Himalayan Balsam Management Plan.

- 7.9. **Lead Local Flood Authority:** No objection subject to a condition requiring further information on the proposals as part of a more detailed design phase.
- 7.10. **National Grid:** Was consulted.
- 7.11. **Network Rail:** Advised a number of considerations that the project proponent should have regard to in implementing the scheme.
- 7.12. **Public Health England:** Expect the local Environmental Health Department to assess the traffic related impacts from the proposed works. Recommend that a comprehensive Dust Management Plan is adhered to during the 24 months of construction, to ensure that air quality objectives are not exceeded, in order to be protective of public health.
- 7.13. **Health and Safety Executive:** HSE does not advise against the granting of planning permission on safety grounds in this case.
- 7.14. **Environmental Health Winchester:** Agree that Eastleigh Borough Council's (EBC) would take the lead on assessing environmental impacts. It is considered that the proposals are unlikely to have a significant ambient air quality impact within Winchester City Council's district. Request a condition requiring the submittal of a full Construction Environmental Management Plan (CEMP) to deal with potential adverse dust/noise /lighting issues during the construction phase. Unlikely to be significant contaminated land issues, however, support the inclusion of a condition that deals with the discovery of unexpected contamination.
- 7.15. **Environmental Health Eastleigh:** Are generally supportive, but at the time of writing this report, require clarification/further information regarding uncertainties that they consider exist within the Environmental Statement. The EHO would recommend conditions regarding a land contamination discovery and remediation strategy, the submission of a detailed Noise Management Plan allowing for noise level monitoring and consideration of night and weekend working practices and a detailed air pollution management plan which considers site specific impacts and controls.
- 7.16. **Public Health – HCC:** Welcome the inclusion of a three metre wide shared-use path along the side of the bypass and would like to emphasise the importance of separating this from the road. We are pleased to see that health has been given comprehensive consideration within the EIA. We support your approach to the assessment and your use of relevant data. We would like to emphasise that the plans need to ensure pedestrian and cyclist safety, particularly around crossing points.
- 7.17. **Hampshire & Isle of Wight Wildlife Trust:** As a local employer we are very aware of the need for measures to address traffic congestion in and around the village of Botley. The traffic issues have been accentuated in recent years by the increase in residential development in the local area, and this has in turn put pressure on the network of minor roads that serve local communities. There will be direct impacts on three SINC's (Bottom Copse/Bushy Copse, Botley Mill Woodland and Sherecroft Farm Meadow) and also priority habitats (including broad-leaved woodland, fen floodplain meadow and species rich hedgerows with and without trees). In addition some veteran trees will be lost to the proposals. Some sensible mitigation

measures have been proposed and compensatory measures are provided where there will be a direct loss of habitat. We consider that as well as providing habitat to replace that which will be lost, these development proposals should look to enhance other areas of priority habitat in the vicinity and restore them to a favourable condition, where required. We are also pleased to see that proposals to remove invasive species along the river Hamble have been proposed. We are pleased to see that where there are direct losses of habitat that compensatory measures are proposed to ensure that net gains in biodiversity can be demonstrated.

7.18. Defence Infrastructure Organisation: No objection.

7.19. Southampton Airport Safeguarding: No objection.

7.20. British Horse Society: Does not object to the principle of the proposal, but objects to the lack of provision for safe equestrian access in the area and along the route. Specific concerns are raised about the proposed crossing facilities where Bridleway No.6 currently crosses Woodhouse Lane and an increase in the width of proposed shared-use paths from three to four metres in order to accommodate equestrian users.

7.21. County Rights of Way: No objection subject to advisory notes regarding impacts on existing Rights of Way during construction. We welcome that the proposal includes the provision of shared use paths alongside the Bypass. With the significant additional development planned for within the local area Footpath 3 is likely to become a key pedestrian route between Botley, Boorley Green and the countryside to the north. We request that the Transport team considers how a high level of footfall on this route can be safely provided for in crossing the Bypass.

7.22. County Archaeologist: No objection subject to conditions securing the various stages of archaeological survey.

7.23. County Ecologist: No objection subject to conditions regarding protected species mitigation and a detailed habitat enhancement and management scheme.

7.24. County Landscape Architect: No objection subject to conditions regarding landscape planting establishment and maintenance.

7.25. County Arboriculture: No objection subject to conditions regarding implementation of the scheme in accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement.

8. Representations

8.1. Hampshire County Council's [Statement of Community Involvement \(2014\)](#) (SCI) sets out the adopted consultation and publicity procedures associated with determining planning applications.

8.2. In complying with the requirements of the SCI, HCC:

- Published a notice of the application in the [Hampshire Independent](#);
- Placed notices of the application at the application site;

- Consulted all statutory and non-statutory consultees in accordance with [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#) and Planning Practice Guidance;
 - Notified by letter all properties (2,465) within 500 metres of the boundary of the site and further additional properties at officer's discretion.
- 8.3. As at 31 October 2017, a total of 37 representations have been received in response to the application. 12 of these representations offer support to the proposal, 14 are neutral/indeterminate and 11 object to the proposal.
- 8.4. The main areas of support raised in the representations relate to the following:
- The scheme will reduce traffic through Botley, improving road and pedestrian safety and reducing the frequency of minor accidents on the A334 as it passes through Botley;
 - The Bypass will result in improvements in air quality through Botley;
 - The Bypass will considerably reduce damage caused to buildings, including listed buildings in Botley as a result of vehicular vibration;
 - Providing a bypass and therefore alternative High Load Route, will allow the introduction of traffic calming measures in Botley, controlling traffic speeds;
 - The Bypass will relieve current congestion and associated social and economic effects;
 - The reduction in traffic through Botley will improve the amenity of the Conservation Area;
- 8.5. The main areas of concern raised in the objections relate to the following:
- The Bypass will not bypass Botley;
 - Drivers will not divert off the most direct route through Botley to use the bypass;
 - The Bypass will attract more traffic to Grange Road;
 - Compatibility of shared-use path with equestrian uses;
 - Path should be on the bund away from the bypass;
 - Difficulty in crossing Maypole roundabout;
 - Winchester Street should be completely closed off in order to mitigate noise impacts from the new route on properties on Holmesland Lane;
 - Cumulative impact with other development in area;
 - Merely displacing pollution from the centre of Botley to a new area;
 - Drainage/flooding issues between Holmesland Lane and Woodhouse Lane;
 - Scheme should include controlled-crossings for horses (Pegasus) and pedestrians;

- Holmesland Lane will become a rat run, traffic calming measures should be implemented to discourage this;
- A roundabout instead of ghost right-turn lane should be used to access Hillier Gardens on Woodhouse Lane;
- The scheme will result in physical severance between Boorley Green and Botley;
- Protection of existing surface water drains from Botley Rail Depot during construction;
- The landscaping features will have a negative landscape impact;
- Loss of agricultural land;
- Impact on the coalescence of settlements and the loss of settlement identity.

8.6. The above issues will be discussed and addressed primarily within the following commentary, except where identified as not being relevant to the decision or included as a factual record for clarification.

