

SH6: Botley Bypass

Overview of Comments:

Support - 2

Neither support or object - 2

Object – 3

The changes to the supporting text and the Local Plan policies have not only been informed by the responses to the Regulation 18 consultation but they have also taken on board any additional feedback that has come out of discussions/meetings with statutory consultees and members in order to improve the clarity and understanding of the contents of the Local Plan.

Comments in support of SH6 - Botley Bypass		
Respondent number	Comment	Officer comment
BHLF-KSAR-N8TW-2 Eastleigh Borough Council	Welcome the inclusion of Policy SH6 to safeguard land for the part of Botley Bypass within Winchester District.	The support is welcomed. Recommended response: No change
ANON-KSAR-NKQ5-G Curdridge Parish Council	<p>The policy is wrongly numbered SH5 on page 290.</p> <p>The construction of the Botley bypass is strongly supported and vital to maintaining the rural character of Curdridge, many of whose roads have become impossible for pedestrians and cyclists due to "rat running" traffic.</p> <p>Donation of land for the bypass may be contingent on planning permission being granted for SHELAA site CU06, which is supported by Curdridge Parish Council but does not appear to be included in the Reg.18 document. It will provide up to 123 dwellings,</p>	<p>Comments and support noted. The numbering of the policy will require updating as a result of the recommended deletion of policy SH5.</p> <p>The recent consent for housing on land adjoining the proposed Bypass is accounted for in the housing figures for the District. Policy SH6 allocates land for the Bypass, whereas the residential consent was granted on an exceptional basis to reflect local support (in accordance with existing policy MTRA3).</p>

	employment opportunities and additional parking close to Botley station. If not already counted, this could contribute some of Winchester's support for PfSH.	The site should not, therefore be allocated for development other than the Bypass. Recommended response: Update and correct policy numbering to reflect the proposed deletion of policy SH5.
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Comments which neither support nor object to SH6 - Botley Bypass		
Respondent number	Comment	Officer comment
ANON-KSAR-N89N-X	Concern regarding the planned homes which would further encroach on Curdrige. Maintaining a gap between Whiteley , Botley and Boorley Green and the rural character of Curdrige should be prioritised to minimise the effect on the existing community.	Comments noted. This comment appears to relate to the recent consent for housing on land adjoining the proposed Bypass, not to policy SH6 itself. The consent was granted on an exceptional basis (in accordance with existing policy MTRA3). Comments relating to settlement gaps are dealt with separately, in response to representations on policy NE7. Recommended response: No change
ANON-KSAR-NKQ5-G	SHELAA site CU06 (Sherecroft Farm) should be allocated for a mixture of residential, commercial and railways station car parking. This development is supported by Curdrige Parish Council, and will provide sustainable housing close to Botley Station and the retail facilities of Botley. The omission of this site might threaten viability of	Comments noted. Consent was granted for mixed use development on site CU06 as an exception to normal countryside policies, in accordance with policy MTRA3. The site remains subject to countryside policies and the bypass reservation. It is considered that these policies are most likely to ensure that the bypass is provided in a viable way. Recommended response: No change

	policy SH6 if the landowners seek a higher price for the Botley bypass land from HCC.	
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Comments which object to SH6 - Botley Bypass		
Respondent number	Comment	Officer comment
BHLF-KSAR-N8BE-X Environment Agency Link here	<p>Based on the information currently available, the site raises some environmental concerns that need to be addressed.</p> <p>Further work will be needed to show how these can be satisfactorily addressed.</p> <ul style="list-style-type: none"> • FZ 2 & 3 • River Hamble • Secondary A Aquifer • Nearby Abstraction <p>For the policy to be sound a level 2 SFRA should be undertaken to provide a greater degree of certainty, both now and with climate change. It has not been demonstrated that this site allocation provides wider sustainability benefits to the community that would outweigh flood risk.</p> <p>There should be a requirement included for a site-specific Flood Risk Assessment which demonstrates that the development will be safe for its lifetime, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</p>	<p>Comments noted. Policy SH6 safeguards land for a Bypass, which now has planning consent. The policy does not propose the construction of the Bypass or set out detailed criteria for this, although it does require the protection of the River Hamble and adjoining areas. Therefore, a level 2 SFRA is not considered relevant to this policy. Similarly, reference to the secondary aquifer not relevant to a road safeguarding.</p> <p>Recommended response: No change</p>

<p>ANON-KSAR-NK2C-Y Southern Water Link here</p>	<p>Southern Water's existing water supply infrastructure is in very close proximity and may align with some of the safeguarded land proposed for the bypass, for which we currently have easements in place.</p> <p>Discussions with Southern Water will be essential to ensure future protection of and access to this infrastructure. Accordingly, we propose an additional criterion for Policy SH6: <i>“iii. measures are included to protect and ensure future access for maintenance and upsizing purposes to Southern Water’s water supply infrastructure.”</i></p>	<p>Comments noted. Policy SH6 safeguards land for a road, which now has planning consent. The policy does not propose the construction of the Bypass or set out detailed criteria for this, although it does require the protection of the River Hamble and adjoining areas. Therefore, it is not considered necessary to include the detailed wording suggested by the respondent, as water supply infrastructure would have been taken into account through the planning application process for the Bypass. Recommended response: No change</p>
<p>ANON-KSAR-N8GA-Y</p>	<p>This project will increase transport emissions and undermine the fundamental emissions reduction values of this plan. It would be better to relieve congestion by exploiting the potential of the Eastleigh to Fareham Railway line with track doubling, a new station at North Whiteley, and station improvements at Botley, linked with active travel infrastructure and better bus services. There is no headroom in the district's greenhouse gas emissions profile for the additional emissions that this scheme will create. The first step towards carbon neutrality is not to increase emissions and this is the type of scheme will ensure we never meet climate targets.</p>	<p>Comments noted. Planning consent has now been granted for the proposed Bypass, as part of the transport infrastructure for the area. It would not, therefore, be realistic to promote the measures suggested as an alternative to the Bypass and there is no evidence that they are justified or deliverable. Recommended response: No change</p>

	Recommendations	Officer response
Comments from SA	None.	NA
Comments from HRA	None.	NA

Policy SH6 Botley Bypass – no change proposed.