



Strategic Planning Team
Planning Policy
Winchester City Council

By email to planningpolicy@winchester.gov.uk

10 October 2024

Your reference:
Our reference: MLP23049-P2

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Dear Sirs

LAND AT STATION HILL, BOTLEY – SHELAA CU08

Master Land & Planning Ltd is instructed by Foreman Homes Ltd (FH) concerning the strategic promotion and development opportunity on land at Station Hill, Botley.

Our client's interest relates to SHELAA site reference CU08 to the east of Botley Station. FH have acquired control of the land for promotion of residential development that will deliver a range of high-quality homes in a sustainable location. It is unusual to find an undeveloped site in an unconstrained location in such close proximity to the railway station and other sustainable modes of travels.

FH welcomes the opportunity to meet with Officers and to provide further detail of their proposals with a summary of the strategic and local benefits of the development. This letter summarises:

- The Site and Surrounding Area
- National Policy Context
- Local Policy Context
- The Need for Growth East of Botley
- Constraints and Opportunities
- The Vision and Proposal

The Site

The 11.8 hectare greenfield site is identified on Drawing 22.137.01 (**Appendix A**) and is situated to the east of Botley and south of Curdrige. It is located within the south of Winchester District, close to the border with Eastleigh Borough Council and just 600m from Botley Town Centre. The site is 100m from the Botley National Rail Station.

The site comprises two fields of agricultural pasture that are separated by a tributary of the River Hamble that flows south-west through the site.

The northern boundary is formed, in part, by the Woodview Park Homes residential site, while the remainder is bound by the national rail line, set behind a belt of mature woodland. The eastern boundary is formed by Outlands Lane with several detached homes on higher ground overlooking the site. The southern boundary is formed by the A3051 which has been recently improved with the addition of a shared footway / cycleway leading to the North Whiteley development. To the southwest is a small commercial and equestrian development at

Pinkmead Farm. The western boundary is formed by the A334 with industrial units and the Botley Railway Station beyond.

There are three Public Footpaths which cross the site – route numbers 062/7/1, 062/7/2, and 062/8/1. Two extend across the northern boundary of the site providing a link between Station Hill and Outlands Lane while the third, connects this northern boundary to the A3051 in the south-western corner.

The site takes its existing field access off Outlands Lane to the south-east corner of the site. Additional access can be taken from Botley Road, beyond the new footway and connects the public footpath to the A3051. Two bus stops immediately border the site, allowing easy access to buses 49, 649, S2, 28, and 28a for transport to Swanmore Technology College, Bishop's Waltham, Hedge End, Whiteley, Fareham, and further afield.

The Surrounding Area

The site is in very close proximity to the town of Botley, the town centre of which lies approximately 600m to the south-west of the site. The town contains a wide variety of services and facilities including the Botley CoE Primary School, public houses, supermarkets, convenience retail, Post Office, Botley Health Care centre (GP), and pharmacy. Additional day to day facilities such as secondary schools, leisure centres, further health care, theatre, and shopping opportunities are available at nearby Hedge End to the west, or Whiteley to the south.

The site, being within the Parish of Curdridge, is also in close proximity to the village which lies north of the railway line, extending from Outlands Lane and further north of the A334. The village facilities include the Curdridge Primary School, reading room and recreation ground, and church, all within reasonable walking distance. The Railway Inn public house is immediately adjacent to the north-west corner of the site.

Just beyond this, 100m from the site boundary is the Botley Railway Station. The station is operated by South Western Railway and sits on the Portsmouth Harbour to London Waterloo Line. Direct services to London Waterloo are run hourly between 5.30am and 9.30pm Mon-Fri, 6.30am – 9.30pm on Saturdays, and between 8am and 10pm on Sundays. The direct service to Portsmouth Harbour also runs hourly between 6am and 11.50pm Mon-Fri, 6.30am to 11.45pm on Saturdays and between 8.30am and 11.30pm on Sundays.

To the south of the Station there is also a large employment site extending to over 6ha and comprising of large commercial buildings. There are variety of uses and businesses using the site including a car garage, engineers, manufacturers and storage.