9. Commentary

Principle of the development

- 9.1. The principle of the construction of a bypass for the village of Botley is supported by Policy 91.T of the adopted Eastleigh Borough Local Plan Review (2006) (EBLP). This policy safeguards the alignment of the submitted scheme for the development of a Bypass for Botley. Policy 91.T states that Botley Bypass represents an important part of the Borough Transport Strategy that will enhance access opportunities and improve and maintain the effectiveness of the Strategic Road Network. Policy 91.T states that new roads and highway investment in the Borough of Eastleigh will be assessed against the following criteria found in Policy 89.T (Highway network investment): integration with national and local policy and strategy; highway safety; economic impact; environmental impact; and accessibility.
- 9.2. The draft Eastleigh Borough Local Plan 2011-2036 is in preparation and will set out the development strategy for the borough and statutory policies to guide future development. The Eastleigh Strategic Transport Study supports the preparation of the Local Plan through defining the need for potential strategic transport infrastructure improvements to be delivered over the next Eastleigh Borough Local Plan period (to 2036). Several potential major highway schemes were identified through the study including the Botley Bypass. The emerging Eastleigh Local Plan 2011-2036, reported to Full Council on 20 July, contains Draft Policies S11 (Transport and infrastructure) and BO4 (Botley Bypass) which continue to safeguard and identify a route for the bypass.
- 9.3. The supporting text to Draft Policy BO4 states that the village of Botley has suffered from increasing vehicular traffic and congestion in recent years. Traffic flows through the village are likely to increase as a result of the

development proposals of the draft plan, and the major development approved at North Whiteley in Winchester district. The text states that traffic in Botley village includes a higher than normal proportion of HGVs and has implications for health, amenity, community and the local economy. Traffic noise, poor air quality and difficulties in crossing the road affect the attractiveness of the centre as a shopping destination and led to the identification of an alternative route for the A334 running north of the village. Draft Policy BO4 reserves an indicative route for a new road bypassing Botley to the north comprising improvements to Woodhouse Lane from the Maypole roundabout to a new roundabout with a new road link across to Winchester Street, a new road link from Winchester Street to the River Hamble, a bridge over the River Hamble and a road south-eastward to the junction of the A334 with the Curdrige Road in Winchester district.

- 9.4. Draft Policy S11 is a strategic policy for infrastructure within the Borough which seeks to implement the spatial strategy for the Draft Local Plan. Policy S11 states that the Borough Council will, in consultation with the highway authority and the Highways Agency, safeguard routes/ sites, and work with partners to deliver, amongst others, the Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane.
- 9.5. The Development Plan within Winchester District currently comprises the Winchester District Local Plan Part 1 Joint Core Strategy (2013) (LPP1) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017) (LPP2). The LPP1 development strategy focuses substantial growth in the South Hampshire Urban Areas, including around 3,500 new dwellings at North Whiteley. The North Whiteley development will link via Whiteley Way to Botley Road, to the south-east of the proposed bypass and its junction with Mill Hill and the A3051.
- 9.6. Policy SHUA5 (Botley Bypass Safeguarding) of the LPP2 safeguards the route of the proposed Botley Bypass for the construction of the part within Winchester District (between the River Hamble and the junction of the A334/A3051). The policy enables the scheme to be permitted provided the environmental sensitivity of the river Hamble is protected and landscaping is provided to mitigate visual impacts. The policy requires the delivery of the entirety of the new road in order to avoid partial development within Winchester District. Policy CP10 (Transport) seeks to reduce transport demands, manage capacity and make necessary improvements, while reducing the need to travel. Policy CP21 (Infrastructure and Community Benefit) states that the Local Planning Authority will support the improvement or development of locally and regionally important infrastructure where needed to serve existing or new development required through the Plan.
- 9.7. The Partnership for Urban South Hampshire (PUSH) completed a Spatial Position Statement in June 2016 covering the overall need for and distribution of development in South Hampshire. The Statement sets out the employment and housing development needed to promote economic growth, jobs and homes for all through to 2034. It forms a significant part of the

statutory Duty to Cooperate that Councils have with each other and will inform the preparation of Local Plans by each Council within the PUSH area. Position Statement T2 (Highway Improvements) includes the provision of road capacity improvements through the delivery of targeted improvement to address key capacity pinch points on the road network, such as Botley Bypass.

- 9.8. The proposal has also been proposed with regard to the Local Transport Plan 3 – Joint Strategy for South Hampshire: Hampshire County Council, Portsmouth City Council, Southampton City Council, Transport for South Hampshire (2011) and Hampshire County Council's Local Transport Plan (LTP) (2011).
- 9.9. The principle of the development is therefore supported by the policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 Joint Core Strategy (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017) and as such is considered to be in accordance with the Development Plan.

Socio-Economic Impacts

- 9.10. The Environmental Statement accompanying the planning application included an assessment of the social and economic effects of the project.
- 9.11. This assessment concluded that during the construction phase a small number of direct, indirect and induced jobs will be supported for the 18-24 month duration of the construction phase. This is expected to have a minor, beneficial effect in terms of employment. The scheme is not expected to create additional direct jobs in its operational phase, but is likely to have a positive indirect and induced employment impact through enhanced levels of productivity and investment in Botley village centre.
- 9.12. During construction it is anticipated that there will be some negative socio-economic effect relating to disruption. However, these impacts will be temporary in nature and will not be significant.
- 9.13. Once operational the scheme will have a moderate beneficial impact on local businesses. Moreover, businesses will likely benefit from increased time spent by residents and visitors in the village centre as a result of a less congested and more accessible and attractive environment following completion of the Scheme. The Proposed Scheme is anticipated to have a moderate beneficial impact on the wellbeing of local residents, through a reduction in traffic congestion and associated noise, improved air quality and reduction in delays.
- 9.14. The above beneficial effects correspond to sub-regional and local socio-economic objectives. Further to these, the proposed scheme is anticipated to make a beneficial contribution to objectives of addressing deficiencies in transport infrastructure, attracting and maintaining a skilled labour force, improving the local tourism offer and supporting small and medium sized business growth.

Highway Safety, Capacity & Amenity

- 9.15. The planning application was accompanied by a Transport Assessment (TA). This identifies the existing traffic conditions for all key links and junctions in the vicinity of the Bypass study area and calculated traffic flows for the existing and future highway network conditions. The TA assessed the highway network in 2017 and 2026 (six years after opening). All planned and committed sites allocated or previously identified within Local Plans (including previous iterations) have been included within the model (cumulative assessment).
- 9.16. A number of concerns were raised in public representations on highway grounds, regarding the route selection, effectiveness of the proposed Bypass in relieving congestion, potential for displacement of unacceptable levels of traffic onto alternative routes, adequacy of proposed pedestrian and equestrian facilities, potential for access to be provided to Bottings Industrial Estate and a roundabout on Woodhouse Lane to access the existing garden centre.
- 9.17. The results of the TA show that as a result of the proposal, there will be an increase in traffic along Woodhouse Lane and the new Bypass and a decrease on the A334 as it goes through Botley village centre in the AM and PM peaks. The A3051 Botley Road shows an overall increase of around an additional 400 vehicles (30%) in the AM peak. Much of this forecast increase is associated with major development in the area such as the North Whiteley development (including the extension of Whiteley Way). The provision of a roundabout at the junction between the A3051 and the A334 represents a reduction in delay from the current situation, even with the additional traffic.
- 9.18. The TA forecasts that a significant volume of traffic will use the new bypass, with a resultant decrease in traffic flow on the A334. The Botley Bypass will therefore help to alleviate existing traffic problems in Botley as it provides an alternative route resulting in more reliable journey times. Journey times have been indicatively forecast for four different routes with and without the bypass:
- Maypole Roundabout to the A3051 via the A334 and vice versa (without)
 - Maypole Roundabout to the A3051 via the Bypass and vice versa (with),
 - Winchester Street to the A3051 via the B3354 and vice versa and (without);
 - Winchester Street to the A3051 via the Bypass (with).
- The forecasts show that in both scenarios with the Bypass, journey times are reduced.
- 9.19. The TA also demonstrates that pedestrian and cyclist amenity will be enhanced in a number of ways as a result of the scheme, due principally to the reduction in traffic flows through Botley village and the new shared-use footway/cycleway to be provided as part of the scheme. Over the longer term there are expected to be improvements to bus journey times on

services that route through Botley, due to less traffic passing through the village.

- 9.20. In order to discourage the use of Botley village centre as a route for through traffic on the A334 once the bypass is constructed, a Traffic Management Scheme will be developed which will seek to reduce car dominance and improve the environment for pedestrians and cyclists. It is stated that the exact nature of the modifications to the existing route through Botley will be the subject of further work and discussion during the detailed design of the scheme.
- 9.21. The proposed pedestrian crossing points on Woodhouse Lane and the Bypass have been based upon current demand which was identified following surveys undertaken to assess the most appropriate provision and location for crossing movements. Recent draft development proposals for land at Woodhouse Lane and the surrounding area have emerged, however these currently have no formal planning status and therefore do not constitute material considerations in relation to the consideration of this application. Any increased pedestrian crossing demand (and any necessary mitigation) associated with these developments will be re-assessed at such a time as planning applications for these developments are submitted. The design of the Bypass does not prejudice the future delivery of improved pedestrian or crossing provision on Woodhouse Lane, should this be deemed necessary based on future levels of demand generated from development to the west of Woodhouse Lane. The current pedestrian demand at crossing points, in the vicinity of the existing bridleway north of the Hilliers Garden Centre, has been assessed and evidence suggests that the existing demand to cross Woodhouse Lane in this location is currently not high enough to meet the County Council's policy requirements for installing a controlled crossing, even with the higher traffic flows which will be travelling along Woodhouse Lane following the completion of the bypass.
- 9.22. Representatives of the British Horse Society (BHS) have raised concerns regarding equestrian provision associated with the scheme. The applicant states that at present there is no crossing facility on Woodhouse Lane for Bridleway no. 6 and users waiting to cross from the west to the east side of Woodhouse Lane have their visibility along the road restricted by vegetation. With the bypass in place the crossing facility would be improved with better sight lines and larger waiting areas with a horse corral for equestrians. The current use of the bridleway is not sufficient enough to meet the County Council's policy requirements for installing a controlled crossing, even with the higher traffic flows along Woodhouse Lane and the proposed facilities therefore cater for the existing demand. The applicant states that the Botley to Bishop's Waltham Bridleway Project is outside of the scope of the Bypass project, but that the Bypass will not compromise the ability of the proposed route coming forward in the future. In respect of modifying the shared use path alongside the bypass to include horse users for its whole length, the applicant states that this would not be a desirable route for the majority of equestrian users, alongside a 40mph road with 0.5 metre wide verge.

- 9.23. Comments were received in respect of the construction of a roundabout as an access to the garden centre on Woodhouse Lane instead of a ghost right-turn lane. The applicant states that the scheme has been designed in accordance with current safety and design standards and with the purpose of meeting the objectives to provide an attractive alternative route to Botley High Street. As part of the road widening of Woodhouse Lane a right turn lane will be provided for drivers accessing the garden centre from the south. The road widening will also improve visibility splays for vehicles leaving the garden centre and exiting onto Woodhouse Lane. The scheme has been designed to be fully compliant with Design Manual for Roads and Bridges (DMRB) and from a safety perspective is satisfactory for the likely level of use of the junction.
- 9.24. The Local Highway Authority has no objection to the proposal subject to planning conditions requiring the submission and implementation of details of traffic management to be implemented through Botley Village and details of a Construction Traffic Management Plan to be implemented during the construction phase. The proposal is therefore considered to be in accordance with Policies 89.T (Highway network investment), 91.T (Transport schemes), 92.T (Local Transport Proposals) of the Eastleigh Borough Local Plan Review (2006) (EBLP) and Policy CP10 (Transport) of the Winchester District Local Plan Part 1 – Joint Core Strategy (2013).

Design

- 9.25. The application is accompanied by a Design & Access Statement (DAS). This contains supporting information detailing the iterative design process associated with the project from inception to submission. The selected route is one of five potential route options identified by Eastleigh Borough Council in an engineering feasibility study and desk-top evaluation of the potential environmental impacts for the safeguarded bypass route undertaken in 2012.
- 9.26. The DAS states that in formulating the scheme the following key design principles were taken into account:
- The design speed of the route and the associated need to reduce the severity of the bends in order to provide a higher design speed (making the route more attractive to traffic);
 - The need to provide adequate drainage;
 - The need to minimise the diversion of statutory undertaker's plant; and
 - The assessment of relative scheme costs for the different options.
- 9.27. The DAS states that the iterative design process associated with the project sought to identify a corridor that minimised the impact upon known areas of constraint. In respect of this consideration is stated as having been given to:
- The proximity of the route to the high voltage 132kV overhead power lines;
 - The nature and location of the proposed new bridge and associated abutments across the River Hamble; and

- The interface of the route with key statutory undertaker's plant including Portsmouth Water 40" main water supply, Esso pipelines and Southern Gas Network supplies.

9.28. The proposal is therefore considered to have had regard to the context of the receiving environment and been designed in a sensitive manner seeking to avoid impacts to the environment and residential properties where possible. As such the proposal is considered to be in accordance with Policy 59.BE (Design criteria) of the Eastleigh Borough Local Plan Review (2006) (EBLP), Policy CP13 (High Quality Design) of the Winchester District Local Plan Part 1 – Joint Core Strategy (2013) and Policies DM15 (Local Distinctiveness) and DM16 (Site Design Criteria) of the Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Noise & Vibration

9.29. The ES assessed the predicted construction and operational noise and vibration effects of the proposal. In particular, the potential effects of changes in road traffic noise at existing dwellings as a result of the operation of the Bypass have been considered. Comments were made within public representations with regard to noise impacts as a result of the scheme.

9.30. The assessment of construction activities has shown that each phase of the scheme construction has the potential to cause short-term, temporary significant impacts in the local area during works. These effects will be mitigated through implementation of the Construction Environmental Management Plan and through community engagement.

9.31. The ES reports that there would generally be increases in noise at properties near the proposed scheme and decreases in noise at properties along the existing traffic routes. Noise mitigation has been proposed to reduce the adverse impacts of the scheme.

9.32. The noise change tables and contour maps produced from the modelling show that significant reductions in noise levels would occur in certain areas;

- Broad Oak;
- High Street;
- Mill Hill; and
- Winchester Street.

9.33. However there are also areas that are predicted to have an increase in noise levels including dwellings on Woodhouse Lane and at the northern end of Holmesland Lane. The change in noise is understandably expected to be greatest at the more rural locations along the planned route as a result of the lower existing background noise levels.

9.34. During the iterative design process a number of design options were examined to identify the potential for reducing the adverse scheme impacts further. The noise model was re-run with a number of different barrier options in combination with the bunds to assess the practicality and effectiveness of different options.