The site is adjacent to bus stops on both Station Hill and Botley Road. Services on Station Hill stop at Botley Station and run between Hedge End and Swanmore (Stage Coach bus 49) five times a day Mon-Fri, with additional school pick up and drop off during term times. Services on Botley Road are operated by First Bus with route 28 and 28A between Fareham and Whiteley running six times a day at peak hours only. A student service is also operated by Blue Star route 608 which goes to Barton Peveril College near Eastleigh from Whiteley and Burr ridge

The immediate surrounding context of this site is under continuous change. To the west of the site on the opposite side of the A334 permission has been granted by WCC for the development of 0.88 hectares of mixed commercial and employment land, and 115 dwellings (20/00494/FUL). While not yet commenced, work on the site is progressing through the discharge of conditions.

Additionally, a new residential development comprising approximately 3,500 dwellings is under development at North Whiteley, the nearest of which is approximately 580m south-east of the Site, extending along Botley Road as far as the settlement of Burr ridge.

The site lies adjacent to the route of the proposed Botley Bypass Phase 3. The Botley Bypass is a large-scale infrastructure project that has been designed to alleviate traffic congestion in the village of Botley. The primary objective of the bypass is to provide a more direct route for traffic, reducing the volume of vehicles passing through the village centre, thereby improving safety, reducing noise and air pollution, and enhancing the quality of life for local residents. Much of the route has been started however the eastern phase (phase 3), is yet to have been approved or started.

The scheme proposes a new roundabout at the junction between the A344 Station Hill and the A3051 Botley Road to the south-western corner of the site, which will see the removal of the new footpath/cycleway along the south-western corner of the site, and its replacement along the southern side of the A3051.

National Policy Context

The National Planning Policy Framework (NPPF) confirms the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for inter alia housing (including affordable housing), employment, retail, leisure and other commercial development.

The NPPF states strategic policies should look ahead over a minimum 15-year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger-scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery. The emerging Winchester Local Plan Review will look forward to 2040.

To support the government's objective of significantly boosting the supply of homes, paragraph 60 confirms it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance.

Paragraph 74 confirms that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such significant extensions to existing towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).

Paragraph 109 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

Paragraph 128 requires planning policies to support development that makes efficient use of land taking into account inter alia the availability and capacity of infrastructure and services. Paragraph 129 reminds that policies should optimise the use of land with minimum density standards in locations that are well served by public transport.

Local Policy Context

Winchester Local Plan (Part 1 Joint Core Strategy and Part 2 Development Management & Allocations DPD)

The Winchester Local Plan identifies the site as being within an area of countryside, where only development which has an essential need to be located in the countryside is considered acceptable.

Curdrige is presently within the Market Towns and Rural Area, where the spatial strategy seeks to direct development towards the market towns and larger villages to meet local needs. The majority of the District's housing need is to be met in Winchester Town and the South Hampshire Urban Areas including at North Whiteley, where Strategic Allocation SH3 for 3500 homes lies less than 600m from the Site.

Emerging Plans

The emerging Winchester Local Plan is proposed to look ahead to 2040. The Regulation 19 pre-submission draft is scheduled to commence between July and September 2024¹. To date, various evidence-base documents² and a Regulation 18 draft plan have been published in November 2022.

The Regulation 18 draft plan proposed to roll forward the existing spatial strategy. It proposed a requirement for 4,250 homes to be delivered in the Market Towns and Rural Area, with 950 expected to be delivered outside of the Market Towns and larger rural settlements. No allocations were proposed within the rural areas. This Regulation 18 pre-dated the Partnership for South Hampshire position statement of December 2023, as discussed below.

The strategic development opportunity on Land at Station Hill has been actively promoted to Winchester City Council by Foreman Homes as part of the emerging LP. The site has been assessed through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) and Integrated Impact Assessment (IIA) under reference CU08. The SHELAA extract as shown below, confirms the site is both deliverable, developable and immediately available for development with no viability issues.

Suitability					
Environmental Constraints		Historical Constraints		Policy Constraints Continued	
SPA	GREEN	Conservation Area	GREEN	Protected Open Space	GREEN
SAC	GREEN	Historic Park/Garden	GREEN	Mineral Safeguarding Area	AMBER
Ramsar	GREEN	Scheduled Ancient Monument	GREEN	Waste Consultation Zone	GREEN
SSSI	GREEN	Historic Battlefields	GREEN	Physical Constraints	
SINC	GREEN	Listed Building	GREEN	Flood Zone 2 and 3	GREEN
LNR	GREEN	Policy Constraints		Other Considerations	
NNR	GREEN	Countryside (MTRA4)	AMBER	Archaeology	GREEN
Ancient Woodland	GREEN	Settlement Gap (CP18)	GREEN	Accessibility	GREEN
TPO	GREEN	AQMA	GREEN	Landscape	GREEN
Initial high level assessment		The site is deemed as deliverable/developable			
Availability (legal/ownership issues)			The site is not owned by the promoter however they do have the consent by the landowners and have indicated that the site is immediately available for development.		
Achievability (economic viability; market factors; cost factors; delivery factors)			The promoters of the site have not specified any issues regarding the viability in developing the site.		
Site Capacity			177		
Potential Density and Yield (including development type)			Given the sites location within the Countryside a density of 30 dph was applied providing a yield of 177 dwellings.		
Phasing	0 – 5 Years	177	6 – 10 Years	0	10 – 15 Years
				0	