- 9.35. The proposal includes noise mitigation measures primarily in the form of two metre high site-specific planted earth bunds with acoustic barriers. The bunds have been designed to confer effective noise-mitigation whilst balancing any adverse impact as a result of their presence within the landscape. The proposal also includes noise mitigation measures for the construction phase in the form of implementation of Best Practice such as the use of temporary screens around noisy activities and timing of works secured through a Construction Environmental Management Plan.
- 9.36. Taking the effects of mitigation into account, the scheme would give rise to 19 properties with significant adverse impacts and 48 properties with significant noise benefits. Where there are changes in noise there would be similar changes in nuisance, with the changes in nuisance being greatest in the areas with the greatest changes in noise. Seven properties may qualify for improved sound insulation under the Noise Insulation Regulations 1975 as a result of the scheme. Further information on noise insulation and/or compensation that may be available can be found under the Noise Insulation Regulations 1975 and Part I of the Land Compensation Act 1973.
- 9.37. The new road is to be surfaced with Hot Rolled Asphalt (HRA). Comments have been made regarding the use of low-noise road surfacing as part of the scheme. The Design Manual for Roads and Bridges (DMRB) states that where the calculated average speed of a new road would be less than 47 miles per hour, a low-noise surface type would only achieve a very minor reduction in noise levels. This is because road noise is comprised of engine noise and tyre noise; at low traffic speeds engine noise is the main contributor to noise levels and at high speed, tyre noise is. As the average traffic speed on the new road will be less than 47 miles per hour, the potential reduction in noise levels provided by low-noise surfacing would be imperceptible. Consequently this does not form part of the scheme.
- 9.38. The Environmental Health Officers (EHO) at Eastleigh Borough Council and Winchester City Council requested further information seeking clarification on the predicted noise impacts. The applicant has submitted additional information and at the time of preparing this report the final comments of the EHO are awaited. Notwithstanding this the EHO has recommended conditions regarding the submission of a Noise Management Plan prior to commencement of the development. An additional condition is recommended relating to the monitoring of noise levels following opening of the development to compare the effects of the development with the predicted impacts within the Environmental Statement.

Air Quality

- 9.39. The ES assessed the predicted construction and operational air quality effects of the proposal. Modelling was undertaken to estimate changes in Nitrogen dioxide (NO₂), particulate matter up to 10 micrometres in size (PM₁₀) and particulate matter up to 2.5 micrometres in size (PM_{2.5}) concentrations as a result of the operation of the scheme. The model includes additional traffic from all relevant committed developments, meaning that the air quality assessment takes into consideration cumulative effects.

- 9.40. Once the bypass is operational, the assessment shows that concentrations of pollutants would be below all the relevant Air Quality Standard (AQS) objectives at all properties. Emissions along the A334 through Botley are predicted to decrease by around 80% with the scheme compared to without. Properties on Woodhouse Lane and on the A334 west of Woodhouse Lane will have an increase in pollutant concentrations due to increases in traffic once the bypass is in use, however the increases would be lower than the concentration expected were the bypass not to be built. Considerably more properties within Botley will have a reduction in pollutant concentrations, from the decrease in through traffic. For all other properties in the study there will be no noticeable change in pollutant concentrations as a result of the scheme.
- 9.41. The construction phase of the scheme has the potential to generate dust emissions which may have a short term adverse impact at nearby properties. With appropriate mitigation measures in place the works are unlikely to have a significant effect on either properties or the two SINCs.
- 9.42. The EHO at Eastleigh Borough Council and Winchester City Council requested further information seeking clarification on the predicted air quality impacts. The applicant has submitted additional information and at the time of preparing this report the final comments of the EHO are awaited. Notwithstanding this the EHO has recommended conditions regarding the submission of a site specific Dust Management Plan which shall include monitoring as appropriate, as well as mitigation measures in order to ensure that air quality objectives are not exceeded and these are attached to this report.

Ecology

- 9.43. The ES assessed impacts to statutory sites (SPAs, SACs, Ramsar sites and SSSIs), non-statutory sites (SINCs), notable habitats outside of any designated sites and protected species as a result of the scheme. The assessment concludes that the development would not result in a likely significant effect on any international site.
- 9.44. The development will result in the direct loss of, and impacts on, habitats of varying extent and ecological value. The most notable are the areas of Ancient Woodland (AW) and wet fen meadow habitats associated with the SINCs, as well as some loss of wet woodland Priority Habitat (0.13ha). Impacts to AW from the scheme include direct permanent habitat loss (0.02ha) as well as impacts from increased air pollution from the diverted traffic flows that will use the proposed bypass.
- 9.45. The fen areas (0.01ha) and non-AW wet woodland SINC habitat losses are proposed to be compensated for by ensuring that the new flood compensation area and immediate surroundings adjacent to the River Hamble will be established and managed to ensure this area provides the same habitat type as that lost. It is also proposed to increase the amount of fen habitat creation in the scheme and reduce the amount of wet woodland creation, in view of the relative scarcity of fen habitats across Hampshire.

Overall there will be a larger area of SINC compensation created than would be lost.

- 9.46. As AW and veteran trees constitute irreplaceable habitat, standing advice issued by Natural England and the Forestry Commission advises that compensation should not form part of the assessment of the merits of the development proposal. Paragraph 118 of the NPPF states that “planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss”. Notwithstanding this, AW impacts are proposed to be ‘compensated’ for through the implementation of a 10-year management plan for the enhancement of the remaining areas of Bottom Copse / Bushy Copse SINC and a new 6,500 square metre area of native broadleaved and shrub woodland planting to expand and connect an existing belt of deciduous woodland at the junction of Woodhouse Lane and Winchester Street.
- 9.47. In response to comments submitted by Eastleigh Borough Council the applicant has provided a detailed explanation of the decision-making process and engineering basis that informed the final route of the proposed bypass. This demonstrates that all reasonable options were considered in order to avoid and minimise impacts to biodiversity from the scheme design.
- 9.48. The ES identified two low-status bat roosts that will be lost as a result of the development. Bats and their roosts are legally protected under The Conservation of Habitats and Species Regulations 2010. However, works may be permitted by way of a licensing regime that allows what would otherwise be an unlawful act to be carried out lawfully. In order that an LPA may grant planning permission for development resulting in impacts on a European Protected Species (EPS) it must be satisfied that the proposed development meets the three tests set out within the Regulations:
- the proposed development must meet a purpose of ‘preserving public health or public safety or other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment’; and
 - the competent authority must be satisfied that:
 - (a) ‘that there is no satisfactory alternative’; and
 - (b) ‘that the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range’.
- 9.49. As set out in the introduction and commentary to this report, it is considered that the proposal will meet an overriding purpose of a social and economic nature, of which there is considered to be no satisfactory alternative. The County Ecologist has reviewed the ES and considers that, subject to a condition requiring a detailed and updated bat mitigation and bat roost enhancement strategy, informed by updating bat roost assessment and

survey work, the action (development) would not be detrimental to the maintenance of the population of the species concerned and therefore would be likely to be granted a EPS license and consequently be acceptable in planning terms.

- 9.50. Both the County Ecologist and Natural England raise no objection in relation to nature conservation impacts, subject to conditions concerning updated bat survey information and mitigation/enhancement strategy (as identified above), a detailed reptile, badger, and otter mitigation strategy, a detailed habitat enhancement and management scheme and implementation in accordance with the submitted Himalayan Balsam Management Plan.
- 9.51. In light of the above the proposal is considered to be in accordance with the relevant policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Landscape/Arboricultural Impact

- 9.52. A detailed Landscape and Visual Impact Assessment (LVIA) was undertaken as part of the EIA in order to identify and assess the significance of changes resulting from the proposed scheme on existing landscape features and designations and on local resident's views and visual amenity.
- 9.53. The introduction of a new road, cuttings, embankments and junctions and the new bridge crossing will result in changes in local landscape and townscape character and tranquillity, the loss of mature trees and hedgerows and increased street lighting. Effects are considered to be greater during the construction phase due to the additional noise and visual intrusion of working machinery and plant, as well as the effect resulting from the removal of vegetation. The design of the bypass has taken into account the need to incorporate the new structures into the surrounding landscape, through sensitive design and location of the bridge over the River Hamble, minimising light spill, retention of as many trees as possible and the use of landscape screening bunds. In addition lost vegetation will be replaced with extensive new native planting, grassland and waterside habitats.
- 9.54. The ES accepts that once constructed, the scheme will nevertheless result in landscape effects at the Hamble Valley, Woodhouse Lane and Holmesland Lane as a result of the change in character of view from various individual properties including Uplands, Newhouse, Sherecroft and Pinkmead Farm.
- 9.55. The section of the scheme west of Uplands Farm falls within the Hedge End-Botley Local Gap. Policy 3.CO (Local Gaps) of the Eastleigh Borough Local Plan Review (2006) states that planning permission will only be permitted for appropriate development in the local gap, if it cannot be acceptably located elsewhere and it would not diminish the gap, physically or visually. Notwithstanding this designation, the route of the Bypass is safeguarded through the Local Gap by Policy 91.T of the same plan. Nevertheless the proposal should seek to minimise or avoid any diminishing effect on the Local Gap where possible and it is considered that the proposal has sought to achieve this through the iterative design process.

- 9.56. The ES states that there will be a loss of 194 individual trees, four groups and part of a woodland throughout the site, including 1,450 linear metres of hedgerow removed. The total number of high-value (Veteran) trees to be removed in association with the scheme is six. New native tree and shrub planting will be provided as part of the proposed scheme landscaping. Replacement planting will provide four trees to each tree removed and approximately 2,680 metres of hedgerow planting along with groups of native trees & shrubs. 'Standard' trees will be included in areas of the scheme, including along Woodhouse Lane, to reduce the impact of any short-term reduction in connectivity.
- 9.57. The County Arboriculturalist was consulted and raises no objection in respect of impacts on trees subject to the development being implemented in accordance with the submitted Arboricultural documentation. County Landscape also raise no objection to the proposal subject to a condition regarding the submission of a Landscape Management Plan. As such the proposal is considered to be in accordance with the relevant policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Water Environment & Flood Risk

- 9.58. A number of watercourses, flood zones and other water features are either crossed by or are located along the route of the bypass. These include Woodhouse Gully and the River Hamble (both classed as Main Rivers.) During construction there could be adverse impacts on water quality and potential damage to river banks and surrounding ecology from uncontrolled site run off; the excavation and storage of materials, the spillage of fuels or other contaminating liquids. These can be mitigated by adopting good engineering and site practice and subsequently construction activities are predicted to have a negligible impact on water quality. The application is accompanied by a Flood Risk Assessment and Surface Water Strategy. Comments received regarding the potential for existing flooding issues at Holmesland Lane are noted.
- 9.59. Sustainable Drainage Systems (SuDS) have been designed into the Proposed Scheme. The SuDS will be expected to process runoff pollutants, such as oils, fuels or chemicals and will be spill-proofed with the installation of impermeable layers, which the pollutants will not be able to pass through. The SuDS will be maintained to make sure the drainage system continues to work effectively.
- 9.60. The proposed construction of the bridge pier, abutments and embankments within the floodplain will result in a loss of floodplain storage area. While the model results indicated that the loss of floodplain storage area/volume would not have an adverse impact on any downstream locations, a flood compensatory scheme has been developed comprised of two areas of land, downstream of the new bridge.
- 9.61. It is considered that the scheme and drainage strategy of the scheme will not have a significant negative impact on the floodplain areas or properties

around the site, and will not increase flood risk. The scheme is not expected to cause an environmental or ecological risk to the sensitive receiving waters, nearby designated areas or other water courses in the area. The Environment Agency and Lead Local Flood Authority have no objection to the proposal subject to conditions regarding further detailed design phase information, the production of a detailed Construction Environmental Management Plan (CEMP) (incorporating concerns regarding the protection of existing surface water drains from Botley Rail Depot during construction) and compliance with the Flood Risk Assessment accompanying the application. As such the proposal is considered to be in accordance with the relevant policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Cultural and Archaeological Heritage

- 9.62. The ES included an assessment of the impact on the archaeological and historic environment. The impact of the development on the Botley/Winchester Road Conservation Area has been considered. In accordance with the Design chapter earlier within this report, the scheme has been conceived in a sensitive manner with River Hamble bridge crossing carefully designed to minimise visual and environmental harm.
- 9.63. The ES identified evidence of Prehistoric, Roman and mediaeval activity in the local area generally limited within the route corridor. During construction of the scheme appropriate measures will be implemented to reduce any potential negative impact on any buried remains/surface archaeological deposits, however there is likely to be a small negative impact.
- 9.64. The scheme is expected to have a positive effect on a number of listed buildings on Botley High Street, Mill Hill and Winchester Street due to reductions in traffic and noise. However other designated and non designated buildings may still be subject to adverse effects due to the widening of Woodhouse Lane and the introduction of the new road near to Uplands Farm and The Old Gate House.
- 9.65. The Eastleigh Borough Conservation Officer considers that the scheme will allow the setting of Toll House (Grade II Listed Building) at the corner of Winchester Street and Holmesland Lane, to remain very similar to the existing situation following implementation of the development. The Conservation Officer has no concerns regarding impacts on any other Listed Buildings within the vicinity of the scheme.
- 9.66. The County Archaeologist has no objection to the proposal subject to an archaeological condition to secure the various stages of archaeological survey; an archaeological condition to secure the mitigation of archaeological remains identified by the archaeological survey; and an archaeological condition securing the publication and dissemination of the results of the archaeological recording. As such the proposal is considered to be in accordance with the relevant policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and

Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Public Rights of Way

- 9.67. The proposed Bypass will cross three rights of way: Curdridge Footpath 3 going north from Mill Hill, Botley Footpath 3 going north from Winchester Street, and Botley Bridleway 6 going west from Holmesland Lane. Uncontrolled pedestrian crossings with refuge islands will be provided at all of these points to allow the continuation of the footpath. The proposal also includes the provision of shared use paths alongside the Bypass.
- 9.68. Comments have been made regarding the adequacy of the proposed crossing facilities at these points and whether there would be grounds to upgrade the route status of the existing footpaths. Concerns have also been raised regarding demand associated with potential future development.
- 9.69. The effects of the bypass were assessed on the Rights of Way and their users based on existing demand (including committed development). Both of the crossings for Footpath number 3 will have dropped crossings and large 2.5 metre wide refuge islands and landing areas. The applicant states that the designs have been through an audit process by Engineering Consultancy and are satisfactory in terms of meeting design standard. The level of crossing is considered to be suitable for the demand that has been surveyed. Both footpaths' daily average use figures would not meet the required level of use to justify a controlled crossing. Prior to implementing a controlled crossing Hampshire County Council's policy is to assess both the level of demand from pedestrians / cyclists / horse riders as well as the level of traffic flow at that location. The number of users required to justify the crossing is not a set figure but fluctuates depending on how high the traffic flow is. The reason the level of user demand is assessed is partially due to safety reasons. Where controlled crossings have low usage drivers become used to never needing to stop and their awareness of the crossing reduces. This poses a safety concern on the occasions when a pedestrian or other does come to use the crossing. On this basis the rare operation of the crossing would be a significant safety reason not to provide a controlled crossing.
- 9.70. In regard to upgrading the existing Public Rights of Way, the applicant continues that they have assessed the demand from the new development at Boorley Green. This development contained no obligations to enhance the route to Botley village and is assessed as not being on a direct desire line to Botley village centre. The applicant therefore considers that it would be disproportionate to require the enhancement of existing routes in association with the Bypass, which will not introduce any additional pedestrian/cycle demand along the routes. The applicant states that the requested alternative of bridges or underpasses would have considerable additional expense and jeopardise the viability of the project if required, as well as being disproportionate to the levels of use recorded. The future need for any such enhanced infrastructure arising as a result of additional development in the area would be assessed during the consideration the planning application/s for such development.