¹ <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-development-scheme>

² <https://www.winchester.gov.uk/planning-policy/winchester-district-local-plan-2018-2038-emerging/local-plan-2038-evidence-base>

Given the above, SHELAA site CU08 represents an available, suitable and deliverable site to deliver sustainable growth.

The Need for Growth East of Botley (Winchester)

The site is located within the Partnership for Urban South Hampshire (PFSH) spatial planning area. In December 2023, PFSH published a Spatial Position Statement 2023 setting out the overall need for, and distribution of, development in south Hampshire. The Spatial Position Statement 2023 replaced the PUSH-Spatial-Position-Statement-2016.

The 2023 Spatial Position Statement sought to help inform the preparation of and strategic co-ordination of local plans and has been prepared in line with the National Planning Policy Framework to establish and distribute the objectively assessed needs for housing and economic growth over the longer-term period to 2036.

The position statement identifies seven broad areas of search for growth with sufficient capacity for approximately 9,700 dwellings. One of these is 'East of Botley (Winchester)'. The accompanying 'Statement of Common Ground – Broad Areas of Search for Growth Assessments'³ does not define the geographical extent of the 'Broad Area of Search' however, paragraph 3.5 confirms:

Local plans will need to assess the potential suitability and deliverability of the areas of search in more detail, along with other alternatives put forward. This assessment will be informed by more detailed and comprehensive evidence, including the Sustainability Appraisal and Habitat Regulations Assessment and full public consultation with all parties.

Land at Station Hill (CU08) falls within this broad area of search, east of Botley. It is an unconstrained site and located in an excellent position to encourage active transport - adjacent to the Botley railway station and bus stops on both Station Hill and Botley Road. Additionally, given its proximity to the major infrastructure improvements of the Botley Bypass, that is itself likely to drive an increase in the homes needed locally, represents a natural extension to the growth area.

FH continue to promote SHELAA CU08 to the LPA as an available, suitable and achievable site within the PFSH growth area that is deliverable within 5 years.

Constraints and Opportunities

FH Ltd have commissioned a suite of technical reports to outline the high-level constraints and opportunities. The current position in relation to each topic area is summarised in the table below. The early scoping of these constraints and opportunities has informed the masterplan prepared by HGP Architects.

<p>Access and Movement</p>	<p>FH has commissioned Condon Transport Ltd to provide an Access and Transport Report. The aims of the report were to determine access opportunities and constraints and to consider the most suitable location for a primary access to serve residential development on the site.</p> <p>The site is bound to the north-western boundary by the A334, a major A-road that provides connection through Hampshire between the M27 and A32. To the south-western boundary is the A3051 which is another significant A-road linking Botley to Swanwick and Locks Heath. Both the A344 and A3051 benefit from segregated footway/cycleways on at least one side of the road. The site has excellent accessibility and is within a 20 minute walking distance to a number of services, including bus stops, Botley Train Station, the Railway Inn,</p>
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³ <https://www.push.gov.uk/wp-content/uploads/2024/01/Broad-Areas-of-Search-for-Growth-Assessments-6.12.23.pdf>