9.71. The County Rights of Way officer has raised concerns about the severance of the footpaths and it has been suggested that more formal controlled/bridge crossings would be required to account for potential future demand as a result of possible wider housing development proposals. This is not considered relevant to the current proposal as it will not create an increased demand on the existing network. This will therefore be a matter to be examined as and when any future development comes forward. The County Rights of Way officer has suggested conditions and advisory notes to protect the existing Public Rights of Way. The proposal is therefore considered to be in accordance with the relevant policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Agriculture/Soils/Geology

9.72. The ES also considered the potential effects of the scheme on community and private assets. This includes the effects of direct land take required for the bypass and the resulting impacts upon agricultural land, residential properties and development land (private assets) and community resources.

9.73. There is predicted to be a slight adverse effect on agricultural soils, however this will be confined to the scheme footprint and any land temporarily acquired in the construction phase will be returned to farming in a condition equivalent to its original. No objection is raised by Natural England in respect of impact on agricultural land.

9.74. No significant residual effects have been identified on community land and facilities, residential and private properties during the construction and operational phases. It is reported that there will be a slight beneficial effect to community assets along Botley High Street through improved access resulting from the diversion of traffic to the bypass.

9.75. The land for the proposed bypass passes through an area that is safeguarded for minerals under Policy 15 (Safeguarding - mineral resources) of the HMWP (2013). Information indicates the potential for river terrace deposits and superficial sand and gravel deposits on the site. The ground investigation information submitted with the application confirmed that the quality and quantity of the material present mean it is not economically viable as a sand and gravel extraction site. It was noted that that excavation material will be used on site for landscaping and creation of bunds.

9.76. The Botley Rail Aggregates Terminal is a safeguarded site for mineral processing under Policy 19 (Aggregate wharves and rail depots) of the HMWP (2013). The County Planning officer has reviewed the plans and considers that the scheme will not impact on the site and therefore will be acceptable in terms of safeguarding.

Contaminated Land

9.77. The Environmental Health Officer states that they have no objections on land contamination grounds, but would recommend that the development is conditioned so as to require approval of a land contamination discovery

strategy, which should also include remedial measures should contamination be encountered. Conditions are therefore attached to this recommendation. The development is therefore considered to be in accordance with the relevant policies of the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Summary

9.78. It is considered that the proposal would be in accordance with the Eastleigh Borough Local Plan Review (2006), emerging Eastleigh Borough Local Plan 2011-2036, Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017) when taken as a whole. The scheme would result in a reduction in traffic congestion on highway routes in and around Botley, contributing to a net improvement in air quality and noise for local residents. The development would provide a high quality and sustainable integrated transport system for the Borough of Eastleigh and Winchester District supporting the delivery of the development strategy for the area. A comprehensive package of mitigation measures is proposed in order to address the negative environmental impacts of the proposal. Therefore it is recommended that permission is granted.

10. Recommendation

10.1. That planning permission be GRANTED subject to the conditions listed in integral appendix B and any additional conditions or amendments as necessary following receipt of final consultation responses.

Appendices:

Integral Appendix A – Corporate or Legal Information

Integral Appendix B – Conditions

Appendix C - Location Plan

Appendix D – Layout Plan

Other documents relating to this application:

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18441>

<https://planning.hants.gov.uk/ApplicationDetails.aspx?RecNo=18442>

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	No
People in Hampshire live safe, healthy and independent lives:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No
OR	
This proposal does not link to the Strategic Plan but, nevertheless, requires a decision because: The proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because the proposal is an application for planning permission and requires determination by the County Council in its statutory role as the minerals and waste planning authority.	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

CS/17/81226 and 17/02023/HCS
EAH002 and WRH008

Hampshire County Council

Land at Woodhouse Lane and to the North and East of Botley Village, Eastleigh
Application for Construction of a bypass for Botley, providing a connection from Station Hill (A334/A3051 junction) to Woodhouse Lane together with associated improvements/enabling works to Woodhouse Lane

CONDITIONS

Time Limits

1. The development hereby permitted shall be begun before the expiration of five years from the date on which this planning permission was granted.

Reason: To comply with Section 91(as amended) of the Town and Country Planning Act 1990.

Hours of Working

2. No heavy commercial vehicles shall enter or leave the site and no plant or machinery shall be operated except between the following hours: 0800-1800 Monday to Friday and 0800 -1300 Saturday. There shall be no working on Sundays or recognised public holidays. Night works shall only take place Monday-Friday following the advance agreement of the Local Planning Authority.

Reason: In the interests of public amenity and in accordance with policy 59BE of the Eastleigh Borough Local Plan Review (2006) and policy DM19 of the Winchester District Local Plan Part 2 (2017).

Construction Impacts

3. Prior to the commencement of development a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The details shall be in accordance with the outline CEMP (Environment Statement Volume 3 Appendix L dated July 2017). The development shall be subsequently implemented in accordance with the approved details.

Reason: To protect the amenity of nearby properties, to avoid impacts to features of ecological interest and in accordance with policy 59BE of the Eastleigh Borough Local Plan Review (2006) and policy DM19 of the Winchester District Local Plan Part 2 (2017). This information is required prior to commencement in order to satisfy the Local Planning Authority that a plan is in place for environmental management before construction begins on site.

4. Prior to commencement of development a site Dust Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Plan shall include monitoring as appropriate, as well as mitigation measures, in accordance with IAQM guidance in order to ensure that air quality objectives are not exceeded, particularly in respect of sensitive receptors.

Reason: In the interest in air quality and public health and in accordance with policy 59BE of the Eastleigh Borough Local Plan Review (2006) and

policy DM19 of the Winchester District Local Plan Part 2 (2017). This information is required prior to commencement in order to satisfy the Local Planning Authority that air quality and public health will not be compromised before the works commence on site.

Highways

5. No development hereby permitted shall commence until a Construction Traffic Management Plan (to include details on the daily and total number and size of lorries accessing the site, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles) and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interests of highway safety and in accordance with policy 59BE of the Eastleigh Borough Local Plan Review (2006) and policy DM19 of the Winchester District Local Plan Part 2 (2017). This information is required prior to commencement in order to satisfy the Local Planning Authority, in consultation with the Local Highway Authority, that construction traffic can be safely managed before construction begins on site.

6. Plans and particulars showing the detailed proposals for the traffic management scheme to be implemented on the A334 through Botley Village (including a programme of works) shall be submitted to and approved by the Local Planning Authority in writing prior to the opening of the bypass. The works should be implemented in accordance with the agreed programme.

Reason: To support the operation of the public highway and in accordance with policy 89T of the Eastleigh Borough Council Local Plan Review (2006) and policy CP10 of the Winchester District local Plan Part 1 (2013).

Noise

7. Prior to commencement of development a detailed Noise Management Scheme shall be submitted to, and approved in writing by, the Local Planning Authority in order to address noise from the scheme. This shall include: where and how mitigation will be needed and to what degree, including construction noise impacts, and timescales for implementation of the noise mitigation. The scheme shall be implemented as approved.

Reason: In the interest in public amenity and in accordance with policy 59BE of the Eastleigh Borough Local Plan Review (2006) and policy DM20 of the Winchester District Local Plan Part 2 (2017). This information is required prior to commencement in order to satisfy the Local Planning Authority that the noise associated with the scheme, and construction thereof, can be satisfactorily mitigated prior to construction beginning on site.

8. Within three months of the opening of the Bypass to public use noise monitoring shall be undertaken to compare the effects of the development with the predicted impacts within the Environmental Statement. The scope and duration of the monitoring shall be agreed in writing with the Local Planning Authority prior to implementation and the results of the monitoring shall be submitted to the Local Planning Authority.

Reason: In the interests of public amenity and in accordance with policy 59BE of the Eastleigh Borough Local Plan Review (2006) and policy DM20 of the Winchester District Local Plan Part 2 (2017).

Contaminated Land

9. Prior to the commencement of development, the following items shall be submitted in writing to the Local Planning Authority:
 - (i) An Intrusive Site Investigation and risk assessment of the results of soil/ groundwater samples taking into account people, environment, controlled waters, services;
 - (ii) Where required, a strategy of Remedial Measures to address the identified risks;
 - (iii) Materials Management Plan for reuse of soil/ materials.

Reason: To ensure the remediation of contaminated land encountered during construction of the development and in accordance with policy 35ES of the Eastleigh Borough Local Plan Review (2006) and policy DM21 of the Winchester District Local Plan Part 2 (2017). This information is required prior to commencement in order to satisfy the Local Planning Authority that any contaminated land is identified and a strategy for its mitigation is in place before construction begins on site.

10. Prior to completion of the development:
 - (i) The agreed scheme of Remedial Measures and Material Management Plan shall be implemented as agreed and verified in writing by an independent competent person, the written confirmation shall be provided to the Local Planning Authority.
 - (ii) Should contamination be encountered during works that has not been investigated or considered in the agreed scheme of remedial measures, investigation, risk assessment and a detailed remedial method statement shall be submitted to and agreed with the Local Planning Authority. The remediation shall be fully implemented and validated in writing by an independent competent person as agreed with the Local Planning Authority.

Reason: To ensure the remediation of contaminated land encountered during construction of the development and in accordance with policy 35ES of the Eastleigh Borough Local Plan Review (2006) and policy DM21 of the Winchester District Local Plan Part 2 (2017).

Nature Conservation

11. Prior to commencement, a detailed and updated bat mitigation and bat roost enhancement strategy, informed by updating bat roost assessment and survey work completed no more than one full bat season prior to commencement of site clearance, shall be submitted to and approved in writing by the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details.

Reason: To maintain the favourable conservation status of bats and in accordance with policy 24NC of the Eastleigh Borough Local Plan Review (2006) and policy CP16 of the Winchester District Local Plan Part 1 (2013). This information is required prior to commencement of development in order to satisfy the Local Planning Authority that the impact of the development on bats is satisfactorily mitigated before construction begins on site.

12. Prior to commencement, detailed reptile, badger, and otter mitigation strategy, informed by updating survey work as necessary, shall be submitted to and approved in writing by the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details.

Reason: To avoid impacts to protected species and in accordance with policy 24NC of the Eastleigh Borough Local Plan Review (2006) and policy CP16 of the Winchester District Local Plan Part 1 (2013). This information is required prior to commencement of development in order to satisfy the Local Planning Authority that the impact of the development on protected species is satisfactorily mitigated before construction begins on site.

13. Prior to commencement, a detailed habitat enhancement and management scheme, supported by drawings, and stating management aims, objectives and prescriptions as well as a monitoring and review process, shall be submitted to and approved in writing by the Local Planning Authority. Development shall subsequently proceed in accordance with any such approved details.

Reason: To conserve and enhance biodiversity in accordance with the Natural Environment and Rural Communities Act. This information is required prior to commencement of development in order to satisfy the Local Planning Authority that the impact of the development on biodiversity is satisfactorily mitigated before construction begins on site.

14. Prior to the opening of the Bypass to public use, a 10 year, costed, planting, enhancement and management plan for Bottom Copse SINC shall be submitted to the Local Planning Authority for approval in writing. The plan shall be implemented as approved.

Reason: To conserve and enhance biodiversity in accordance with the Natural Environment and Rural Communities Act. This information is

required prior to commencement of development in order to satisfy the Local Planning Authority that the impact of the development on biodiversity is satisfactorily mitigated before construction begins on site.

15. The development hereby permitted shall be implemented in accordance with the Himalayan Balsam Management Plan dated 9th October 2017.

Reason: To prevent the spread of invasive non-native species in accordance with policy 24NC of the Eastleigh Borough Local Plan Review (2006) and policy CP16 of the Winchester District Local Plan Part 1 (2013).

Landscaping

16. The development shall be carried out in accordance with the recommendations in Arboricultural Method Statement contained in the Environmental Statement Volume 3 Appendix D: Arboriculture (dated July 2017) as submitted with the application.

Reason: To protect existing trees which are to be retained during construction and in accordance with policy 18CO of the Eastleigh Borough Local Plan Review (2006) and policy DM24 of the Winchester District Local Plan Part 2 (2017).

17. Prior to the commencement of development a Landscape Management Plan shall be submitted to the Local Planning Authority for approval in writing. The Plan shall specify the phasing and timescales for carrying out of landscaping works, and provision for future maintenance. Any trees or shrubs which, within a period of five years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. The scheme shall be implemented as approved.

Reason: In the interests of visual amenity and landscape character of the area site and in accordance with policy 18CO of the Eastleigh Borough Local Plan Review (2006) and policy DM24 of the Winchester District Local Plan Part 2 (2017). This information is required prior to commencement in order to satisfy the Local Planning Authority that the landscaping is agreed prior to construction beginning on.

Water Environment

18. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) by Atkins dated July 2017 Reference 5154211 and the following mitigation measures detailed within the FRA:
- (i) Soffit level of proposed bridge is no lower than 6.44m AOD plus a 600mm freeboard allowance. The 6.44m AOD is the 1 in 100 year modelled flood level including a 105% climate change allowance.

- (ii) Provision of compensatory flood storage as indicated in Table 4.2 – 4.4 in FRA and as per drawing number EC/RJ567629/01/112 are implemented.

The mitigation measures shall be fully implemented prior to completion of the bridge crossing and operation of the bypass and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future users.

- 19. Where possible all works to the main River Hamble which may have an impact upon fish, including any percussive piling works (and soft-start methods) should take place between November 1st and March 15th (inclusive) to prevent any negative impacts to migratory salmonids. If percussive works are to extend outside of the recommended window period (1st November to 15th March), a noise impact risk assessment must be undertaken to provide evidence that the underwater noise disturbance is sufficiently low to avoid harm to migratory fish before the works commence.

Reason: To ensure the protection of migratory fish in line with paragraph 8.5.216 of Chapter 8, Ecology and Nature Conservation of the Environmental Statement and paragraph 109 of the National Planning Policy Framework.

- 20. All works to the Woodhouse Gully should take place between May 15th – Oct 31st (inclusive) to prevent any negative impacts to migratory and resident salmonids. If percussive works are to extend outside of the recommended window period (1st November to 15 March) a noise impact risk assessment must be undertaken to provide evidence that the underwater noise disturbance is sufficiently low to avoid harm to migratory fish before the works commence.

Reason: To prevent any negative impacts to migratory salmon and is in line with paragraph 109 of the National Planning Policy Framework.