	<p>Botley CoE Primary School, Botley Health Care Centre and Botley Town Centre which contains many other day-to-day services.</p> <p>The feasibility work has concluded that the primary access should be taken from a new ghost island T-Junction from Botley Road, east of the YMCA Fairthorne Manor access. Potential secondary access could be achieved on station hill with turning restrictions.</p> <p>Pedestrian and cycle accesses can be provided to coincide with the existing PRow access points through the site on Station Hill, Botley Road and Outland Lane.</p> <p>A copy of this report is enclosed at Appendix B.</p>
<p>Landscape</p>	<p>FH has commissioned Finc to undertake a Landscape and Visual Technical Note to assess the capacity of the site to accommodate change and to define the landscape and visual character of the site.</p> <p>The site is not subject to any landscape related designations, albeit listed buildings and ancient woodland are present in the local area. It is located within a Landscape Character Area (LCA) which is noted as comprising gently undulating lowlands of poor agricultural quality with streams, and a predominance of woodland and strong hedgerow field boundaries resulting in a sense of enclosure with occasional long views. The northern part of the LCA, where the site is located, is described as having ‘a far less wooded and more settled character’ to the south.</p> <p>An intermittent framework of boundary trees and hedgerows creates a strong sense of enclosure in lower lying parts of the site, however to the north-east, elevated landform allows more distant views across the River Hamble valley. All available views of the site are from within, or in close proximity to the site. Further afield, visibility diminishes rapidly as a result of a combination of landform and the wider framework of vegetation.</p> <p>The Site is considered to have the capacity in landscape terms to accommodate residential development due to urban influences in the area, subject to a sensitive landscape-led design approach. The following landscape and visual design principles have been identified to inform the emerging masterplan for the proposed development:</p> <ul style="list-style-type: none"> • Retain and reinforce existing boundary hedgerows and trees, including strengthening the south-eastern boundary to address views from existing houses; • Provide a landscape buffer on the northern boundary to address views from Woodview Park; • Provide a Green and Blue Infrastructure corridor following the course of the watercourse and PRow; • Provide a sensitively designed landscape buffer to the existing high voltage overhead power lines; • Create a wetland landscape in the Site’s south-western corner, forming a bookend to the watercourse landscape corridor; • Incorporate open space on the elevated north-eastern corner to retain long views across the River Hamble valley;

	<ul style="list-style-type: none"> • Create a Green Infrastructure link between the Site and the existing vegetation pattern to the south to break up the extent of the proposed eastern parcel and reinforce the wider vegetation pattern; and • Seek opportunities to provide positive frontages and pedestrian connectivity with Botley Railway Station and the public house. <p>A copy of the Technical Note is enclosed at Appendix C.</p>
Drainage	<p>FH has commissioned Bright Plan Civils to undertake a Flood Risk Assessment and Conceptual Drainage Strategy. The aims of this study were to assess the known flood risk considerations and ground conditions to influence potential layout options and land constraints. In summary:</p> <ul style="list-style-type: none"> • The site is fully within Flood Zone 1. • The site is at very low risk from surface water flooding overall however areas of the site, predominately surrounding the tributary of the River Hamble that crosses the site, are shown to be at increased risk of surface water flooding. The extents of this fall largely within the 3m buffer of the ordinary watercourse which is to be kept clear of development. • The site is classed as medium groundwater vulnerability. • Public sewers cross the site (foul only). No development (structures) will be permitted within the minimum 3.0m easements either side of the sewers. • Existing run-off predominantly drains to the Main River that crosses south-westerly through the site, although a portion of the eastern site area conveys runoff in a south-easterly direction towards the A3051. These run-off routes are recommended to be retained. • Foul water connections can be made to the existing foul water sewer network. <p>A copy of the FRA is enclosed at Appendix D.</p>
Ecology	<p>FH has commissioned FPCR Environmental and Design Ltd to undertake a Preliminary Ecological Appraisal (PEA) of the site. The PEA has identified the initial high-level constraints which will inform a future mitigation and enhancement strategy. The study found that the site has potential to support foraging and commuting bats, hazel dormouse, common species of breeding birds and a low population of slow-worm. Initial mitigation measures include sensitive lighting strategy, implementation of a CEMP and use of protection fencing during construction, as well as retention of as much boundary vegetation as possible and new hedgerow planting.</p> <p>FPCR have also been commissioned to undertake a Biodiversity Net Gain Feasibility Report to demonstrate how the development can deliver net gains. This initial assessment confirms the proposals deliver a 11.8% gain of habitat units, a small loss of 1.46% hedgerow units and a gain of 16.8% watercourse units. The report includes additional recommendations - in order to satisfy the trading rules for habitats, an area of scrub habitat should be planted, and the inclusion of new species rich native hedgerow will satisfy the hedgerow trading rules.</p> <p>The PEA is enclosed at Appendix E. The BNG report is included in Appendix Ei.</p>

<p>Noise</p>	<p>FH has commissioned 24 Acoustics to undertake a Preliminary Noise and Vibration Assessment. The site is bounded by the railway line to the north, Station Hill (A334) to the west and the A3051 to the south. Other potential noise sources in the area include the Railway Inn public house adjacent to the north-west corner of the site and a Car Wash on the south-west corner of the site.</p> <p>The assessment found that noise levels vary across the site from between 52dB L and 84dB L between the day and night. Various mitigation measures are recommended to be included in the design:</p> <ul style="list-style-type: none"> • All dwellings are set back from Station Hill. For guidance, a minimum set back distance of 15m from the site boundary with Station Hill is recommended. • Gardens must be located behind the houses and therefore acoustically screened from Station Hill, the railway and the A3051; • Minimum 15m buffer zone between the site boundary with the railway line and proposed residential properties as recommended; • Higher occupancy bedrooms facing away from the main road and the railway line; • All gardens to be enclosed with a close-boarded fence, of minimum height of 1.8m and a minimum surface density of 12 kg/m². <p>Vibration measures were found to be below the 'low probability of adverse comment' however given the proximity of the development to the railway line, it is recommended to allow for a buffer zone of at least 15m between the railway line and residential properties.</p> <p>A copy of the assessment summary is enclosed at Appendix F.</p>
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The Vision

The FH vision is to create a high-quality, sustainable and well-connected community. The new development will be a holistically planned constraints-led proposal, which will enhance the natural environment and provide high-quality market and affordable housing in a beautiful, healthy and sociable community.

At the heart of the development is its ability to deliver growth in an accessible and sustainable location, that allows a walkable community and active design, benefiting from the proximity to sustainable transport modes and employment.

A strong landscape framework will provide new green infrastructure for public open space and biodiversity connecting and enhancing the existing surrounding green infrastructure network, and enhancing the walking and cycling routes within the site.

The development has the potential to substantially benefit the local community, providing a significant contribution to the targeted area of growth under the PfSH strategy. The communities will be at the heart of the place making process, their involvement will be key to the delivery, management and long term success of the project.

The Emerging Proposal

The technical work undertaken has enabled FH to commission HGP Architects to prepare a concept plan on Drawing No. 22.137.SK01B (**Appendix Ai**) and an Illustrative Masterplan as shown on Drawing No. 22.137.SK02A (**Appendix Aii**). The illustrative masterplan shows:

- Residential development of approximately 177 dwellings including open market housing and policy compliant 40% affordable housing;

- A generous amount of green infrastructure, including public open space, LEAP, general recreational areas, and landscaping links to the existing green infrastructure network;
- Improved walking (PRoWs) and cycle routes within the existing site and improved connections to the surrounding infrastructure and vast array of active travel opportunities.
- Biodiversity net gain and ecological enhancements, including a network of multifunctional green infrastructure that supports a range of informal activities for everyone's participation and enjoyment including natural play, ecological rich meadow areas, SuDS and productive landscapes.
- Incorporation of sustainable drainage systems which will discharge surface water in line with the SuDS hierarchy and national and local planning policy.

Land at Station Hill is a demonstrably sustainable location, recognised as an area for growth by the PfSH Position Statement and offers the potential for Winchester City Council to support the creation of a successful and logical extension to Botley.

The 'Land at Station Hill, Botley Vision Statement' of May 2024 enclosed at **Appendix G** defines the type and form of development deliverable at the site. The site can deliver appropriately scaled growth on a deliverable site to the east of Botley. The proposed development will result in the construction of new homes, green infrastructure provision, accessible natural greenspace and habitat enhancements of current farmland.

The development will be designed to encourage sustainable modes of travel including high quality walking and cycling links to provide integration with the existing and proposed infrastructure.

Foreman Homes Ltd wishes to work collaboratively with Winchester City Council and other key stakeholders to ensure the allocation of the land at Station Hill, Botley is proposed in the emerging Local Plan, and is delivered with the maximum possible benefit to the local and wider area.

FH would welcome the opportunity to meet with Winchester City Council to discuss the content of these representations and further details of the masterplan.

Yours sincerely



Senior Planner

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Appendix A – Drawing No. 22.137.01 Location Plan
Appendix Ai – Drawing No. 22.137.SK01B Concept Plan
Appendix Aii – Drawing No. 22.137.SK02A Illustrative Masterplan
Appendix B – Access and Transport Report
Appendix C – Landscape and Visual Technical Note
Appendix D – Flood Risk Assessment
Appendix E – Interim Ecological Assessment
Appendix Ei – Biodiversity Net Gain Feasibility Report
Appendix Eii – Biodiversity Net Gain Metric
Appendix F – Preliminary Noise and Vibration Assessment
Appendix G – Land at Station Hill, Botley Vision Statement