- 21. A biosecurity plan must be in place prior to any works on the commencing. The plan should include the following:
 - (i) Employ strict biosecurity measures whilst carrying out any work near a river. The contractors must make sure their equipment/PPE etc. is clean and dry and free from any Himalayan balsam seeds before coming on site and again coming off-site. This may involve the deployment of a wash-down facility.
 - (ii) Minimize the risk of spread by planning to carry out the work as early in the year as possible before the plant have time to seed. The plant produces seed around July-Aug time so before then is best.

The method statement should include measures that will be used to prevent the spread of Himalayan balsam during any operations e.g. strimming or soil movement. It should also contain measures to ensure that any soils brought to the site are free of the seeds / stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended.

Reason: Under Section 14 of the Wildlife and Countryside Act 1981, it is an offence to plant or otherwise cause Himalayan balsam to grow in the wild.

22. No bridge, outfall, culvert construction or any part of the development that may involve an impact upon the watercourses within the site shall take place until a method statement/construction environmental management plan that is in accordance with the approach outlined in the Planning/Environmental Statement has been submitted to and approved in writing by the Environment Agency and local planning authority. This shall deal with the treatment of any environmentally sensitive areas and species, detailing how the works will be carried out and how the environment will be protected during the works. Such a scheme shall include details of the following:
- (i) The timing of the works
 - (ii) A map or plan showing habitat areas to be specifically protected (identified in the ecological report) during the works.
 - (iii) Construction methods
 - (iv) Any proposed piling (including size and location of piles and piling method)
 - (v) Any necessary pollution protection methods. In particular, the management of any silt dispersal.
- The works shall be carried out in accordance with the approved method statement.

Reason: To protect migratory fish species in line with paragraph 109 of the National Planning Policy Framework.

23. Prior to completion of the development, information regarding the management of Sustainable Drainage Systems (SuDS) for the duration of the development shall be submitted to the Local Planning Authority for approval in writing. The details shall be implemented as approved.

Reason: To ensure that the SuDS function as designed for the duration of the development and to ensure that the development is in accordance with the Eastleigh Borough Local Plan Review (2006), Winchester District Local Plan Part 1 (2013) and Winchester District Local Plan Part 2 – Development Management and Site Allocations (2017).

Archaeology

24. Prior to the commencement of development the applicant shall secure the implementation of a programme of archaeological mitigation of impact in accordance with a Written Scheme of Investigation that has been submitted to and approved in writing by the Local Planning Authority.

Reason: To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations and in accordance with policy 168LB of the Eastleigh Borough Local Plan Review (2006) and policy DM26 of the Winchester District Local Plan Part 2 (2017).

25. Following completion of archaeological fieldwork a report shall be produced and submitted to the Local Planning Authority in accordance with a programme to be approved by the Local Planning Authority. The programme shall include where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

Reason: To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available and in accordance with policy 168LB of the Eastleigh Borough Local Plan Review (2006) and policy DM26 of the Winchester District Local Plan Part 2 (2017).

Rights of Way

26. No builders or contractors vehicles, machinery, equipment, materials or anything associated with the development should be left on or near Public Rights of Way so as to obstruct, hinder or present a hazard to walkers.

Reason: To prevent conflict with existing Public Rights of Way in the vicinity of the development.

EIA

27. Subject to the above conditions, the development hereby permitted shall be implemented in accordance with the mitigation and enhancement measures set out in Table 19.1 of the submitted 'Environmental Statement Volume 1: Main Text'.

Reason: In the interests of proper planning and to secure the implementation of mitigation measures forming the assessment of the impact of the development.

Plans

28. The development hereby permitted shall be carried out in accordance with the following approved plans:

EC/RJ567629101RevA, EC/RJ567629/01/102, EC/RJ567629/01/103,
EC/RJ567629/01/104, EC/RJ567629/01/105, EC/RJ567629/01/106,
EC/RJ567629/01/107, EC/RJ567629/01/108, EC/RJ567629/01/109,

EC/RJ567629/01/111, EC/RJ567629/01/112, EC/RJ567629/01/121,
EC/RJ567629/01/122, EC/RJ567629/01/123, EC/RJ567629/01/124,
EC/RJ567629/01/125, EC/RJ567629/01/126, EC/RJ567629/01/131,
EC/RJ567629/01/132, EC/RJ567629/01/133, EC/RJ567629/01/134,
EC/RJ567629/01/135, EC/RJ567629/01/141, EC/RJ567629/01/142,
EC/RJ567629/01/143, EC/RJ567629/01/144, EC/RJ567629/01/146,
EC/RJ567629/01/145, EC/RJ567629/01/147, EC/RJ567629/01/148,
EC/RJ567629/01/149, EC/RJ567629/01/150, EC/RJ567629/01/151,
EC/RJ567629/01/161, EC/RJ567629/01/162RevA, EC/RJ567629/01/163,
EC/RJ567629/01/174, EC/RJ567629/01/173, EC/RJ567629/01/172,
EC/RJ567629/01/171, EC/RJ567629/01/175, L-RJ567629/01.4009,
EC/RJ567629/01/204, EC/RJ567629/01/203, EC/RJ567629/01/202,
EC/RJ567629/01/201, EC/RJ567629/01/179, EC/RJ567629/01/178,
EC/RJ567629/01/177, EC/RJ567629/01/176, L-RJ567629/01.4002,
EC/RJ567629/01/506, EC/RJ567629/01/505, EC/RJ567629/01/504,
EC/RJ567629/01/503, EC/RJ567629/01/502, EC/RJ567629/01/501,
EC/RJ567629/01/206, EC/RJ567629/01/205, L-RJ567629/01.4001,
EC/RJ567629/01/1602, EC/RJ567629/01/1601, EC/RJ567629/01/1201,
EC/RJ567629/01/511, L-RJ567629/01.4006, L-RJ567629/01.4005, L-
RJ567629/01.4004, L-RJ567629/01.4003, L-RJ567629/01.4008, L-
RJ567629/01.4007

Reason: For the avoidance of doubt and in the interests of proper planning.

Notes to Applicants

1. In determining this planning application, the Local Planning Authority has worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the applicant and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirement in the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
2. There must be no surface alterations to a Public Right of Way, nor any works carried out which affect its surface, without first seeking the permission of Hampshire County Council, as Local Highway Authority. To carry out any such works without this permission would constitute an offence under s131 Highways Act 1980.

3. Hampshire County Council, as Local Highway Authority, is not obliged to provide a surface suitable for the passage of vehicles. It only has a duty to maintain a PROW to a standard commensurate with its expected normal public use.
4. If there is likely to be an effect on the Public Right of Way in terms of dust, noise or other obstruction during the period of the works, we suggest that a Health and Safety Risk Assessment be carried out, and that if there is deemed to be a risk to users of the network, the applicant should contact Hampshire County Council directly to discuss the Temporary Closure of the effected Footpath/s for the duration of the works.
5. This decision does not purport or convey any approval or consent which may be required under the Building Regulations or any other Acts, including Byelaws, orders or Regulations made under such acts.
6. The applicant's attention is drawn to the comments of Network Rail regarding development in the vicinity of its land in order to ensure that the works do not:
 - (i) encroach onto Network Rail land;
 - (ii) affect the safety, operation or integrity of the company's railway and its infrastructure;
 - (iii) undermine its support zone;
 - (iv) damage the company's infrastructure;
 - (v) place additional load on cuttings;
 - (vi) adversely affect any railway land or structure;
 - (vii) over-sail or encroach upon the air-space of any Network Rail land; or
 - (viii) cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.